



**HERITAGE
COUNCIL**
OF WESTERN AUSTRALIA

REGISTER OF HERITAGE PLACES

The Heritage Council of WA has determined that this place does not have the cultural heritage significance required for entry in the State Register

1. **DATA BASE No.** P18182
2. **NAME** *Lake Monger Velodrome (fmr)*
FORMER NAME (or OTHER NAMES) E & D Litis Stadium
3. **LOCATION** Britannia Road, Leederville
4. **DESCRIPTION OF PLACE INCLUDED IN THIS ENTRY**
Portion of Lot 30 on P687 Vol. 1839 Fol. 768; Portion Lot 31 on P687 Vol. 1769 Vol. 75; Portion Lot 32 P687 Vol. 1769 Fol. 75; Portion Lot 0 on P5208 Vol. 1389 Vol. 164.
5. **LOCAL GOVERNMENT AREA** City of Vincent
6. **HERITAGE LISTINGS**
 - Register of Heritage Places: -----
 - National Trust Classification: -----
 - Local Planning Scheme – Heritage List: (as part of P17976 Britannia Road Reserve) 12/09/2006
 - Local Heritage Survey: (as part of P17976 Britannia Road Reserve) 12/09/2006
 - Register of the National Estate: -----
 - Aboriginal Sites Register -----
7. **ORDERS UNDER SECTION OF THE ACT**

8. **HERITAGE AGREEMENT**

9. **STATEMENT OF CULTURAL HERITAGE SIGNIFICANCE**
What is significant?
Lake Monger Velodrome (fmr) comprises a sports ground which was originally constructed as an international-standard velodrome for Perth City Council (1958-1961) in time for the 1962 British Empire and Commonwealth Games. Elements that contribute to the significance of the place include (but are not limited to):

- The extant alignment of the former concrete and timber velodrome track (1958-1959; track removed and topography altered c.1998-1999) used for the 1962 Games, one of only two international-standard velodromes in Western Australia and the only in the metropolitan area.
- Velodrome Grandstand (c.1961) comprising a tiered seating area, function room and undercroft, in the Post-War International Style with expressed structural system, glazed facade panels, cantilevered forms and interior featuring exposed cream brick walls, parquet flooring and terrazzo stair treads, constructed for the 1962 British Empire and Commonwealth Games.
- Cyclists' tunnel (c.1958; partially realigned c.1998-1999) for access to the inner side of the track.
- Turnstile/Entrance Building (c.1959) with ticket windows.
- Two Toilet Blocks at the western and eastern sides (c. 1959) featuring terrazzo partitions and tiling commonly used in this period.
- Switch Room/Scoreboard (c.1959, façade possibly extensively modified).
- Tea Tree hedge (c.1960) extending along the northern and western boundaries.
- Site of former Competitors' Building/Change Rooms (c.1961, demolished 2019).
- Jarrah tree (pre-1953), already well-established prior to construction of the velodrome.

The Floreat Athena Football Club function and meeting rooms (1985) with open-air seating, the Playing field (c.1998-1999), the Ficus (planted early 1970s) and the grove of eucalypts (progressively planted from the 1960s) as well as the two Carparks – eastern side (sealed c.1960 in association with the velodrome); western side (c.1960, sealed c.1980s in association with Floreat Athena Football Club) do not contribute to the significance of the place.

How is it significant?

Lake Monger Velodrome (fmr) is of aesthetic, historic, scientific and social value and satisfies the following factors relevant to cultural heritage significance:

- A. importance in demonstrating the evolution or pattern of Western Australia's history;
- B. importance in demonstrating rare, uncommon or endangered aspects of Western Australia's heritage;
- E. strong or special meaning it has for any group or community because of social, cultural or spiritual associations;
- F. importance in exhibiting particular aesthetic characteristics valued by any group or community;
- H. importance in demonstrating a high degree of creative or technical achievement.

Why is it significant?

Lake Monger Velodrome (fmr) has historic and rarity value as the only international-standard velodrome in the metropolitan area, one of only two in the State at that time, enabling its use as part of a network of international-standard sporting venues for the 1962 British Empire and Commonwealth Games (Factors A and B);

Lake Monger Velodrome (fmr) has social and historic value through its association with the 1962 British Empire and Commonwealth Games, which had a significant impact on the state through infrastructure development and tourism. The Games form part of Western Australians' social memories of the 1960s and the sense of the State's 'coming of age' through hosting a major event on the international stage (Factors A and E);

Lake Monger Velodrome (fmr) has rarity and aesthetic value for its representation of the Post-War International style of architecture through the original external form of the grandstand, and the materiality and detailing of the building. The place is a good example of a sporting venue constructed by the Perth City Council during the lead up to the 1962 British Empire and Commonwealth Games, with only a few other examples remaining extant (Factors B and F);

Lake Monger Velodrome (fmr) has scientific value for the information it may provide on its construction, a technical achievement at that time, including the steeply banked concrete and timber track and tunnel crossing under the track which was based on best practice in the construction of international track cycling venues at the time, and was based on the velodrome constructed for the 1956 Melbourne Olympics (Factor H).



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PLEASE NOTE: This Assessment Documentation is intended to provide sufficient information to consider the place for inclusion in the State Register. It is not intended to provide a complete record of the history of the place or its physical presentation.

10. ASSESSMENT OF CULTURAL HERITAGE SIGNIFICANCE

Cultural heritage significance means aesthetic, historic, scientific, social or spiritual value for individuals or groups within Western Australia.

In determining cultural heritage significance, the Heritage Council has had regard to the factors in the section 38 of the *Heritage Act 2018*. It is considered that the place does not warrant inclusion in the State Register against the following factors relevant to cultural heritage significance:

10(A) Importance in demonstrating the evolution or pattern of Western Australia's history;

Lake Monger Velodrome (fmr) illustrates the role of State and Local Government in investing in new, international-standard sports infrastructure to enable the State to host and compete on an international stage. Along with the Perry Lakes Stadium and adjacent Boxing Stadium, Beatty Park Aquatic Centre and other places across the city, the velodrome was part of a network of venues constructed or upgraded in time for the 1962 British Empire and Commonwealth Games (historic value).

Lake Monger Velodrome (fmr), along with other venues and infrastructure constructed or upgraded in time for the 1962 British Empire and Commonwealth Games, contributed to increased tourism and development in the state as the Games allowed Western Australia to be showcased on an international stage (historic value).

10(B) Importance in demonstrating rare, uncommon or endangered aspects of Western Australia's heritage;

Lake Monger Velodrome (fmr) was the only international-standard velodrome constructed in the metropolitan area, one of only two in Western Australia at the time, and is among a small number of new and purpose-built venues constructed in time for the 1962 British Empire and Commonwealth Games. With most buildings constructed for the velodrome still extant, including the Post-War International Style grandstand, it is a fairly intact place that demonstrates investment in international-standard sporting infrastructure during the period leading up to the Games (rarity value).

10(E) Any strong or special meaning it may have for any group or community because of social, cultural or spiritual associations;

Lake Monger Velodrome (fmr), together with the former Perry Lakes Stadium, former Boxing Stadium, Beatty Park Aquatic Centre and Games Village Precinct built in time for the 1962 British Empire and Commonwealth Games, forms part of Western Australians' cultural memories of the 1960s and the prominence of the Games as a focus for Perth's 'coming of age', as reflected through its role in hosting a major international sporting event (social value).

10(F)¹ Its importance in exhibiting particular aesthetic characteristics valued by any group or community;

The simple, clean style of the 1961 grandstand represents the functionalist approach to architecture in Perth in the mid-twentieth century. In its external detailing and finishes the building reflects the popularity of the Post-War International style in the clear expression of the structural system, the incorporation of large glazed panels, and the contrasting use of aluminium window frames, face-brick, concrete, and steel. The north-western elevation in particular is a good representative example of the application of this style (aesthetic value).

10(H) Its importance in demonstrating a high degree of creative or technical achievement;

The design for *Lake Monger Velodrome (fmr)* was based on best practice international cycling track construction at the time. The Perth City Council inspected the velodrome constructed for the 1956 Melbourne Olympics to determine the ideal technical specifications for the track and gathered feedback from cyclists and coaches who participated in the Melbourne Olympics. The Council integrated its findings into the design of *Lake Monger Velodrome (fmr)* (scientific value).

