

TRALEE CULTURAL AND HERITAGE INTERPRETATION PLAN

**PREPARED FOR QUEANBEYAN PALERANG REGIONAL COUNCIL
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Attachment A:

Brendan O’Keefe Report - Stone Faced Brick Building

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Oxigen Siteworks and Strategies Plan May 2020

1.0 EXECUTIVE SUMMARY

1.1 OBJECTIVE

Indesco and Black Mountain Projects (Peter Kabaila) were engaged by Queanbeyan Palerang Regional Council (QPRC) to prepare a Cultural and Heritage Interpretation Plan for the development site of the Queanbeyan-Palerang Regional Sports Complex (study area).

The purpose of the cultural and heritage interpretation plan was to assess the existing cultural and heritage values and provide a framework for guiding the development of interpretation across the sporting complex site. The framework presented here focuses on key opportunities for interpretation based on the past, current and future use of the site.

The Interpretation Plan highlights three key places in the study area (the speedway, the amenities building and Jerrabomberra Creek) that have heritage or cultural values relevant to the plan for the sports complex.

1.2 OUTCOMES OF SITE ANALYSIS

The conclusion of this Interpretation Plan is that the speedway stories offer the most potential to be used in new infrastructure and a focus on sports will align most effectively with the expected purpose and outcomes of the sports complex site.

Jerrabomberra Creek

Jerrabomberra Creek is a highly degraded landscape and does not currently provide safe or expansive opportunities for interpretation. It is recommended that a walking trail could access the upper banks of the river and include a combination of natural history, Aboriginal and European ('early settler landscape') interpretation.

Aboriginal Heritage

European land uses and raceway construction have changed the landscape substantially and there are few, if any, traces left of Aboriginal land use. It is recommended Aboriginal interpretation should be included as a new landscaped area (Interpretation Park), above the Jerrabomberra Creek banks, focusing on plant uses and aboriginal technologies and inclusion of Aboriginal people in sporting hero galleries and place naming.

Sports Oval Amenities Building

The sports oval amenities building provides evidence of the early use of the land for sports and recreation and part of a theme of stone faced structures built at Environa for Henry Halloran, popular in the 1920's to 1950's. The amenities block has potential to be re-purposed using its existing materials and architectural form, into a contemporary structure that accommodates interpretive signage and information.

Tralee/Fraser Park Speedway

The Tralee Speedway (Fraser Park Speedway) has a rich history that peaked in the 1960's and 1970's. The speedway reflected a world of racing circuits, sports vehicles, competition, promotions, camaraderie and fashion. The social history is significant and the iconic racing infrastructure provides a wealth of interpretation opportunities that define much of this reports interpretation strategies and design concepts.

the Tralee speedway. The report also records many of the materials used in its construction, including bricks from Queanbeyan Brick and Tile Company, imported Italian tiles and local riverstone cladding.

1.3 SITE STRATEGIES

Based on the outcomes of the site analysis, this report presents strategies for implementation of the interpretation theme.

This report recommends the following interpretive measures:

- Confirm priorities for key areas and next stages of planning;
- Re-purpose the existing amenities block into a new contemporary structure, at its existing location, using oexisting stone and brick materials, new materials and new structural framework;
- Implementation and installation of interpretive signage, to match Oxigen's site strategies, across a number of locations provided in overlays including entries, roads, pedestrian pathways, fields and the surrounding Jerrabomberra Creek landscape environment;
- Design and implementation of infrastructure including buildings, grandstands, shade structures and kiosks that reference primarily the speedway history as a means of forming a unique identity for the site;
- National sporting heroes celebrated in external landscape as banners, street names or playing field names;
- Local sporting heroes celebrated in internal building galleries to compliment the existing Queanbeyan Aquatic Centre gallery space and provide local reference of achievements relating to sports proposed at the Tralee Sporting Complex;
- Signage, lighting and street furniture to reference speedway and European history;
- Ensure that future master planning and detail design provide intuitive, functional places that nurture a sense of cultural and historical identity;
- Develop strategies that create a strong link between the sites past sporting use and the future use as a sporting complex;
- Promote and enhance the involvement of local businesses and community in cultural projects; and,
- Ensure existing and future amenity and facilities are managed in such a way that they increase their long term viability.



2.1 PROJECT SCOPE

Indesco was engaged by QPRC to prepare this Cultural and Heritage Interpretation Plan. The objective of the plan is to provide heritage advice and interpretation recommendations to assist the future planning for the Queanbeyan-Palerang Regional Sports Complex.

The intent is to sustain the values of heritage landscapes, places, objects, individually and collectively, so that the community and visitors can continue to appreciate, experience and learn from them, and so that they can be passed on to future generations.

The interpretation plan provides and enhances understanding of the history, significance and meaning of place. It respects to the cultural significance of the site's original custodians, its built forms and its former use as a speedway race track.

The specific objectives of the interpretation plan are to provide recommendations on the following elements:

- Potential facilities and internal street names
- Appropriate methods of interpretation, signage and materials with specific consideration towards re-use or replication of materials used within the stone clad building and on adjoining Envirova property
- Entrance feature reflecting the history of the site
- Interpretation of Aboriginal cultural and environmental along the Jerrabomberra Creek frontage

This Interpretation Plan provides the following:

- A framework for guiding the development of interpretation across the sporting complex site
- Key messages and themes to be presented and reinforced in a variety of ways
- Opportunities to seek and/or direct funding
- Design ideas and inspiration
- Enhanced visitor and user experiences
- Protection of the site and its resources
- Strengthening of the unique identity of the community
- Environmental, social and economic benefits for the sporting complex

2.2 APPROACH & METHODOLOGY

The methodology adopted by Indesco for the delivery of this project comprises of three key phases:

Phase 1	Investigation and Research
Phase 2	Recommendations, findings and strategies
Phase 3	Interpretation Plan

2.2.1 TASKS AND DELIVERABLES

The tasks and deliverables of each phase are summarised below



2.2.2 METHODOLOGY AND GUIDELINES

The Heritage advice provided in this report has been prepared in accordance with guidelines outlined in the Australia ICOMOS Charter for Places of Cultural Significance, known as The Burra Charter, and the NSW Heritage Council publication, NSW Heritage Manual.

The Burra Charter provides definitions for terms used in heritage conservation and proposes conservation processes and principles for the conservation of an item. The terminology used in this report, particularly the words place, cultural significance, fabric, and conservation, is as defined in Article 1 of The Burra Charter. The NSW Heritage Manual explains and promotes standardisation of heritage investigation, assessment and management practices in NSW.

2.3 PROJECT TEAM

The interpretation plan has been delivered as a collaboration between Indesco and Peter Kabaila of Black Mountain Projects, with the following respective roles and responsibilities:

Team Member	Key People	Roles and Responsibilities
Indesco	Paul Brookbanks	Overall team leadership Landscape overlays and interpretation strategies Compilation of Interpretation Plan
Black Mountain Projects	Peter Kabaila	Site investigations Heritage review Historic research

2.4 BACKGROUND REPORTS

Information made available by QPRC as reference documents for the interpretation plan include the following documents:

- Report on Stone Faced Brick Building
- QPRSC Masterplan (Oxygen)

2.4.1 Report on stone faced brick building

While not officially heritage listed, a stone-faced brick building exists on the site which has some heritage significance. In August 2018, QPRC commissioned heritage consultant Brendan O'Keefe to undertake a report on the stone-faced brick building. A copy of this report is included at Attachment A.