¹ For consistency, all references to architectural style are taken from Apperly, R., Irving, R., Reynolds, P. *A Pictorial Guide to Identifying Australian Architecture. Styles and Terms from 1788 to the Present*, Angus and Robertson, North Ryde, 1989.

For consistency, all references to garden and landscape types and styles are taken from Ramsay, J. *Parks, Gardens and Special Trees: A Classification and Assessment Method for the Register of the National Estate*, Australian Government Publishing Service, Canberra, 1991, with additional reference to Richards, O. *Theoretical Framework for Designed Landscapes in WA*, unpublished report, 1997.

11 **SITE PLAN**

The following plan shows all of the elements included within the place.

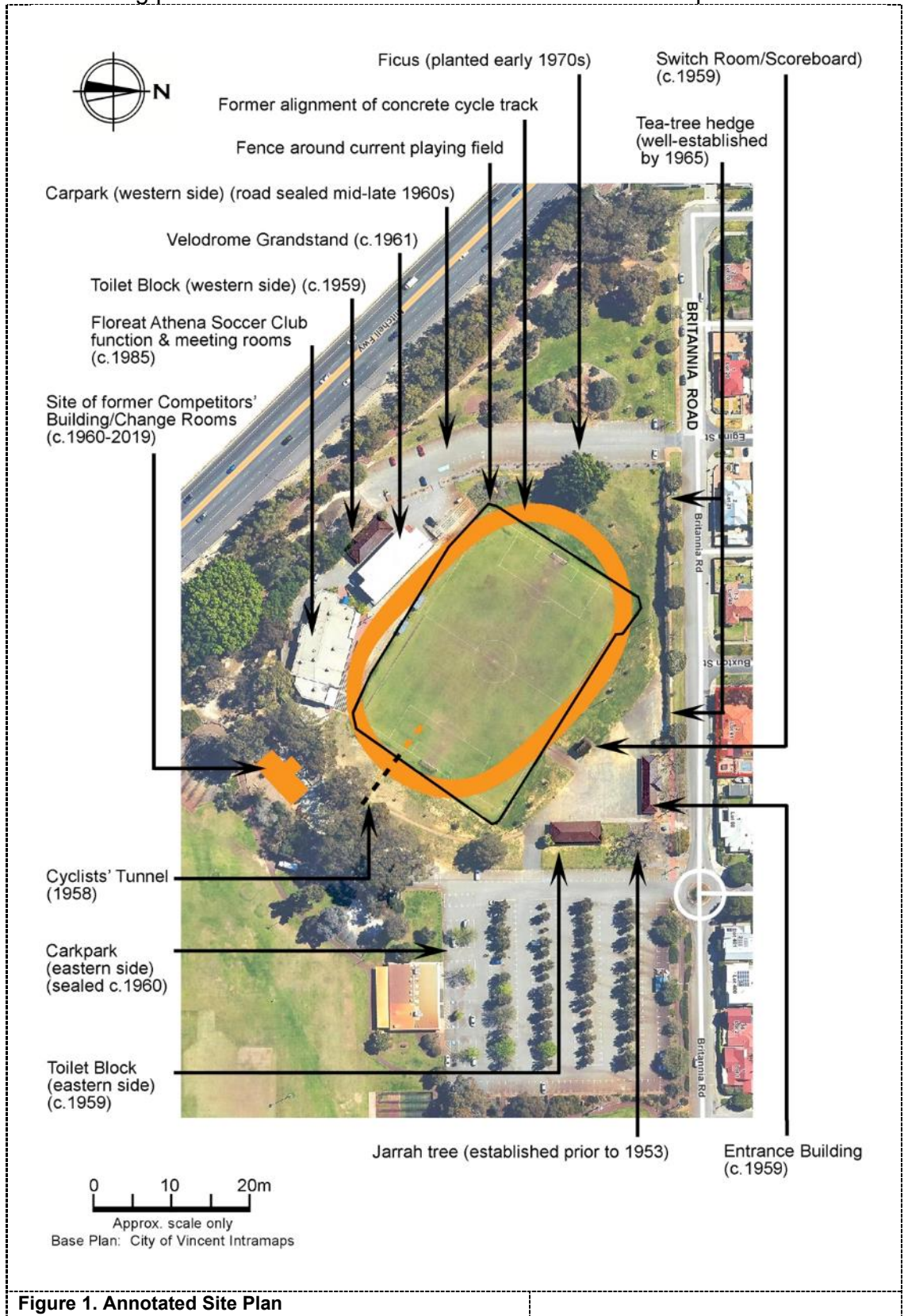


Figure 1. Annotated Site Plan

12. DEGREE OF SIGNIFICANCE

12.1 CONDITION

Overall the site is in sound condition.

The grounds are well maintained, but there is some evidence of poor maintenance to the c.1960 velodrome structures, including localised areas of deteriorated external paintwork, deteriorating mortar joints and weather penetration.

Sections of the velodrome grandstand and cyclists' tunnel are in poor condition, with particular reference to deterioration of some of the reinforced concrete components and the internal fit out of the grandstand function room. Sections of the tea-tree hedge along the northern boundary are also in poor condition. The entrance building is in good condition, and the toilet blocks and switch room/scoreboard are in sound to good condition.

The oval-shaped concrete and timber cycle track was removed and the topography and form of the velodrome extensively altered as part of the development of a larger rectangular playing field in 1998-1999. The extensive site works undertaken at that time suggest that this aspect of the site has a low level of archaeological potential.



Figure 2. Cyclists' Tunnel

There is clear evidence of deterioration of the concrete roof slab at the south-eastern entry, with fretting exposing the reinforcing. Other deterioration was not noted from the entry, but the above indicates that at least part of the structure is in poor condition.

The tunnel is subject to flooding at the lower levels.






Figure 3. Velodrome grandstand – deterioration to lower concrete tiers

A structural report prepared in January 2020 identified 4 locations where there was significant spalling and cracking to some of the lower concrete tiers and associated corrosion of reinforcing.

The report concluded that the condition of the suspended concrete in these areas was of serious concern for the public safety and recommended replacing the affected slabs within 12 months (not undertaken).

In the interim, the installation of steel plate over the affected areas (completed), restricted access to the affected zones (access now fenced off), and a more detailed inspection of the overall structure

Example of cracking and corrosion

	<p>were recommended.²</p> <p>Figure 4. Velodrome grandstand – deterioration to lower concrete tiers</p> <p>View to underside of the section where the reinforcing is now fully exposed.</p>
	<p>Figure 5. Velodrome grandstand – Function room</p> <p>Openings have not been re-glazed or boarded up where two window-mounted air conditioners have been removed along the south-western side.</p> <p>Sections of the function room ceiling have collapsed.</p> <p>At the north-western end of the room there is evidence of water damage to a small area of the parquetry floor.</p>
	<p>Figure 6. Velodrome grandstand - paintwork</p> <p>The condition of external paintwork to the various building ranges from good to poor. An example of the latter is the heavily flaking paint to the roof frame at the north-western end of the velodrome grandstand.</p>

² Correspondence from M.A. Lalli & Associates, Consulting Chartered Engineers, to Devco Builders, dated 24 January 2020. Copy provided by the City of Vincent.

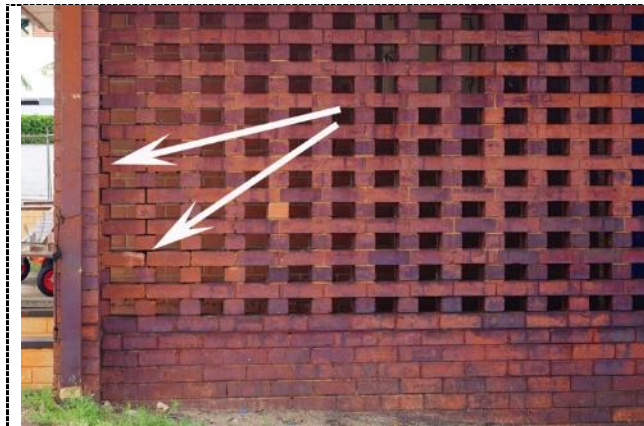


Figure 7. Toilet blocks – fretting mortar

Localised sections of the mortar have deteriorated and this is particularly evidence to the southern breezeway of the eastern block.

The brickwork to this building has also been heavily stained by overspray from the reticulation.



Figure 8. Tea tree hedge

Several sections of the c.1960 hedge have died.

12.2 INTEGRITY

This section explains the extent to which the original intention is evident, and the compatibility of current use.

Lake Monger Velodrome (fmr) has a low level of integrity with regard to its primary design as a velodrome.

It has a high level of integrity with regard to its original ancillary (and long-term) use as a playing field.

12.3 AUTHENTICITY

This section explains the extent to which the fabric is in its original state.

Overall the *Lake Monger Velodrome (fmr)* has a moderate level of authenticity.

The velodrome grandstand has a high level of authenticity, with the exception of the seating which has been fully replaced in a different style. Other alterations are of a relatively minor and non-intrusive nature.

The cyclists' tunnel has a high level of authenticity to the south-eastern end, but the north-western end has been fully reconstructed to a different orientation.

Externally the eastern toilet block has a high level of authenticity while the western toilet block has a moderate level of authenticity (noting that the original brickwork of the latter been painted). The only internal area inspected was the women's toilets in the western block, which has a moderate to high level of authenticity (retaining the original layout and some of the finishes).

The entry building has a moderate level of authenticity, noting that the turnstiles have been removed and the building adapted as a workshop/store. However, the turnstiles are in storage and the integrity of the place could be increased through accurate reinstatement of these elements.

The exterior of the switch room/scoreboard has a moderate level of authenticity, noting that the brickwork has been painted and the south-west façade modified. Interior not inspected.

The cycle track has a low level of authenticity, noting that the track has been removed and the shape of the arena changed from an oval to a rectangle, with only fragments of the original topography remaining.

13. SUPPORTING EVIDENCE

The documentation for this place is based on the heritage assessment completed by Historian and Heritage Consultant Lucy Hair, and Annette Green, Greenward Consulting, in February 2023, with amendments and/or additions by the Heritage Council and the Department.

13.1 DOCUMENTARY EVIDENCE

Lake Monger Velodrome (fmr), Leederville, is a complex of elements relating to the velodrome constructed by the Perth City Council in response to the needs of the local cycling community, and venue requirements for the 1962 British Empire and Commonwealth Games. Elements consist of the former cycling track (1958, largely removed c.1998); cyclists' tunnel (1958); entrance building (c.1959); two toilet blocks (c.1959), grandstand (c.1961); switch room/scoreboard (c.1959); and site of the competitors' room (c.1961; demolished 2019). The Floreat Athena Football Clubrooms (1985) relate to a later use of the place.

Heritage Council of Western Australia Theme (s)

This analysis is based on the Thematic History of Western Australia³ (WA Thematic). The following themes, key events and phases are relevant to the history of the place:

Economy – Commerce

- 1962 *Empire Games increases international interest in WA and boosts tourism*

Cultural Life – Recreation Organised Leisure/Entertainment – Sport

- 1950s *Increase in number and diversity of soccer clubs in response to post-WWII migration*
- 1961 *Beatty Park Swimming Pool opens*
- 1962 *British Empire & Commonwealth Games held in Perth – first major international sporting event held in WA*

Peopling WA – demographic information; immigration

- 1946-1955 *National immigration program aiming to significantly increase size of Australia's population*
- 1962-1971 *Second wave of post-WWII European migration; increasing Mediterranean populations*

Lake Monger Velodrome (fmr) is part of Britannia Reserve in Mount Hawthorn. The site is a former wetland that was originally part of Lake Monger. Lake Monger/Galup was used by Noongar people for many years prior to colonisation from 1829. 'Putup' is the name given to the area around the velodrome site. Artefact scatters found in the 1950s confirmed that the stone and glass items found related to Noongar use of the land.⁴

³ 'A Thematic History of Western Australia'. Prepared for the Heritage Council of WA by Clare Menck, Historian, June 2018.

⁴ Information courtesy of the City of Vincent Local History Centre. Putup is believed to be the name of the specific area on which the Lake Monger Velodrome was constructed.

The site formed part of the Leeder Estate after colonisation. The swampy area provided good conditions for dairying. In later years Chinese market gardens were developed. The Perth City Council acquired 120 acres around Lake Monger and commenced dredging and reclamation works to develop the area as a recreation reserve. In 1936, the reclaimed area was levelled using 7,000 cubic yards of sand from the Les Lilleyman Reserve in North Perth.⁵

The site on which *Lake Monger Velodrome (fmr)* was later constructed was used as a Perth City Council Depot Site. Night cart horses were stabled there during the early part of the twentieth century. The rubbish tip at Lake Monger 'was said to be so polluted that neither fish nor larvae would survive.'⁶

Cycling in Western Australia

Following the invention of the 'safety cycle', cycling became a popular mode of transport in WA in the 1890s, and the popularity of cycling clubs and competitive track and road racing grew along with the general popularity of cycling.⁷ In 1896 the first registered cycling club in WA, the League of Western Australian Wheelmen, was formed as a league of existing clubs.⁸ Cycling tracks were commonly built around local sporting ovals throughout metropolitan and regional WA in this period.⁹

The bicycle industry experienced a boom during the Depression era of the 1930s due to the affordability and safety of bicycles.¹⁰ At its peak, there were nearly 100 bicycle building shops in WA. By 1939 the largest, Swansea Cycles and Motor Co., expanded to a 5,000-square-foot factory in Newman Street, Fremantle; had branches in Perth, Kalgoorlie, and Bunbury; agents in Darwin and throughout WA; and turned over 1,500 bicycles a year.¹¹

Cycle tracks around sporting ovals were commonly upgraded during the 1930s to address safety issues and create banked tracks to improve the sport.¹² Ovals that included cycle tracks were multi-use recreation sites, with the cycle tracks sometimes used for other purposes such as trotting. Cycle racing was an accessible spectator sport commonly held at these ovals, and by the 1950s many

5 Information courtesy of the City of Vincent Local History Centre.

6 Gregory, Jenny, *City of Light: a history of Perth since the 1950s*, City of Perth, Perth, 2003, p. 46.

7 Track cycling involves sprints around an oval-shaped track or velodrome, ideally with steeply banked sides to allow competitors to maintain speed.

8 'Cycling – The New League', *Daily News*, 28 April 1896, p. 3, <http://nla.gov.au/nla.news-article84722082>; 'Our Hidden Cycling History', WA Historical Cycle Club website, accessed February 2023, <https://historicalcycleclub.com.au/hidden>

9 For example, Fremantle Oval, Midland Junction Oval, and Jubilee Reserve, Northam. 'Cycling event on Fremantle Oval', City of Fremantle website, accessed February 2023, <https://mysay.fremantle.wa.gov.au/fremantle-oval-stories/widgets/359597/photos/99549>; 'Sporting history of New Junction', New Junction website, accessed February 2023, <https://www.newjunction.com.au/new-page-2>, 'The Jubilee Reserve as a Show Ground', *Northam Advertiser*, 5 February 1898, <http://nla.gov.au/nla.news-article211927263>

10 'A Thematic History of Western Australia'. Prepared for the Heritage Council of WA by Clare Menck, Historian, June 2018.