The report researches the history, purpose and materials of the amenities block as part of the Enviro development estate. It records that the building was a toilet block for the recreational grounds and pre-dates the Tralee speedway. The report also records many of the materials used in its construction, including bricks from Queanbeyan Brick and Tile Company, imported Italian tiles and local riverstone cladding.

2.5 PROPOSED MASTERPLAN

It is understood that the site of the former Tralee/Fraser Park Speedway complex in the Queanbeyan area will become home to a state-of-the-art regional sports complex which will have the capacity to host state and national sporting events.

A Master Plan of the Regional Sports Complex has been prepared by landscape architects, Oxygen on behalf of QPRC, with the basic overview shown in Figure 2 below.

It is proposed that the sports complex, when fully complete, will comprise four premier standard soccer pitches with two FIFA-certified synthetic pitches, two first-grade hockey pitches, three multi-sport fields for major football fixtures, a basketball stadium, player and official change rooms and toilets, spectator viewing areas, LED sports lighting and an aquatic centre.

2.5.1 QPRSC Masterplan

The Oxygen Siteworks and Strategies Report includes a series of drawings that have been referenced in this Interpretation Plan to help align interpretation strategies and concepts with proposed infrastructure of the Queanbeyan-Palerang Regional Sports Complex. These reference drawings are included at Attachment B.

The full QPRC Masterplan is available at <https://www.qprc.nsw.gov.au/Major-Works-Projects/Regional-Sports-Complex>



Figure 2 Proposed Masterplan

2.6 LIMITATIONS

Indesco and Black Mountain Projects recognise that Aboriginal people occupied the land that was later claimed as a European settlement.

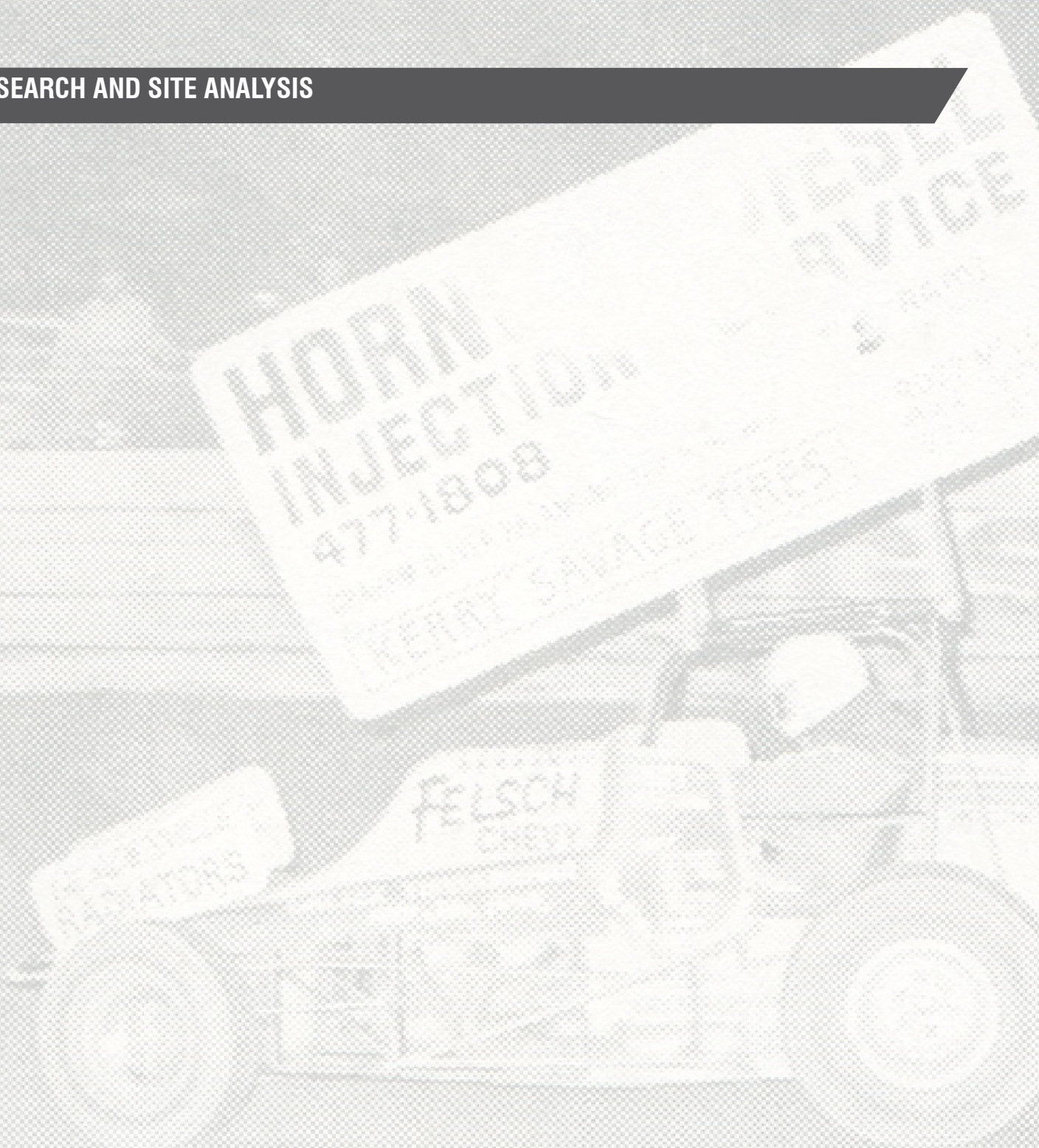
The recommendations contained in this report have been made on the basis of documentary evidence viewed. An archaeological assessment of the subject site is outside the scope of this report.

This report only addresses the brief for a Cultural and Heritage Interpretation Plan and does not address general planning or environmental management considerations.

2.7 AUTHORSHIP AND ACKNOWLEDGMENTS

This report has been prepared by Indesco in collaboration with Peter Kabaila, Heritage Consultant, of Black Mountain Projects Pty Ltd. Copyright of heritage elements of this report remain with the author.

RESEARCH AND SITE ANALYSIS



3.1 SITE LOCATION

The study area is currently an extension of Arnott Street in Hume, bound to the north by Jerrabomberra Creek and west by the ACT/NSW border and Hume industrial estate. A new road south of the site will provide access to the sports complex and future Environa and South Tralee residential developments.

The site overview can be seen in Figure 1 below.



3.2 SITE DESCRIPTION

The study area is open landscape of the Jerrabomberra Creek corridor with remnant earthworks of the Tralee Speedway and Half-mile Speedway.

The property consists of approximately 23 hectares of land that is currently owned by the developer and will be gifted to the Council by the developer under the Voluntary Planning Agreement (VPA) for the South Jerrabomberra development. The VPA was signed in June 2020.



Jerrabomberra Creek

3.3 SITE PHOTOS



3.4 CULTURAL AND HERITAGE STORIES

Based on the detailed site inspection and the initial review of the previous uses of the site this report considers possible themes for cultural and heritage interpretation through the two key lenses of:

- Aboriginal Heritage
- European Heritage

In regards to European heritage, there are key features or previous users that warrant consideration as platforms for cultural and heritage interpretation. These include:

1. The proposed Enniscorthy subdivision and the use of the site for sporting fields (including the associated amenities building)
2. The use of the site for the Tralee (Fraser Park) Speedway.

3.5 ABORIGINAL HERITAGE

Prior to European occupation, the sports centre development area and Jerrabomberra Creek were part of the lands used by local Aboriginal groups. However, European land uses such as livestock grazing, sports ground development, and raceway construction have changed the landscape very substantially.

Archaeological consultants were commissioned to carry out pedestrian surveys of the development area. They found disturbed ground. This is unsurprising as the area has been subject to periodic flooding, erosion, mechanical excavation, dumping, raceway earthwork construction, building and road construction.

Archaeologically, the development area and creek is disturbed ground as defined by the Due Diligence Code for the Protection of Aboriginal Objects in NSW. This means that there are few, if any, traces left of Aboriginal land uses inside the Sports Ground development area.

The creek is a European settler landscape of accelerated and severe erosion. Its steep gullies are retained by stands of mature exotic trees. These serve a useful function of retaining soil.

Jerrabomberra Creek is a degraded landform of limited relevance to interpretation. Rehabilitation of the creek would not recover an Aboriginal landscape but would build a new landscape.

Creek rehabilitation is recommended to be set aside for a possible future project. The hazardous steep banks of the creek should be fenced and viewed from a path, rather than being a focus of the sports centre development.

3.6 EARLY EUROPEAN OCCUPATION THEMES

Land containing the sports complex has an early European occupation history. This is not highly relevant to interpretation of the sports complex, although the watercourse could be characterised as an “early settler landscape”.

Land containing the sports complex was part of Portion 12 Parish of Queanbeyan, the site of the Woden pastoral station property. This was a square block of land measuring 2,560 acres, through which Jerra-bomberra Creek ran. Portion 12 was initially granted to John Palmer (1760-1833), brother-in-law of Robert Campbell senior of Duntroon. The block adjoined the road to Tharwa and Cooma and, when it was built later, the railway line to the south (source: Brendan O’Keefe research).

3.7 EUROPEAN HERITAGE - SPORTS OVAL AMENITIES BUILDING

A preserved part of the sports oval amenities building provides evidence of the early use of this land for sports and recreation since 1929.

In 1924 the Sydney real estate developer Henry Halloran purchased this land to be part of his plan for a large planned residential subdivision. He reserved this flat, floodprone land bordering the creek for an 18-hole golf course and sports and recreation ground for his new planned housing estate 'Environa' of 1,766 allotments.

The golf course did not proceed, but a sports oval was constructed with a post and rail fence beside a stone-faced amenities building. This sports/recreation ground was used for a variety of events from 1929 to the Second World War. At Easter in 1929 and 1930, it was the venue for the Tuggeranong picnic sports day. In October 1930 the 'Environa Picnic Grounds', as they were called, hosted a fund-raising event for St Christopher's at Manuka in the ACT.

The property contains a stone faced brick building that stands to the south of Jerrabomberra Creek at 360A Lanyon Drive. A report has been prepared by Brendan O'Keefe (refer to part 3 of this Interpretation Plan) on this building with an aim to establish when the building was erected, who constructed it and what purpose the building was built to serve.

The report concludes that the building was a toilet block to service the planned Environa sub-division and sports and recreation grounds. The report paints a picture of the site's settlement history, the early homesteads in the area and the site's long use as a sporting and recreational attraction - initially as sporting and picnic grounds and later as an open speedway.

But the most consistent use of the sports oval was as the home ground for the Federal Capital Territory Rugby League. The Canberra League started using the ground from mid-1932 for matches against towns and villages in the region, including Goulburn, Yass, Boorowa, Braidwood, Bungendore and Captain's Flat. Matches continued to be held up to the commencement of the Second World War in 1939.

Halloran's stonemason, Mr Powe, erected the brick amenities building and lined it with stones gathered from the surrounding fields. In 1928 Henry Halloran ordered bricks from the Queanbeyan Brick and Tile Company. In 1929 the building had been completed and sports oval fenced. The internal brick walls had six arched entrances, roofed with imported Italian tiles made by C. Palli and Figli at Voghera in Lombardy.

The amenities building is part of a theme of stone-faced structures built at Environa for Henry Halloran. It is also an example of the rustic stone (and fake stone) structures popular in the 1920s to 1950s. By 2020 the building was a ruin but part of it was salvaged to record its role in sports on this land since 1929. (source: Brendan O'Keefe research).



Field day at the sports/recreation ground at Environa, 1929 (Courtesy of David Larcombe)



Historic sports oval stone clad brick amenities block.

View from South West



Interior from West



Southern wall



Detail of North elevation



View from North West



Southern wall



View from North

Halloran's stone structures for the Environa housing estate in the background



View from North

Halloran's stone column for the Environa housing estate



West elevation



Imported Italian
terracotta roof tile detail



South elevation



North elevation



East elevation



East wall



East wall showing
remains of cubicles



Terracotta ridge tiles



Window detail



Wall basin detail



3.9 TRALEE SPEEDWAY / FRASER PARK SPEEDWAY

Motorsport had its roots in country Australia. By the 1960s and 1970s, during the sport's peak, there were thousands of tracks right across the country — some commercially built, others built by families on their farms. Meets often consisted of a Sunday afternoon affair with a BYO picnic arrangement. More than a track, the grooves in the arena marked something much bigger than a Sunday meet. Much of the speedway world was out of the public sphere. People only entered the speedway culture if a friend or family member introduced them to it. Many competitors were local and built or maintained their own cars. Speedway was in decline by the 1990s. But even then, most motorsport remained in regional areas. In 2020, of the 275,000 Australians who held a motorsport license — the highest number in the world — 99.9 per cent were amateur drivers.

(Source: <https://www.abc.net.au/news/2020-02-09/australias-lost-speedway-tracks-and-the-families-who-made-them>)

In the late '60s, Bernie Morrison in association with the Canberra Speedway Club embarked on a venture to develop a speedway track for cars and motorcycles on this land which was part of his family farm. The site chosen for the track was where Henry Halloran had envisaged laying out a golf course four decades before and where he had established his sports and recreation ground. Morrison was joined by Peter Gurbie of the Canberra Speedway Club and a Canberra caterer, Keith Nurse, in forming a company to build the track and accompanying facilities. Together, they developed a quarter-mile circuit on the site of Halloran's sports oval, overlooked by a grandstand, restaurant and administration centre. It was officially opened in 1970 and was known initially as the Tralee Speedway. When the surface was asphalted in 1974, it was renamed the Fraser Park Speedway in honour of the Member for Canberra, Jim Fraser, who had died in 1970.