11 'Swansea History – An Overview', WA Historical Cycle Club website, accessed February 2023, <https://historicalcycleclub.com.au/swansea>

12 For example, Coolgardie and Victoria Reserve, West Northam. 'Coolgardie Cycle Club', *Coolgardie Miner*, 20 October 1938, p. 2, <http://nla.gov.au/nla.news-article220090596>; 'Sports Grounds', *Western Mail*, 19 August 1937, p. 17, <http://nla.gov.au/nla.news-article37830591>

tracks featured banks of varying degrees, although none were constructed to standard international specifications.¹³

In May 1952 the League of West Australian Wheelman requested that Perth City Council consider constructing a purpose-built 'enclosed cycle track' in the city area.¹⁴ The City began investigating other cycling tracks in Australia, determining whether a suitable site could be found within the Endowment Lands¹⁵ and liaising with interested organisations connected with the West Australian cycling community.¹⁶

At the time, Perth was the only capital city in Australia without an international-standard banked track,¹⁷ and the League saw the prospect of a velodrome as close to the city as possible in promoting professional cycling as weeknight entertainment.¹⁸ A project to construct an international-standard velodrome was also underway in Collie in 1953,¹⁹ and the banked bitumen track of five laps to the mile (333 1/3 m) was completed in 1954, becoming the first of its kind in WA.²⁰

Lake Monger Velodrome

By the end of 1953, 'sites in the vicinity of Lake Monger' were being considered by the Perth City Council, and Perth Lord Mayor James Murray 'assured officials of the WA Amateur Cyclists' Union that there would be a cycling track built in Perth within the next two years in the Lake Monger area'.²¹

Little progress ensued until July 1954 when the City Engineer's Department prepared a plan for a proposed track layout, and the proposal for an 'Olympic Standard Cycle Track' was announced in August 1954.²² Debates about the orientation of the track and its relationship to existing ground levels delayed building works.²³

Although the velodrome was originally proposed as a venue for the cycling community and construction was already underway, it was rolled into the Perth City Council's proposal to host the VIIth British Empire and Commonwealth Games to be held in 1962.²⁴ At the time, Perth was a small, isolated town with a population

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- 13 For example, Jubilee Oval, Northam 'Northam Sports', *Wongan-Ballidu Budget*, 19 January 1950, p. 4, <http://nla.gov.au/nla.news-article253458098>
- 14 SRO, S72, Cons 3054, File 1961/0052, 'Lake Monger Velodrome', letter dated 19 May 1952.
- 15 The Endowment Lands, stretching from North Fremantle and to the north along the coast, were proclaimed in 1855. It was vested in the Mayor and Councillors of the City of Perth in 1903. Proposals to develop the area commenced in the 1920s. This information is based on references contained in Heritage Assessment for the British Empire and Commonwealth Games Village Precinct (fmr).
- 16 SRO, S72, Cons 3054, File 1961/0052, 'Lake Monger Velodrome'.
- 17 'Cyclists Plan a Track for North Perth', *Daily News*, 22 July 1953, p. 12, <http://nla.gov.au/nla.news-article266116556>
- 18 'Plan for Track', *Daily News*, 5 August 1952, p. 10, <http://nla.gov.au/nla.news-article265907047>
- 19 'Olympic Champion at Collie', *Collie Mail*, 23 December 1953, p. 14, <http://nla.gov.au/nla.news-article256220947>
- 20 'New Collie Track Nears Completion', *West Australian*, 19 March 1954, p. 24, <http://nla.gov.au/nla.news-article49623611>; 'Prospering Collie Reflects Our Industrial Progress', *West Australian*, p. 2, 10 June 1954, <http://nla.gov.au/nla.news-article52948096>
- 21 'Sports Shorts', *Daily News*, 9 December 1953, p. 26, <http://nla.gov.au/nla.news-article266137647>
- 22 SRO, S72, Cons 3054, File 1961/0052, 'Lake Monger Velodrome', State News release dated 23 August 1954. Plans for an Olympic Swimming Pool in Kings Park were announced in the same release.
- 23 SRO, S72, Cons 3054, File 1961/0052, 'Lake Monger Velodrome'.
- 24 *West Australian*, 11 December 1958, p. 2.

of less than 500,000, and had 'almost no sports facilities of international standard'.²⁵ The City of Perth, headed by Lord Mayor Harry Howard, saw the games as 'an opportunity for enhancing a reputation for goodwill and hospitality on an international plane'.²⁶

Perth City Council's first application to host the 1962 British Empire and Commonwealth Games in Australia failed, with Adelaide chosen in September 1956 as the preferred location.²⁷

One of the City's Engineers went to Melbourne to investigate suitable track surfaces just after the 1956 Melbourne Olympic Games. At the time there were varying international views as to whether wood, bitumen or concrete would be the most appropriate track surface were considered. The City Engineer also found differences in opinion as to whether the track length should be 250m or 333 1/3 m amongst those he interviewed.²⁸

In March 1957, the Perth City Council announced that work on the 250m track designed to international standards would commence soon. A grandstand would be a future addition to the site after the track and facilities had been completed. In addition, 'a special tunnel running under the track is to be included in the building programme to give competitors access to the centre of the arena.'²⁹ Cycling clubs were pleased with the announcement, but several Mount Hawthorn residents were unhappy with the chosen site. They felt it would devalue their houses and was not in keeping with community use of the lake.³⁰

Progress was slow and it was not until January 1958 that the City Engineer reported that the tunnel works were 'well in hand' despite some problems with the ground water level. The tunnel, constructed by Madaschi's Concrete Terrazzo Works, had to be completed and cured prior to finishing earthworks.³¹ By June 1958, it was reported that 'the competitors' tunnel for the velodrome is complete, the arena is roughly graded and the material for the banks is already in position.'³²

The decision for Adelaide to host the 1962 Games was rescinded in April 1958,³³ and Perth City Council submitted a new proposal in June 1958 which committed to the construction of 'an Olympic Pool and diving pool, an athletic stadium to seat 52,000, a velodrome at Lake Monger (already begun), training tracks at Leederville Oval and a Games Village'.³⁴ The new purpose-built venues were a key part of the

25 Gregory, p. 77; *A Pictorial Record of the VIIth British Empire and Commonwealth Games Perth Western Australia November 22 to December 1, 1962*, p. 9.

26 *A Pictorial Record of the VIIth British Empire and Commonwealth Games Perth Western Australia November 22 to December 1, 1962*, p. 3.

27 Gregory, p. 78; '1962 Empire Games In Adelaide', *Canberra Times*, 3 September 1956, p. 3, (<http://nla.gov.au/nla.news-article91222078>)

28 SRO, S72, Cons 3054, File 1961/0052, 'Lake Monger Velodrome', correspondence December 1956 and January 1957. In his report the City Engineer recommended a concrete-surfaced, 250m track.

29 SRO, S72, Cons 3054, File 1961/0052, 'Lake Monger Velodrome', State news release, 12 March 1957.

30 SRO, S72, Cons 3054, File 1961/0052, 'Lake Monger Velodrome', letter 23 March 1957.

31 SRO, S72, Cons 3054, File 1961/0052, 'Lake Monger Velodrome'. The contract for the first stage of works was issued after July 1957, file note dated 29 July 1957.

32 SRO, S72, Cons 3054, File 1961/0052, 'Lake Monger Velodrome'.

33 Gregory, p. 78; '£100,000 to back Empire Games', *Canberra Times*, 15 April 1958, p. 7, (<http://nla.gov.au/nla.news-article91247765>)

34 Gregory, p. 78. See also *The Official History of the VIIth British Empire and Commonwealth Games, Perth, Australia, 1962*, British Empire and Commonwealth Games Organising Council, 1964.

council's vision of the 'great national benefit' of selecting Perth to host.³⁵ Their second application was successful, with Perth chosen as Australia's host city for the 1962 Games in June 1958.³⁶

Work on the banks of the velodrome commenced by November 1958.³⁷ The track measured 333m 32cm, the Olympic standard five laps to the mile, with 10 degree banks in the straights rising to 37 degrees at each end.³⁸ The track was constructed of gunnite concrete, which was laid using high-pressure hoses that could spurt 600 cubic feet a minute, to minimise the water content and prevent cracking during the drying process.³⁹



Figure 9. Lake Monger Velodrome, Leederville under construction, 10 December 1958. Illustrations Ltd collection, State Library of Western Australia 113880PD.



Figure 10: Spraying the gunnite concrete track. Lake Monger Velodrome, Leederville under construction, 8 January 1959. Illustrations Ltd collection, State Library of Western Australia 113908PD.

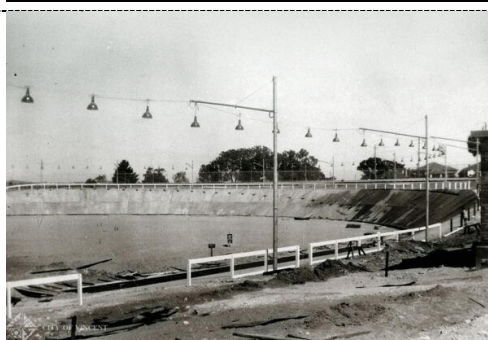


Figure 11: Velodrome under construction, 1959. Courtesy City of Vincent Local History Collection PH04268.