3.9 TRALEE SPEEDWAY / FRASER PARK SPEEDWAY

In 1974 the track was resurfaced with bitumen and a motorcycle track was built on the infield. Due to delays the new Frazer Park venue opened in June of 1974 with a two day meeting. It proved not to be a good decision to seal the track and the crowds and competitors dropped off, so in 1978 the bitumen was removed and the clay relayed. The motorcycle track remained on the infield in use up until 1980 when it was removed.

In 1977 a whole new racing track for vehicles was opened to the east of the original speedway. It was a half-mile dirt circuit that was mainly intended for motorcycle racing and was popularly known as the 'long track'.

The Tralee Speedway managed to keep going despite financial problems. It eventually closed in 1997 after more than 27 years of operation. By that time, the facility had become rundown because of dwindling patronage and lack of revenue. Eventually as elsewhere, the encroachment of housing development and complaints from residents about noise, combined with a shift to TV viewing of motorsports, led to the sport's decline and the speedway's closure. (source: Brendan O'Keefe research).

The Speedway had earthworks and building structures. But its real significance is its social history, told in images below that reflect the special world of the racing circuit: the comradeship; the promotion; the vehicles; the competition and the fashions. (source: <http://www.speedwayandroadracehistory.com/canberra-tralee---fraser-park-speedway-1970.html>)



Hunter scores \$2000 Tralee National win

'BIG RICK' OUTGUNS THE NATION'S TOP SEDAN DRIVERS FOR HIS SECOND \$2000 WIN IN A ROW REPORTS RON NORTON, PHOTOS BY JAN TROOST.

The Tralee National \$2000 over two days at Easter ended in a drama of protests, cautions, disqualifications and disputed decisions.

The final, run over 50 laps of the Canberra circuit on Easter Monday, was won by Sydney driver, Rick Hunter, in his 350 cu. in. MG Holden.

Hunter, best Tasmanian Neville Harper from the La-Trobe Speedway in an EH Holden and Bill Martin of Cooma (NSW) in a Toyota Crown.

Hunter's win was his second in a national event in 20 days — having also won the 100 lap Grand National at Liverpool a week earlier.

He had a great Tralee meeting, recording wins in the qualifying heats, quarter finals, semi-finals and the final.

Hunter drove an immaculate race in the final. He

drew the back mark and started the 50-lapper with 20 of the nation's fastest cars in front of him.

He was running third after 20 laps and hit the front five laps later. From then on he was never headed, although Tasmanian Neville Harper kept the pressure on him throughout the race.

Harper had led for 24 laps after several tight scrimmages with Australian champion Max Kennerley and Ken Barlow, of Sydney.

Kennerley, an overnight favourite after two great wins in the qualifying heats and the quarter finals, pulled in after 43 laps with a badly damaged motor in his EH Holden.

Barlow (GT Falcon) lasted for 30 laps before engine trouble forced him out.

Promoters Peter Gurbel and John Mitchell were forced to start Monday's racing an hour early after rain washed out four of the first day's quarter finals.

And racing opened on a sensational note when it was announced that the second quarter-final, called off because of the dangerously wet track on Sunday, would stand.

This meant one of the final favourites, Billy Martin of Goulburn (GT Falcon) had failed to qualify.

The decision, made on a vote of the drivers on Sunday night, received a hostile reception from the 7000

people on the circuit on Monday.

Race officials then decided to stage a repechage heat for visiting drivers who had failed to qualify for the final.

This gave Martin and Sydney Mini-peddler Warren Wright, who had arrived too late for the heats, a chance to qualify and both did. Martin won the repechage from Wright and Geoff Bundy (also in a Mini). Al Barnes (GTHO Ford) and Geoff Cooper (FB Holden).

More sensations were to follow.

Canberra Mini driver Peter Taunton who had turned in a great performance in the Liverpool Grand National and was one of the favoured drivers for the Tralee final, lodged a protest against

Max Kennerley after the first semi-final.

Taunton who had worked all night on his Mini Cooper "S", was forced out in the fifth lap when Kennerley clipped him passing out of the home straight.

Officials compromised and put them both in the final. But it was not Taunton's day. He crashed into Al Barnes' big Ford when Billy Martin (Goulburn) spun out in the 19th lap of the final and was forced to retire.

Martin spent some tense minutes on the infield with a blown tyre. But the field was held up long enough after this smash for him to change a wheel and rejoin the field.

The Goulburn ace was at the rear of the field and

turned in one of the best performances of the meeting to finish fourth.

Phil Councillor of Canberra (GTS Monaro) and Noel Graham of Victoria (Valiant) were black flagged in the second semi-final after one of the roughest races ever seen on the Tralee circuit.

Earlier in the same race, Councillor and arch rival Bob Bink of Canberra (HR Holden) were sent to the rear of the field for rough driving.

Bink finally blew up his motor in the 17th lap when he seemed certain to qualify for the final.

Clerk of the course, John Tonkin, stopped drivers at the end of the first lap in the third semi-final and cautioned them all for rough tactics.

Goulburn's Roger Emmerton had an unhappy final. Emmerton drew the No. 1 grid spot and was a strong tip to take out the final from that mark.

(Continued on page 12)

LIVERPOOL FC Holden pedaller Geoff Cooper (above) clears out as the traffic banks up behind. Centre of the action is Warren Wright (80) as he causes Bill Martin (36) and Geoff Bundy (33) to hit the anchors while other drivers take evasive action. Big Rick Hunter (below) proudly holds the Grand National trophy after carrying all before him in the Tralee sedan classic. Win follows hot on the heels of his magnificent victory in Liverpool's Marlboro sedan 100 lapper.



HOW THEY FINISHED

EASTER WEEKEND — RESULTS
Qualifying Heats, 10 laps. Heat 1: Ken Barlow (Falcon GT) 2nd: Ray Brewer (EH Holden) 3rd: Neil Wilson (FC Holden) 4th: Councillor 5. Time 3m 44.5s. Heat 2: Max Kennerley (HD Holden) 2nd: Tony Puckridge (FJ Holden) 3rd: Peter Taunton (Mini Cooper) 4th: Bill Martin (GT Falcon) 5. Time 3m 29.5s. Heat 3: Neil Wilson (GT Falcon) 2nd: Gordon Simms (Monaro) 3rd: Ken Barlow (GT Falcon) 4th: Bill Martin (GT Falcon) 5. Time 3m 41.5s. Heat 4: Bill Martin (GT Falcon) 2nd: Gordon Simms (Monaro) 3rd: Ken Barlow (GT Falcon) 4th: Bill Martin (GT Falcon) 5. Time 3m 41.5s. Heat 5: Bill Martin (GT Falcon) 2nd: Gordon Simms (Monaro) 3rd: Ken Barlow (GT Falcon) 4th: Bill Martin (GT Falcon) 5. Time 3m 41.5s.

Heat 6: Rick Hunter (MG Holden) 2nd: Dave Wright (EH Holden) 3rd: Ron Shepherd (EH Holden) 4th: Queen 5. Time 3m 41.5s. Heat 7: Neville Harper 1. Bill Martin (Cooma) 2. Ron Smith 3. Second Semi: Roger Emmerton (FC Holden) 2nd: Ken Barlow (GT Falcon) 3rd: Sydney 4. Time 3m 41.5s. Heat 8: Bill Martin (GT Falcon) 2nd: Ken Barlow (GT Falcon) 3rd: Sydney 4. Time 3m 41.5s. Heat 9: Bill Martin (GT Falcon) 2nd: Ken Barlow (GT Falcon) 3rd: Sydney 4. Time 3m 41.5s. Heat 10: Bill Martin (GT Falcon) 2nd: Ken Barlow (GT Falcon) 3rd: Sydney 4. Time 3m 41.5s.

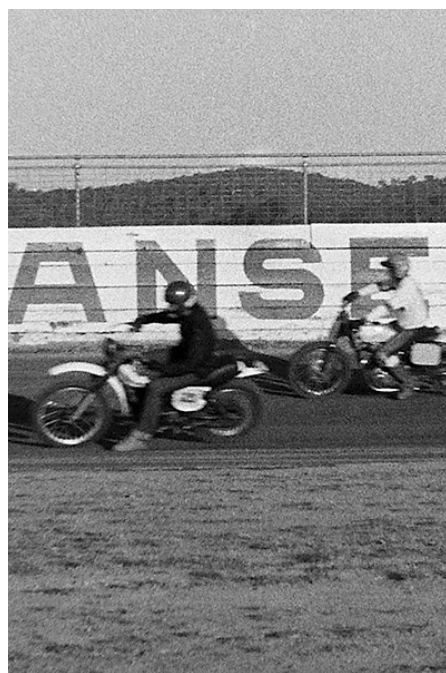




3.10 HALF MILE SPEEDWAY ('THE LONG TRACK')

In 1977 a whole new racing track for vehicles was opened to the east of the original speedway. It was a half-mile dirt circuit that was mainly intended for motorcycle racing and was popularly known as the 'long track'.





INTERPRETATION STRATEGIES AND CONCEPTS



4.1 SUMMARY OF RESEARCH AND ANALYSIS

The Tralee sports complex site consists of rich layers of natural, Aboriginal, European and modern stories. The site however is most strongly defined by its modern use as a speedway and its focus on sports. To ensure heritage values are conserved and utilised for the future sports complex development it is important to organise the heritage and cultural layers into recommendations that are meaningful, unique and practical.

Common cultural and heritage stories consider that present the best possible interpretation opportunities for the future operation as a sporting complex. The primary cultural stories are:

- Natural history and environment of the site
- Aboriginal heritage
- Settlement and rural history
- Use of the site for sporting events, primarily the motorsports of Tralee/Fraser Park speedway
- Modern cultural stories and contemporary sporting facility aspirations

The conclusion of the heritage assessment is that the speedway stories offer the most potential to be used in new infrastructure works and a focus on sports will align most effectively with the expected purpose and outcomes of the sports complex site. Specific history of the speedway would require further consultation with specific groups associated with the speedway, local historians and old news articles on events.

This chapter proposes interpretation strategies and concept designs that can be used to guide the sports complex development.

The strategies will rationalise the locations of interpretation elements, provide concept designs of interpretation ideas and provide recommendations or actions that will help guide future detail design stages or strategic documents to ensure a holistic approach to planning. The recommendations and actions can also assist in prioritising the delivery of future operational projects for the sports complex and feed into broader Council plans. Ultimately it is expected the interpretation plan will inform the design process for landscaping, public domain areas or to enhance the amenity of the place for future users and visitors.

Opportunities for Aboriginal theme inclusion that should be considered are:

1. A created landscaped area, above the creek banks, with interpretation of traditional Aboriginal plant uses and Aboriginal technologies. This should be accessible to pedestrians and integrated into the Sports Centre development.
2. Inclusion of Aboriginal people in a sports heroes gallery. The local sports gallery at the QPRC Indoor Sports Centre has been researched, vetted by the Sports Centre Committee, fact-checked and presented. It forms a good basis for nominating local sports people. It is about sports achievement and so does not exclude anyone on the basis of ethnicity.

Nominations of additional local sports people could be considered by the Sports Centre Committee but would need to pass the eligibility criteria set for the gallery.

An alternative is to nominate Aboriginal sports achievers from a national list such as Olympic medal winners or those documented by Wikipedia. Indigenous sports achievements are highly relevant to the Sports Centre in comparison to the degraded landscape of Jerrabomberra Creek.

4.2 RELEVANCY OF RECOMMENDATIONS AND FINDINGS

The interpretation aims to reveal cultural and heritage connections to the subject site and provide a range of recommendations for the future sporting complex. As such this report has been prepared to look forward and guide future developments so that potential locations, themes, key messages and interpretive devices are informed by the site's heritage significance and provide new functional high quality infrastructure and heritage values.

Specific audiences have been considered so that interpretation responds to audience and site user needs including the broader community, future sporting users and users with different literacy levels, disability, genders, ethnicity and age.

The interpretation devices have been prepared to convey messages and presentation of people, places and history and include conservation, signage, landscape, infrastructure, built form, trails and may extend to future publications or web site opportunities.

The interpretive elements will aim to align with site strategies, prepared by Oxygen (refer to part 3 of this report), and will occur in a variety of ways consisting of:

- Retention or re-use of evidence or infrastructure of the former site, such as the stone clad amenities block
- Gateway entry statements
- Signage, including way finding, permanent and movable
- Text panels incorporating photographs and images based on historic material such as photographs, maps and plans
- Furnishings and other objects
- Interpretive artwork
- Interpretive built form including shade structures, lighting and facilities
- Walking trail, culturally significant plantings and landscape open space character

As the site contains rich cultural and historical layers it is important to organise how and where interpretation is best located and expressed. The mosaic of different layers can be summarized as follows:

LAYER	RECOMMENDATION
Natural history	Walking trails, open space
Aboriginal history	Main entry street and iconic place making banners
European history	Pedestrian splines and circulation, re-purposed amenity block
Modern sporting history	Parking area, signage, lighting, infrastructure and buildings

4.3 INTERPRETIVE PLAN CONSIDERATIONS

ABORIGINAL HISTORY

Investigate artefacts, use of land and local stories

ACTIONS AND INNOVATION

- Consult with local Indigenous organisations
- Investigate local stories, themes, names and traditions
- Provide environmental interpretive options for Jerrabomberra Creek that tie in with Aboriginal heritage values



EXPECTED OUTCOMES

- Respectful and collaborative partnerships with traditional custodians
- Local stories, insights and interpretive ideas

TRALEE SPEEDWAY AND RECREATIONAL USE OF THE SITE

Convey the site's use as a sports and recreational area and its unique rural character