³⁵ *West Australian*, 7 June 1958, p. 1. Cited in Gregory, p. 78.

³⁶ 'Games may be held in Perth', *Canberra Times*, 7 June 1958, p. 18, <http://nla.gov.au/nla.news-article136299239>

³⁷ *West Australian*, 27 November 1958, p. 2. See also SLWA photographic collection, 113870P-113870PD and 113879-113881PD (December 1958).

³⁸ SRO, S1364, Cons 4912, CD 0721; P18182 Lake Monger Velodrome (fmr) Preliminary Review.

³⁹ *West Australian*, 19 January 1959, p. 2. See also State Library of WA photographic collection 113908PD-113909PD, January 1959, https://encore.slwa.wa.gov.au/iii/encore/record/C_Rb3521993

The Velodrome was 'brilliantly lit' on the opening night on 14 March 1959. State teams moved around the track together to mark the opening in front of an estimated 5,000 spectators. Lord Mayor, Mr Howard, remarked that 'we are pleased the Velodrome meets with the approval of those who have to use it.'⁴⁰

Victorian cyclists who trained at the Velodrome just prior to the opening commented that, 'they would feel at home...because it was so much like the Olympic Velodrome in Melbourne.' Unlike Melbourne's velodrome, which was dismantled following the 1956 Olympics, *Lake Monger Velodrome (fmr)* was intended to be permanent. The velodrome was completed at a total cost of £87,000, including £21,000 for improvements.⁴¹

The velodrome was used for many events prior to the 1962 Games. In March 1959, it was used for the Championship Cycling Meeting.⁴² In October 1960, it was the venue for the Aces Leederville Derby for amateur cyclists.⁴³

By March 1961, the track, entrance building, toilets, switch room, tunnel and competitors' rooms had all been completed. The grandstand, end open-seat stands and site fencing were completed after March 1961.⁴⁴ The grandstand, turnstile and entrance building were constructed by E. Allwood & Son,⁴⁵ which also constructed the stadium at Perry Lakes for the Empire and Commonwealth Games between December 1961 and September 1962.⁴⁶ The two ablution blocks were constructed by Missen and Mills Pty Ltd.⁴⁷

The British Empire and Commonwealth Games, named the British Empire Games from its inception in 1930 to 1954, were held in Western Australia between 22 November and 1 December 1962. Events were held across the city at ten venues, both existing and purpose-built. A Games Village was also constructed to house competitors and officials.⁴⁸ This was the first major international sporting event to be held in Western Australia.⁴⁹

During the Games, events were held at the Velodrome on Monday 26 November to Thursday 29 November 1962. Competitors from many nations participated.⁵⁰

40 *Sunday Times*, 15 March 1959, p. 26.

41 *West Australian*, 19 March 1959, p. 36.

42 SRO, S72, Cons 3054, File 1961/0052, 'Lake Monger Velodrome', file note dated 9 March 1959. Conveniences had not been constructed at the time of the event and so temporary conveniences had to be installed for event held 14-21 March 1959.

43 *Daily News*, 26 October 1960, p. 3.

44 Aerial photograph dated 13 March 1961, Landgate Map Viewer Plus - historical aerial photographs www.landgate.wa.gov.au/bmvf/app/mapviewer/; SRO, S72, Cons 3054, File 1961/0052, 'Lake Monger Velodrome', funds had been allocated around 1959 but it has not been determined when the Switch Room was completed. It is shown on the aerial photograph dated 13 March 1961, Landgate aerial photography.

45 SRO, S1457, Cons 5094, Item 1877, drawings dated 13 October 1961.

46 *West Australian*, 19 December 1961.

47 SRO, S72, Cons 3054, File 1961/0052, 'Lake Monger Velodrome', file note dated 23 April 1959.

48 Gregory, p. 81.

49 'A Thematic History of Western Australia'. Prepared for the Heritage Council of WA by Clare Menck, Historian, June 2018.

50 *Sunday Times*, 25 November 1962, p. 46; *West Australian*, 28 November 1962, p. 29.

Australian cyclists won all track cycling events, the first time in the history of the Games that one country had won all track titles.⁵¹

Photographs taken at the Games show crowds of spectators in the grandstand and open-seating around the track. On the opposite side of the track from the grandstand was the Switch Room. The scoreboard and possibly a commentary box were located on the trackside of the Switch Room.⁵² The Perry Lakes Stadium had an electronic scoreboard and given that the cycling events were often held at night, it is likely the scoreboard was either well-illuminated or electronic.⁵³



Figure 12: Velodrome track, Leederville, 1960s. City of Vincent Local History Collection PH01342, courtesy City of Perth Cultural Collections.



Figure 13: Cycling Velodrome, 1962. Courtesy City of Vincent Local History Collection PH00895.

The British Empire and Commonwealth Games had a substantial long-term impact on Perth, with world-class permanent facilities for many sports built for the games, and positive publicity throughout Commonwealth countries.⁵⁴ Investment in preparations for the games included redevelopment of Perth Airport and the completion of the Fremantle Passenger Terminal to cater for Games visitors.⁵⁵ As noted by Historian Jenny Gregory, ‘the most important outcome of all was a new sense of confidence in Perth’s ability to compete successfully on a world stage.’⁵⁶

Lake Monger Velodrome (fmr) continued to be used for cycling events after the Empire and Commonwealth Games, though it had always been intended that the

51 Heritage Council of WA, Preliminary Review for P18182 Lake Monger Velodrome, September 2007.
 52 Photographs from the City of Vincent Local History Centre and State Library, particularly COV PH00895, indicate some kind of verandah/platform in front of the scoreboard.
 53 P9100 Perry Lakes Sports Complex. Heritage Council of WA Assessment Documentation (2006).
 54 P3553 Beatty Park Leisure Centre & Beatty Park. Heritage Council of WA Assessment Documentation, pp. 6-7.
 55 *A Pictorial Record of the VIIth British Empire and Commonwealth Games Perth Western Australia November 22 to December 1, 1962*, p. 9.
 56 Gregory, *City of Light*, p. 92. See also ‘A Thematic History of Western Australia’. Prepared for the Heritage Council of WA by Clare Menck, Historian, June 2018, p. 160.

oval in the middle of the velodrome could be used for other purposes.⁵⁷ The number of cycling events decreasing from the early 1970s, and noise complaints from local residents as well as ongoing maintenance of the track may have been factors which led Perth City Council to consider alternative uses for the site.⁵⁸

An oval in the middle of the track was marked out with a soccer pitch sometime between 1965 and 1970, which was used for night soccer games from the 1970s as it could be lit.⁵⁹

In the mid-1970s, the Floreat Athena Football Club negotiated the lease of the velodrome site with Perth City Council.⁶⁰ The Athena Club was established in 1951 for the local Greek community as a social and football (soccer) club, during a decade that saw an increasing number and diversity of soccer clubs in Western Australia in response to post-WWII migration, with many teams linked to European migrant communities.⁶¹ One of Floreat Athena's objectives was to promote itself as a cultural organisation for Greek migrant youth. Originally housed in Wellington Square, they moved to Perry Lakes in the 1970s and changed their name to Floreat Athena, before moving to the velodrome site (c.1980).⁶²

Extensions to the Mitchell Freeway, completed in 1978, also had a significant impact on the velodrome site, severing the connection between the velodrome and Lake Monger.⁶³

Floreat Athena's new headquarters were opened on 19 October 1986, designed by Kevin Palassis Architects in 1985 and constructed by Bill Spartalis. Roughly half was dedicated to a function area and associated kitchen, and the other half was used for a lounge, storeroom, bathrooms, committee room and offices.⁶⁴ Local Greek businesses supplied many of the components, such as Mick Michael's electrical firm Milec supplied the outdoor lighting.⁶⁵

With generous facilities for soccer games and any community social events, Floreat Athena worked to build a community centre from their new headquarters. Soccer was the dominant focus and the Club's on-field successes in the 1980s all helped to increase Club memberships. Historian John Yiannakis noted, 'With growing support the club remained a notable social fraternity and a vehicle for nationalist fervour.'⁶⁶

57 SRO, S72, Cons 3054, File 1961/0052, 'Lake Monger Velodrome'. Discussion about possible uses of the oval were considered several times.