ACTIONS AND INNOVATION

- Respond to the site use as a speedway and recreational area
- Utilise the iconic forms, patterns and colours of the speedway and sprintcars in design elements such as signage or entry features
- Recommend specific interpretation methods for re-use or replication of historic stone clad building



EXPECTED OUTCOMES

- Iconic interpretive elements, such as entry statements, that make the site inviting and with a unique sense of place
- Build upon the sporting and recreation character of the site

FUTURE SPORTING COMPLEX

Investigate re-use or replication of historic elements to create positive and meaningful sporting complex outcomes

ACTIONS AND INNOVATION

- Ensure the Interpretation Plan is highly applicable to the Sports Complex Masterplan
- Consider the site's relationship with future development sites
- Reflect the site's history with contemporary design solutions



EXPECTED OUTCOMES

- Integration of re-used materials and amenity block location
- Improved facilities and open space environment
- Clear way finding, landscape program and facility operation

The site has multiple layers of historic themes that are used in this Cultural and Heritage Interpretation Plan to inform the recommended narratives and proposed future infrastructure works. In understanding the historical context of place the site's history can be shaped into meaningful strategies and cultural expression that can convey the history of the site to the public and enhance its role as a premier sporting complex.

4.4 ABORIGINAL HERITAGE THEMES

- Landscape architect to craft creative and practical responses to interpretation;
- Heritage consultant to propose draft interpretive sign text;
- Heritage consultant to consult three Aboriginal organisations that are currently operating in Queanbeyan. Elders groups are not operating under the current COVID 19 epidemic;
- Ultimately, Aboriginal heritage themes and interpretation to accord with wishes of the local Aboriginal community;
- Achievements of Aboriginal people in sport are significant and highly relevant to a Sports Centre;
- A walk above the watercourse could include references to pre-European uses of plants and hunter-gatherer tool kit;
- Interpretation should be factual and based on widely accepted research (neither based on 19th century "noble savage" mythology or on "New Age" mythology).

4.5 RESPONSES TO OXIGEN SITE STRATEGIES

Oxygen's site strategies cover a wide range of development layers however only a small number are directly relatable as interpretation opportunities. Oxigen's site strategies include:

- Phases
- Fields
- Viewing
- Circulation
- Built form
- Fencing
- Grading
- Vegetation
- Tree typologies
- Lighting
- Signage

A number of overlays were developed that correspond with Oxygen's plans including signage, built form and pedestrian movement or circulation. This means that the Interpretation strategies and concepts provided in this report can be prioritised to the proposed development of the sports complex and compliment the siteworks and strategies plan.

Indesco/Black Mountain Interpretation Overlays

- Sporting fields
- Circulation
- Built form
- Lighting, signage and structures

4.6 SIGNIFICANT SITES IN RELATION TO OXIGEN'S PLANS

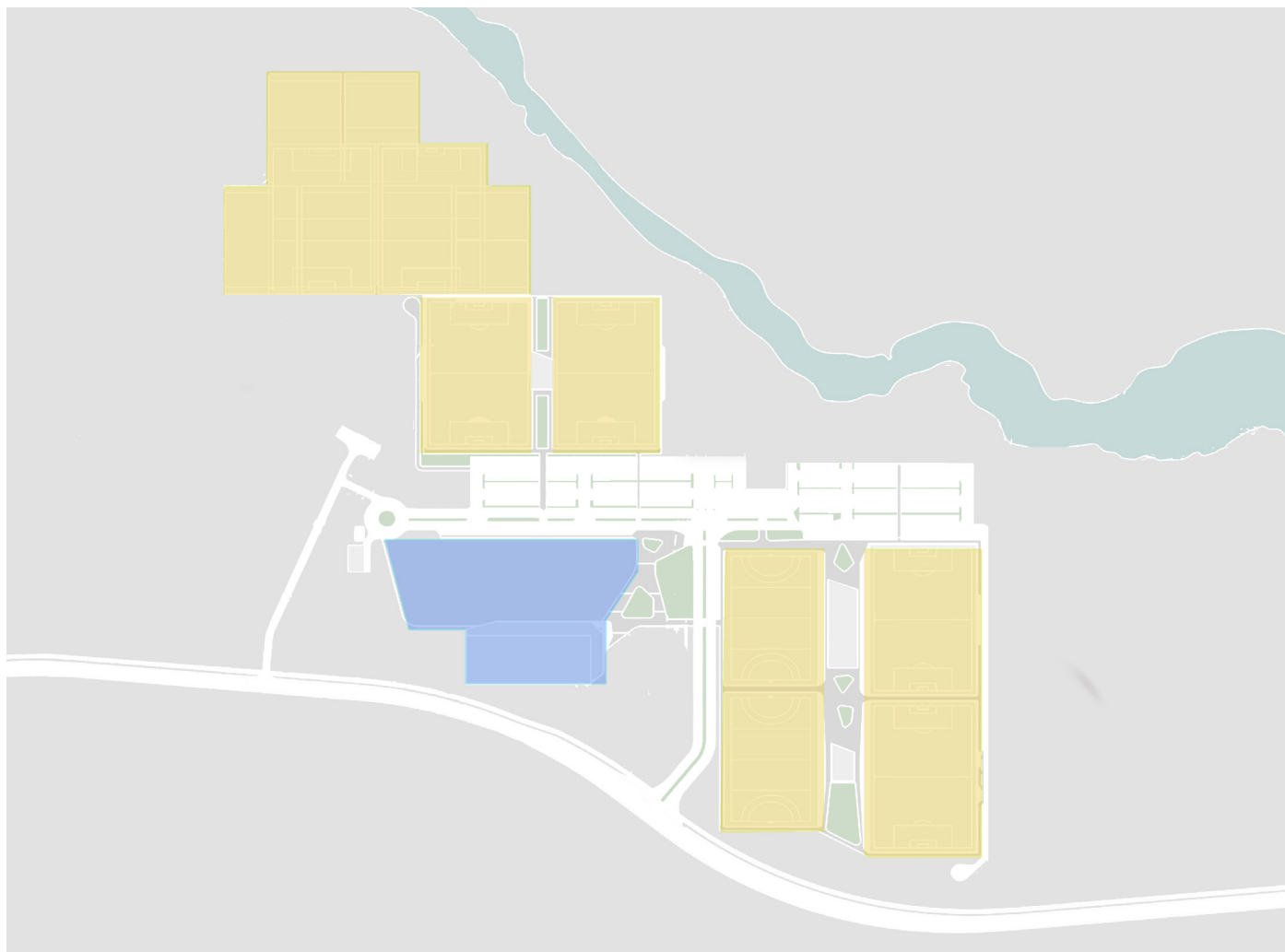


1. Jerrabomberra Creek (limited interpretive opportunities)
2. Remnant amenities block from 'Environa' development
3. Long track
4. Tralee speedway

Notes:

- This diagram overlays the primary existing features of the site with the Oxigen plan for the sports centre
- The overlay demonstrates how the proposed sports centre is highly integrated with the sites speedway tracks whilst Jerrabomberra Creek is separated and its degradation has limited interpretive opportunities

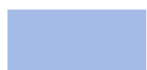
4.7 INTERPRETATION OVERLAYS - SPORTING FIELDS



RESPONSES TO OXYGEN SITE STRATEGIES



NATIONAL SPORTING HEROES

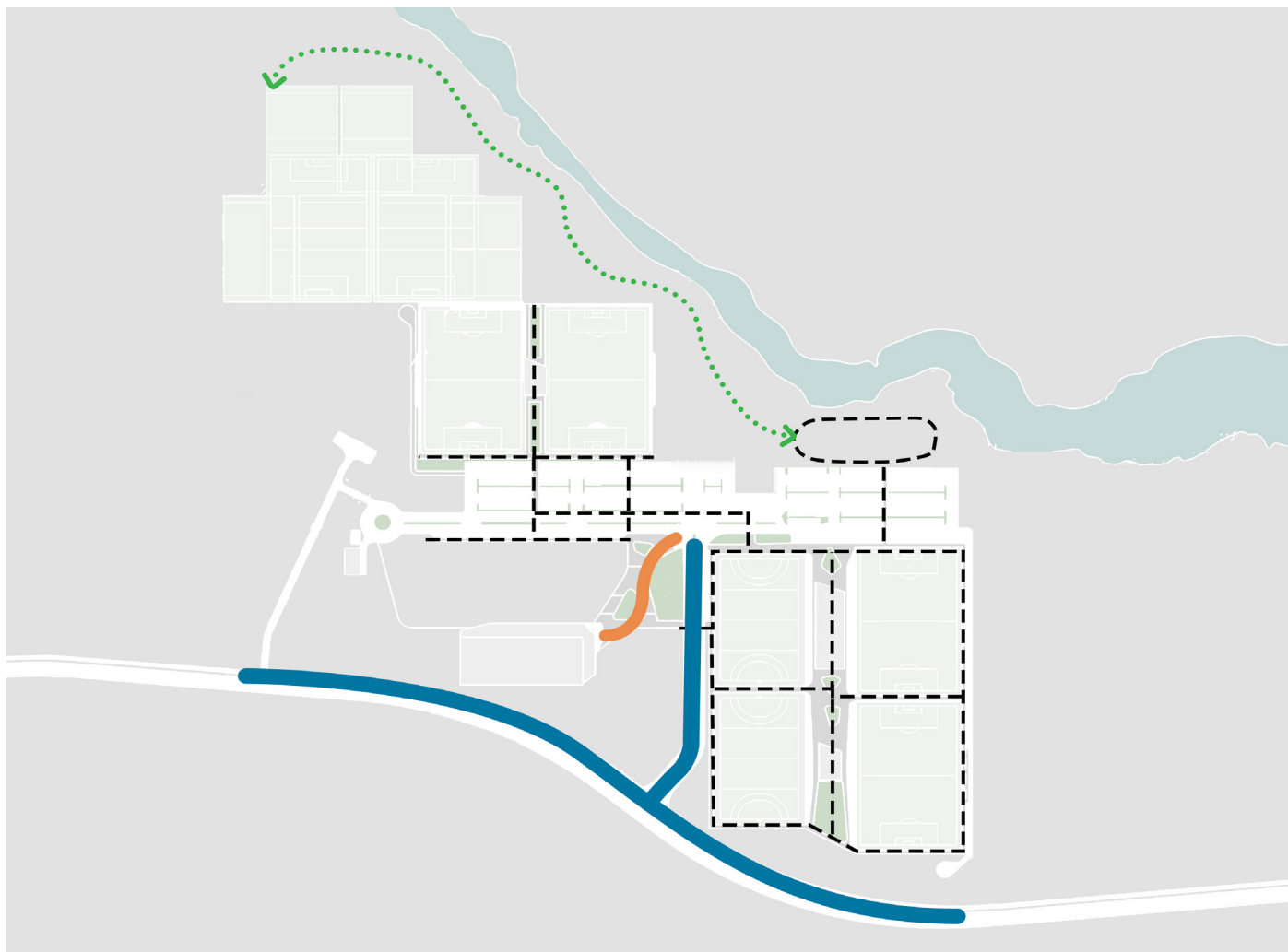


LOCAL SPORTING HEROES IN FOYER GALLERY SPACE

Notes:

- *This overlay recommends sporting fields as ideal opportunities for interpretation of national sporting heroes and internal building foyers as opportunities for interpretation of local heroes*