58 Noise complaints about the loudspeaker system were made by local residents soon after the velodrome opened, SRO, S72, Cons 3054, File 1961/0052, 'Lake Monger Velodrome'.

59 Based on a comparison of aerial photographs from Landgate, 1965 and 1970.

60 Yiannakis, John N., *Odysseus in the Golden West: Greek migration, settlement and adaptation in Western Australia since 1947*, API Network, 2009, p. 208. The year Floreat Athena moved to the velodrome site has not been determined but was during the late 1970s.

61 WA Thematic.

62 'History', Floreat Athena Football Club website, accessed January 2023, <https://floreatathenafc.com.au/joomla/index.php/club/history>,

63 Edmonds, Leigh, *The Vital Link: a history of Main Roads Western Australia, 1926-1996*, UWAP, Nedlands, 1997, p. 261.

64 SRO, S1457, Cons 5094, Item1877, drawings by Kevin Palassis Architect.

65 Yiannakis, p. 209.

66 Yiannakis, p. 210.

The Perth City Council was dissolved at the end of 1993 and the land on which *Lake Monger Velodrome (fmr)* is situated became part of the Town of Vincent.⁶⁷

In 1996, a risk assessment report identified that \$140,000 of works were required to make the facility safe. In 1997, the amount required was estimated at \$580,000. Most of this estimate related to the deteriorating timber slats, drainage to the grandstands and the track and railing 'were crumbling and at risk of collapsing.'⁶⁸ There was opposition to renewing Floreat Athena's lease from local residents, some of whom formed the Britannia Reserve Precinct Group in a move to return the velodrome site to parklands.⁶⁹

The cycle track and open-air seating constructed prior to the 1962 Empire Games were removed c.1998. The cycling tunnel was left in situ but large sections of the track banks were removed to accommodate a larger soccer field.⁷⁰

In 2015, Floreat Athena raised concerns about the state of the changerooms and tunnel. The former competitors' rooms were demolished between April and August 2019.⁷¹ A Structural Report prepared in 2020 noted concerns with the suspended concrete in the c.1961 grandstand.⁷²

In 2023, the stadium is known as the E & D Litis Stadium, named after sponsors Evangelos and Despos Litis, and is the home of the Floreat Athena Football Club.⁷³

13.2 PHYSICAL EVIDENCE

Lake Monger Velodrome (fmr), Leederville, is a sports ground that comprises the site of 1962 Commonwealth Games cycle racing track (1958-1959); part of the original cyclists' tunnel (constructed 1958); entrance building (c.1959); two toilet blocks (c.1959); switch room/ scoreboard (c.1959); tea-tree (*leptospermum*) hedge along the northern boundary (c.1960); site of the former competitors' building/change rooms (c.1961, demolished 2019); and velodrome grandstand (c.1961, now known as the 'Eleni Grandstand').

Later elements of the site include the Floreat Athena Football Club function and meeting rooms (c.1985); the rectangular sports field constructed across the former oval-shaped velodrome, (c.1998-1999); and open-air, tiered spectator seating (c.1998-1999).

Other prominent landscaping includes a mature jarrah tree (already well-established by 1953); a mature ficus (planted c.1970s); and a grove of eucalypts (progressively planted from the 1960s).

67 Gregory, p. 332.

68 *Guardian Express*, 22 July 1997, p. 1.

69 *Guardian Express*, 15 October 1996, pp. 1 and 3 and 10 December 1996, p. 5.

70 Information courtesy of the City of Vincent Local History collection. See also Landgate aerial photographs dated 16 February 1995 and 24 February 2000.

71 Landgate aerial photographs dated 26 April 2019 and 26 August 2019.

72 Structural report prepared by M. A. Lalli & Associates, January 2020.

73 Information courtesy of the City of Vincent Local History collection.

Siting

Lake Monger Velodrome (fmr), Leederville, is located at the north-western corner of the Britannia Road Reserve. It is flanked by open parkland to the east and south-east and by residential streets to the north. It was originally sited on the north-eastern shore of Lake Monger (Galup) but is now separated from the lake by the Mitchell Freeway.

Within the boundaries of *Lake Monger Velodrome (fmr)*, Leederville, a steeply sloped, oval-shaped cycle race track was originally the central feature, but this was largely removed by the creation of the c.1998 rectangular sports field. Elements of the surrounding topography, and the siting and nature of the associated Commonwealth Games structures, continue to provide evidence of the former layout and use.

More recent structures and landscaping have been integrated into site and provide evidence about its adaptation and continued use as a sporting venue.



Figure 18. Entrance to the site from the eastern carpark.

External views of the site are restricted by the topography created by the excavation of the original arena, by buildings near the boundaries and by soft landscaping.



Figure 19. View over playing field from the north boundary, looking SE.

The central focus of the current site is the rectangular playing field, which extends across much of the area originally occupied by the oval-shaped velodrome track and arena.

The playing area is set well below the natural ground level and appears to closely match the level of the original arena. More detailed investigation would determine if small sections of the surrounding embankments still represent the location and form of the original racing track.

Since the 1960s a grove of eucalypts has been progressively established along the south-eastern side of the site (in the former off-field competitors' area).



Figure 20. View over playing field from the north boundary, looking south.

Along the south-western side, the playing field is flanked by the original velodrome grandstand and the Floreat Athena Football Club function and meeting rooms. Modern, open-air, tiered spectator seating has been constructed between these buildings and the field, and one of the original brick toilet blocks is located immediately behind the grandstand.



Figure 21. View over playing field from the north boundary, looking ESE.

The entrance building, toilet block (east) and switch room/scoreboard form a small group on the north-eastern side of the field (seen in the background on the left). These are set along the edges of a triangular bitumen access area.

To the north-west of the field the grounds have been landscaped as relatively open, grassed area, with the prominent elements being the c.1960 tea-tree hedge and a c.1998-1999 stone retaining wall abutting the northern (Britannia Road) boundary (seen in the foreground on the left).

Cyclists' Tunnel (1958, partly realigned c.1998-1999)

The cyclist's tunnel extends under the embankment at the south-eastern end of the playing field. Constructed as a concrete underpass, this originally extended on a north-west/south-east axis from the central arena of the velodrome to a pathway leading to the competitors' building. The south-eastern end of the tunnel remains intact, but the other end has been reconstructed to run along the edge of the rectangular playing field (with the new entrance facing south-west). Both entries are gated and locked, and the south-eastern gates have been covered with wire mesh.

The landscaping of the area around the south-eastern entry has been progressively modified since the 1960s and the context of the tunnel has been diminished by the demolition of the competitors' building.



Figure 22. South-eastern entry to cyclists' tunnel.

This section of the tunnel dates from 1958.



Figure 23. South-eastern end of cyclists' tunnel.

The brickwork of the reconfigured section can be seen at the end of this view. The new section extends at a right angle to the original, which previously continued in a straight line to the north-west.

At the time of inspection the tunnel had standing water to the lower level.



Figure 24. Reconfigured south-western entry to tunnel.

This section of the tunnel dates from the reconstruction of the playing field in 1998-1999.

Entrance Building (c.1959)

The entrance building is located near the north-eastern corner of the site, with a concrete paved set-back to the Britannia Road verge on its northern side and the main carpark on its eastern side. It was designed as a functional, single storey structure, which does not represent any of the key architectural styles.

The building form is a simple rectangle, measuring approximately 22 x 5.5m, with a small (approximately 5.5 x 1.5m) projecting bay at the centre of the north elevation. The walls are constructed of dappled red face-brick and the hipped roof has dark, autumn-tone S-shaped tiles and wide, flush panel eaves.

The interior has been adapted as a workshop/store.



Figure 25. Turnstile/entrance building – north elevation

The projecting bay has two aluminium framed ticket windows, separated by a chequerboard-pattern tiled panel and sheltered by a flat metal awning. To either side of the central bay there is a single large opening, set with matching garage-style, hinged metal doors. At either end of the north elevation the brickwork extends out as a small wing wall.



Figure 26. Turnstile/entrance building – north elevation – detail

There are no decorative elements to the building other than the tiled panel at the centre of the projecting bay and the simple rectangular panels to the large doors.



Figure 27. Turnstile/entrance building – south elevation

The western bay has been enclosed at the rear (south) by flat pan metal sheeting and gates.



Figure 28. Turnstile/entrance building – eastern bay

The internal walls of the side bays are face brick, while the central office area has rendered walls.

Toilet blocks (c.1959)

The site includes two original toilet blocks, one on the south-western side of the site (behind the velodrome grandstand) and the other near the north-eastern corner of the site. They were designed as matching, functional, structures and do not represent any of the key Architectural styles.

Both are single storey and have a simple rectangular plan form, measuring approximately 20 x 8m. The walls are constructed of dappled red face-brick (now painted to the western block) and the hipped roofs have dark, autumn-tone S-shaped tiles and wide, flush panel eaves. Recessed entries at either end have an open breeze pattern to the brickwork. High level windows have a mixture of fixed and louvered glazing.

Based on an inspection of the women's toilets in the western block, the interiors have flush plastered ceilings and upper walls, original square wall tiles (yellow in the area inspected), modern tiled floors and terrazzo toilet partitions.



Figure 29. Toilet block (east) – west elevation



Figure 30. Toilet block (east) – east elevation

The walls have been partly stained by the reticulation.
There are four high level windows in the shadow under the eaves.



Figure 31. Toilet block (west) – north-west and north-east elevations

The walls were originally face-brick, matching the toilet block on the eastern side of the site.



Figure 32. Toilet block (west) – interior of women's toilets

The terrazzo partitions and wall tiles appear to be original.

Switch room/scoreboard (c.1959)

The switch room/scoreboard is located adjacent to the north-eastern side of the former velodrome track. The base of the building helps to illustrate both the orientation and height of the former track in this vicinity (noting that the overall height of the former track was reduced in front of this building and in front of the velodrome grandstand, immediately opposite).

This is a simple functional building constructed of brick with a shallow, mono-pitch concrete slab roof. The base measures approximately 3.5 x 5.5m, with a slightly projecting concrete plinth.



Figure 33. Switch room/ scoreboard) – south-west and south-east elevations

On the south-western side (facing the former track) there is a projecting metal box and awning which has been fitted with a modern electronic scoreboard. A sign with the words 'Evangelos Litis Scoreboard' has been mounted on the roof.

Note: A 1962 photograph⁷⁴ suggests that the south-west elevation originally had a large square results board (or similar) mounted against the upper level and roof, and an open verandah which projected out from the south-west elevation. This suggests that the current façade has been extensively modified.



Figure 34. Switch room/ scoreboard) – south-east and north-east elevations

A 1962 photograph suggests that this building was constructed of light coloured face-brick, but the walls have now been painted black.

On the north-eastern side there is a pair of double metal doors with louvers to the bottom third and fixed, obscure glazing over.

Velodrome grandstand (c.1961)

The grandstand is located adjacent to the south-western side of the former cycling track and together with the switch room/scoreboard, opposite, helps to illustrate the width and orientation of the original arena.

The building, which measures approximately 33 x 14m, comprises a tiered seating area with partial side screens and full width roof, a first floor function room (on the south-western side), and two accessible undercroft areas.

Exterior

The building has a low-pitched raked roof, clad with flat-pan roof sheeting and supported by cantilevered, tapered rolled steel joints. The absence of any soffit lining to the wide eaves creates a lightweight form which appears to sit lightly above the glazed panels around the upper edges of the outer walls.

The north-eastern side of the building is open, providing unrestricted views over the playing field (and former velodrome). The external walls to the north-western, south-western and south-eastern sides are constructed of cream brick with contrasting panels of dark bricks to the rear. The seating tiers are formed by L-shaped concrete slabs, fixed to steel beams with metal brackets and bolts. The

⁷⁴ Cycling Velodrome, photograph, City of Vincent Local History Centre, PH00895.

beams are, in turn, supported by concrete encased steel columns and sections of brick walling.

In its external detailing and finishes the building reflects the popularity of the Post-War International style in the clear expression of the structural system, and in the detailing at the north-western end, which incorporates the entrance to the function room. Key elements include the slim-line roof, large glazed panels, and the contrasting use of aluminium window frames, face-brick, concrete, steel and rendered detailing.



Figure 35. Velodrome grandstand – north-eastern elevation

The front edge of the tiered seating area is enclosed by an open metal pipe rail fence, behind a more modern safety barrier fence. The sides are framed by rendered balustrades. Towards the back of the stand, these balustrades are capped by full height aluminium-framed glass screens. The rear wall of the seating area is constructed of cream brick, with a door and a boarded-up window to the function room, behind. The rear wall also has a modern sign with the words 'The Eleni Grandstand'.

The tiers are now fitted with 8 rows of modern fold-up seating.



Figure 36. Velodrome grandstand – north-western elevation

At the north-western end, the prominent element is the entrance to the function room foyer and stairwell. This features double doors and full-height aluminium framed windows. The lower panels have been boarded up for security.

To the left of the foyer entry a single door provides access to the north-western undercroft area. The readily available evidence suggests that this was a later alteration.

Former steps to the seating tiers have been reconstructed as a ramp.

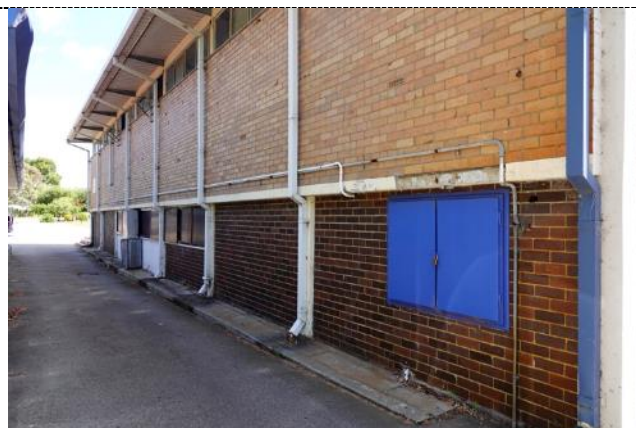


Figure 37. Velodrome grandstand – south-western elevation

The high level aluminium framed windows along the top of this elevation provide light and ventilation to the function room.

The readily available evidence suggests that the door and windows at ground floor level (which open onto the north-western undercroft area) were created as part of later alterations. These are now boarded up.

A sign painted on a duct adjacent to the door reads "S.F. of W.A. Office" (Soccer Federation of WA).



Figure 38. Velodrome grandstand – north-eastern elevation

The original face brick to the north-eastern elevation has been painted.

The high level windows open onto the function room toilets.

The ground floor doors provide access to the plumbing ducts (on left) and undercroft (right).

Interior

The main internal space is the function room, which is located at first floor level, at the rear of the tiered seating area. This includes a spacious foyer/stairwell; a long, narrow reception area; a kitchenette/servery; and men's and women's toilets.

At the north-western end of the ground floor level a former office/committee room is located in the undercroft below the function room and tiered seating.

At the south-eastern end, there is a service area below the first floor toilets, and a unfinished storage area below the tiered seating.



Figure 39. Function Room – foyer and stairwell, looking north-west

The main features of this area are the aluminium-framed doors and windows, the cream brick walls, and the terrazzo stair treads and landing.



Figure 40. Function Room – reception area, looking south-east

The main features of this area are the cream brick walls (now partly painted), high level aluminium-framed windows, textured ceiling panels, jarrah panelling, the bank of three timber framed windows overlooking the velodrome (now boarded up) and the parquetry floor.



Figure 41. Function Room – reception area, looking south-east – detail of kitchenette/servery and entries to toilets.



Figure 42. North-western undercroft – office/store – area below seating tiers
 The north-western undercroft area has been finished with a concrete floor, a mixture of painted and rendered walls, and a mixture of painted concrete and suspended ceilings. The finishes and detailing are consistent with a basic, post-construction fit out to make part of the undercroft habitable for an office, meeting room or similar function.



Figure 43. North-western undercroft – office/store – area below function room
 This area has basic finishes, which are not consistent with the original detailing to the rest of the building.



Figure 44. South-eastern undercroft
 A small section near the entrance door has been finished with a concrete floor and is used for storage. The remainder has a compacted earth floor.

Moveable Heritage



Figure 45. Former velodrome lamps

Lamp covers and globes from the former velodrome lighting are stored at the south-eastern end of the velodrome grandstand undercroft.

Tea-tree hedge and wire mesh fence along the northern boundary (c.1960)



Figure 46. Tea-tree hedge

This hedge (which is clearly visible on the 1965 aerial photographs) originally extended along the northern and western boundaries. It abuts, and has grown through, a high pipe rail and wire mesh fence.

The surviving northern hedge has a number of plants which are in poor condition or have died.

Other site elements



Figure 47. Jarrah tree

This is the only vegetation on the site that is believed to pre-date the development of the velodrome.

Note: This was clearly visible as an established tree on a 1953 aerial photograph and was the only tree visible on the site on a 1961 aerial photograph.⁷⁵

75

Landgate Map Viewer Plus - historical aerial photographs
www.landgate.wa.gov.au/bmvf/app/mapviewer/



Figure 48. Floreat Athena Football Club function and meeting rooms

The 1985 club rooms are located immediately south-east of the velodrome grandstand.

The raked, open-air seating in front of the club rooms was developed as part of the development of the rectangular playing field in 1998-1999. Further investigation would be required to determine if this reflects the slope of the former cycle track in this immediate area.



Figure 49. Mature ficus

This prominent landscape element is located near the north-western corner of the site, near the north-western end of the former cycle track. The readily available evidence indicates that it was planted in the 1970s.

Further investigation would be required to determine if the steep embankment adjacent to the tree reflects the slope of the former cycle track in this immediate area.



Figure 50. Grove of eucalypts at the south-eastern end of the playing field.

It is possible that some of the mature trees in this area date from the 1960s. However, the readily available evidence suggests that the majority were planted during later landscaping campaigns.



Figure 51. Site of former competitors' rooms (demolished 2019)

There is no visible evidence of the former building or its footprint.

Associated elements in the immediate vicinity



Figure 52. Carpark on the eastern side of the site (c.1960)

This carpark was originally formed and sealed as part of the site works for the velodrome, c.1960. The landscaping dates from the 1990s. The footprint remains as originally laid out.



Figure 53. Carpark on the western side of the site (originally a dirt access road)

From the early 1960s this area was occupied by an unsealed access road to the velodrome grandstand. The fully sealed carpark dates the 1980s.

13.3 COMPARATIVE INFORMATION

Lake Monger Velodrome (fmr), is a complex of elements relating to the Velodrome, constructed from 1958 during a period of expansion and construction in response to interest in an international-standard cycle track in Perth. The place was incorporated into the Perth City Council's bid to host the British Empire and Commonwealth Games prior to its completion.

Velodromes/Cycling Tracks

Cycling tracks were commonly built around local ovals throughout WA, with construction periods largely around the late 1890s to early 1900s, and in the 1930s. *Lake Monger Velodrome (fmr)* demonstrates the growing momentum in the 1950s for the State to be active on the international stage, with Perth City Council constructing a velodrome in line with international standards. One other international-standard velodrome, which has not been considered by the Heritage Council, was constructed in this period:

- *Collie Velodrome*: (1954) an international-standard bitumen cycling track built by the Coalfields Road Board at Collie Recreation Ground⁷⁶ with five laps to the mile and steep banks at either end,⁷⁷ reported to be 'the first of

⁷⁶ 'New Track in Use', *Collie Mail*, 11 March 1954, p. 11, <http://nla.gov.au/nla.news-article258843410>

⁷⁷ 'New Collie Track Nears Completion', *West Australian*, 19 March 1954, p. 24, <http://nla.gov.au/nla.news-article49623611>

its kind to be built in Western Australia'.⁷⁸ The track is in poor condition but remains extant.

Empire Games Venues

The Velodrome was one of nine venues used for Games events. Purpose-built venues comprised the Perry Lakes Stadium and adjacent Basketball Stadium (P9100 Perry Lakes sporting Complex), the Beatty Park Aquatic Centre (P3553 Beatty Park Leisure Centre) and Rowing Centre supporting events on the Canning River. The British Empire and Commonwealth Games Village Precinct (P9107) was also built to house competitors and officials. In addition, several existing venues were used, with Fencing held at the Drill Hall, Victoria Park; Wrestling at King's Park Tennis Club; Weightlifting at the South Perth Civic Centre and Lawn Bowls at the Nedlands Dalkeith Bowling Club. Road cycling took place on roads through Kings Park.⁷⁹

The following two examples, one of which is entered in the State Register and the other included in the Heritage Council's Assessment Program, were purpose-built for the 1962 British Empire and Commonwealth Games:

- *P3553 Beatty Park Leisure Centre, North Perth (RHP):* (1961) swimming pool complex constructed in brick and concrete with a fibrous cement roof structure in the Late Twentieth Century International style, and aquatic leisure centre complex constructed in steel and blockwork with metal roofs in the Late Twentieth Century Structuralist style, in a park like recreation ground setting. The place is one of the group of places built for the VIIth British Empire and Commonwealth Games.
- *P25972 Perry Lakes Scoreboard, Floreat (RHP – To be assessed):* (1956) a three-storey concrete brick and curtain wall construction building in the Post-War International style, with a continuous balcony around three sides of the first floor, and small balconies at second floor level, the scoreboard was a dominant feature of P9100 Perry Lakes sporting Complex which was largely demolished between 2009 and 2016).

Post-War International Style

Although not for the Empire Games, the Perth City Council built four other grandstands in the late 1950s to early 1960s Post-War International Style, that used a very similar design to venues constructed for the 1962 Games. The following place, which is entered in the State Register, includes an example of these grandstands:

- *P2992 Perth Oval (RHP):* (1910) consists of an oval, brick Inter-War Mediterranean style entry gates, and a salmon brick (painted 2003) Post-War International style grandstand (1956) constructed due to plans to hold sporting fixtures at the oval following the 1956 Melbourne Olympic Games.

The Post-War International style was also commonly applied to other buildings some of which, though not Games venues, were constructed to meet expected volumes of visitors to Perth and the international spotlight. The following places

⁷⁸ '£500 meeting to open cycle track', *Daily News*, 25 September 1954, p. 4, <http://nla.gov.au/nla.news-article266187683>

⁷⁹ 'Official Programme of the Seventh British Empire and Commonwealth Games, Perth 1962'.

which have been entered in the State Register also comprise elements constructed in the Post-War International style:

- *P03363 Port of Fremantle Passenger Terminal* (RHP): a steel framed two storey structure constructed between 1961-1962 in the Post-War International architectural style.
- *P2097 Council House, Perth* (RHP): constructed from 1960, its simplicity of form, transparent cladding and consistent use of refined minimalist detailing is a fine example of the Post-War International style.
- *P2450 Perth Modern School* (RHP): constructed between 1901 – 2001, the two-storey brick teaching block and gymnasium represent fine examples of the Post-War International style.

Conclusion

The above indicates that *Lake Monger Velodrome (fmr)* is a rare surviving example of a place comprising multiple elements related to the 1962 British Empire and Commonwealth Games. Although originally constructed following requests from the Western Australian cycling community, the place was constructed to an international standard, and was utilised to support the bid to host the 1962 Games.

13. 4 KEY REFERENCES

See footnotes.

13. 5 FURTHER RESEARCH

Generally, newspapers digitised on the National Library of Australia's Trove website do not cover the late 1950s onwards. Should digitisation periods be extended, future research may uncover more details about the individual buildings that form part of the place.

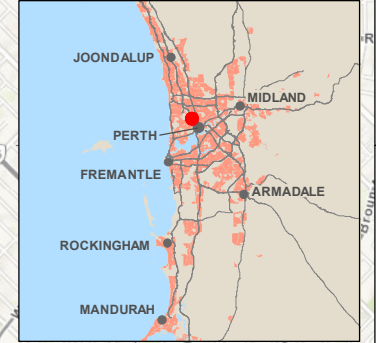


HERITAGE COUNCIL

HC LOCATION MAP P18182 LAKE MONGER VELODROME

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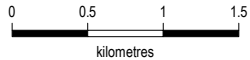
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Curtilage



GDA 1994 MGA Zone 50

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2022 aerial imagery supplied by
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(Scale 1:2,750; positional accuracy +/- 0.15m)

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

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HC CURTLAGE MAP P18182 LAKE MONGER VELODROME

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Legend

- Curtlage
- Cadastral