4.8 INTERPRETATION OVERLAYS - CIRCULATION



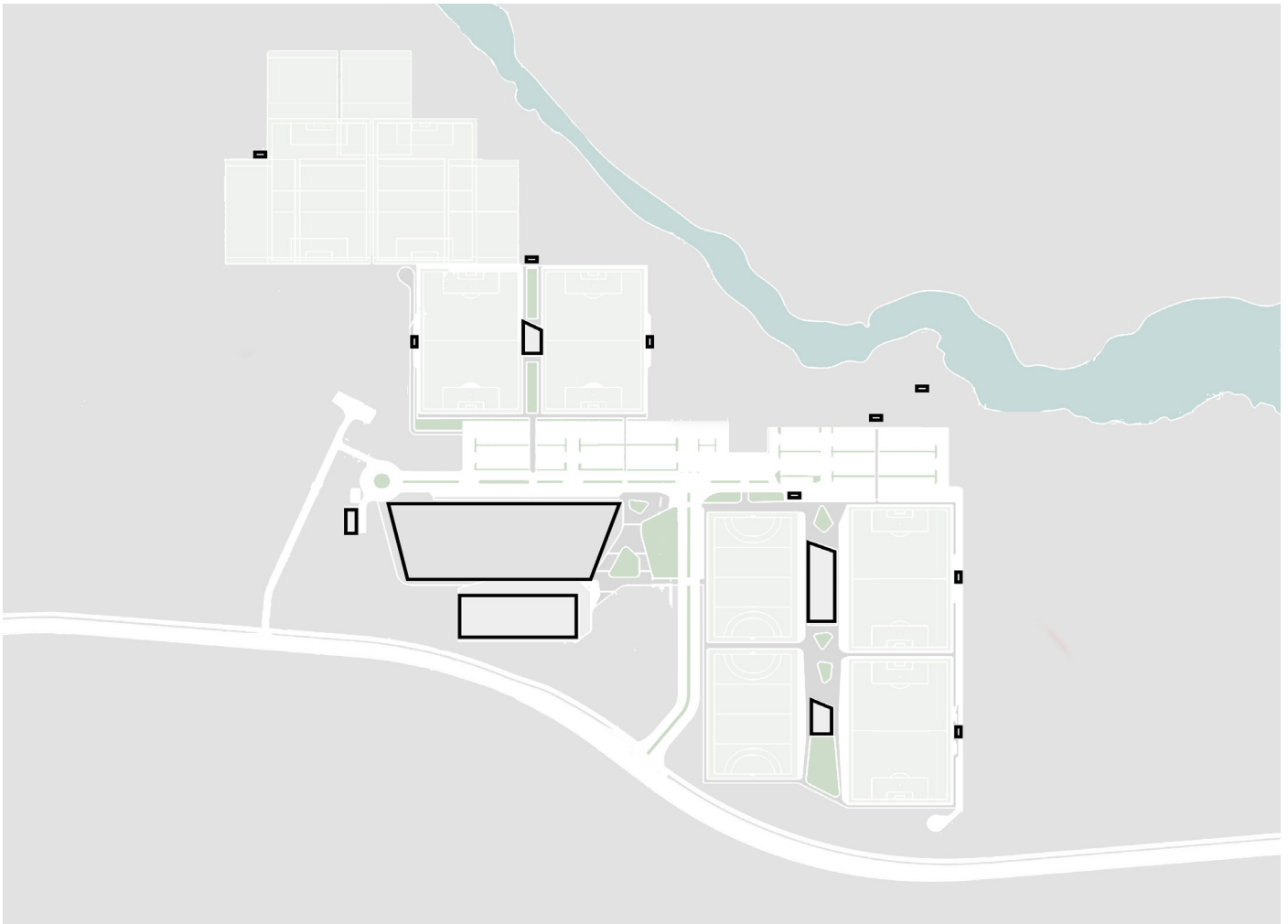
RESPONSES TO OXYGEN SITE STRATEGIES

- — — — — EUROPEAN HISTORY
- ABORIGINAL HISTORY FOR PRIMARY BUILDINGS
- TRALEE/FRASER PARK HISTORY SPECIFIC
- • • • • NATURAL HISTORY

Notes:

- This overlay programs interpretation opportunities for roads, pedestrian pathways and trails as 'interpretive journeys'
- The major road entries offer the potential for iconic place making signage and gateway structures relating to the speedway
- The pedestrian promenade leading to the primary buildings offers an ideal compact space for interpretation of Aboriginal history

4.9 INTERPRETATION OVERLAYS - BUILT FORM



RESPONSES TO OXIGEN SITE STRATEGIES



LARGE: REFERENCE SPEEDWAY FORMS, SPRINT CARS + CHECKERBOARDS



MEDIUM: REFERENCE TRALEE SPECTATOR SEATING EARTH BERMS



SMALL: REFERENCE SPRINT CARS AND MOTORSPORTS

Notes:

- *This overlay provides recommendations on building types ranging from small shade structures to primary facility buildings such as the aquatic centre*
- *Unique aspects of the Tralee speedway site, such as earth berms, can be incorporated into Architectural design to create a consistent design language and identity for the sports centre*

4.10 INTERPRETATION OVERLAYS - SIGNAGE



RESPONSES TO OXIGEN SITE STRATEGIES



WELCOME ENTRY STATEMENT - REFERENCE MIX OF INTERPRETATION ELEMENTS



ICONIC MARKERS - REFERENCE TRALEE SPEEDWAY INFRASTRUCTURE



WAY FINDING, INFORMATIONAL AND INTERPRETIVE SIGNAGE

Notes:

- *This overlay aligns with the Oxygen site strategy for signage and presents recommendations for signage types and locations*
- *Place making gateway markers, or iconic sculptural forms that celebrate the speedway history, would be ideal along the Northern Connecting Road with a smaller welcome sign, using more rustic earthy materials, located at the main entry*
- *Smaller traditional signage elements should form a consistent suite of signage types focused on moving people around the site*

4.11 NATURAL HISTORY STRATEGY



Whilst this document is not intended to cover natural history in a detail, the existing landscape setting - including plants and animals - has played a significant role in the site's former use and provides opportunities for the future development to respond to issues such as climate change, sustainable design and landscape amenity. Learning about the site's natural history and traditional plant use provides a number of interpretation opportunities, particularly along Jerrabomberra Creek and buffers to the site.

Recommended Actions

OPPORTUNITY	RECOMMENDATION / ACTION
Nature education	Guided nature walk, information boards on local flora and fauna
Creekline rehabilitation	Rehabilitate Jerrabomberra Creek as a healthy waterway
Landscape planting palette	Use endemic and locally significant plant species
Landscape amenity/ecology	Provide an attractive landscape setting and sustainable ecology

4.11 NATURAL HISTORY STRATEGY

RECOMMENDED PLANTING GUIDE

TYPE

TRADITIONAL USE

PROPOSED USE

TREES

Acacia dealbata (Silver Wattle)
Casuarina cunninghamiana (Sheoak)
Eucalyptus melliodora (Yellow Box)

Glue, rope, digging sticks, food
Resin, seeds, food, tools
Tools, medicine, shelter

Buffers
Creekline
Buffers

SHRUBS AND GROUDCOVERS

Banksia marginata (Silver Banksia)
Callistemon brachyandrus (Bottlebrush)
Leptospermum species (Tea Tree)
Xanthorrhoea glauca (Black Boy)
Rhagodia spinescens (Saltbush)
Dianella species (Flax lilies)
Hardenbergia violacea (False Sarsaparilla)
Poa labillardieri (River Tussock)

Boomerangs, tea, tools
Food, tools
Medicine
Resin, tools, food
Food, dyes
Food, tools, fibres
Medicine, food, tools, rope
Fibre, shelter, fire

Buffers, gardens
Buffers, gardens
Buffers and creekline
Accent planting
Buffers, gardens
Gardens, edges
Gardens
Gardens, creekline

CREEKLINE REHABILITATION PLANTS

Carex appressa (Tall Sedge)
Juncus australis (Australian Rush)
Phragmites australis (Common Reed)

Fibre
Fibre
Tools, fibres, food

Creekline
Creekline
Creekline



Walking trails and information boards

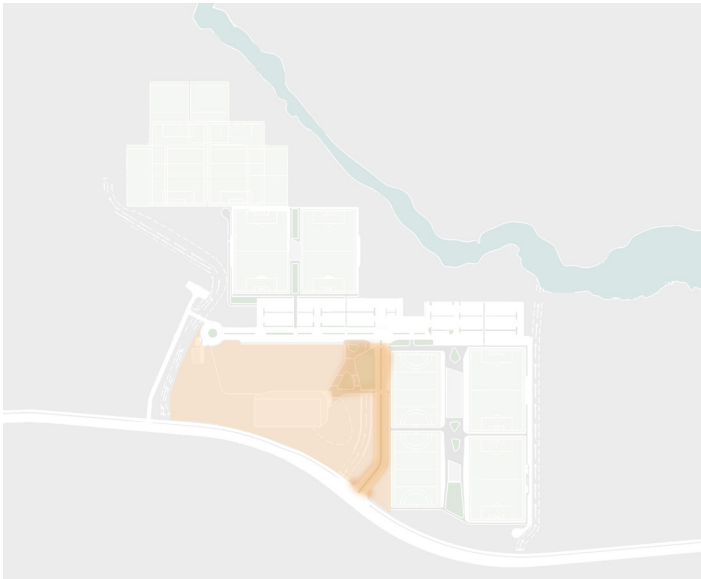


Environmental rehabilitation



Habitat protection

4.12 ABORIGINAL HISTORY STRATEGY

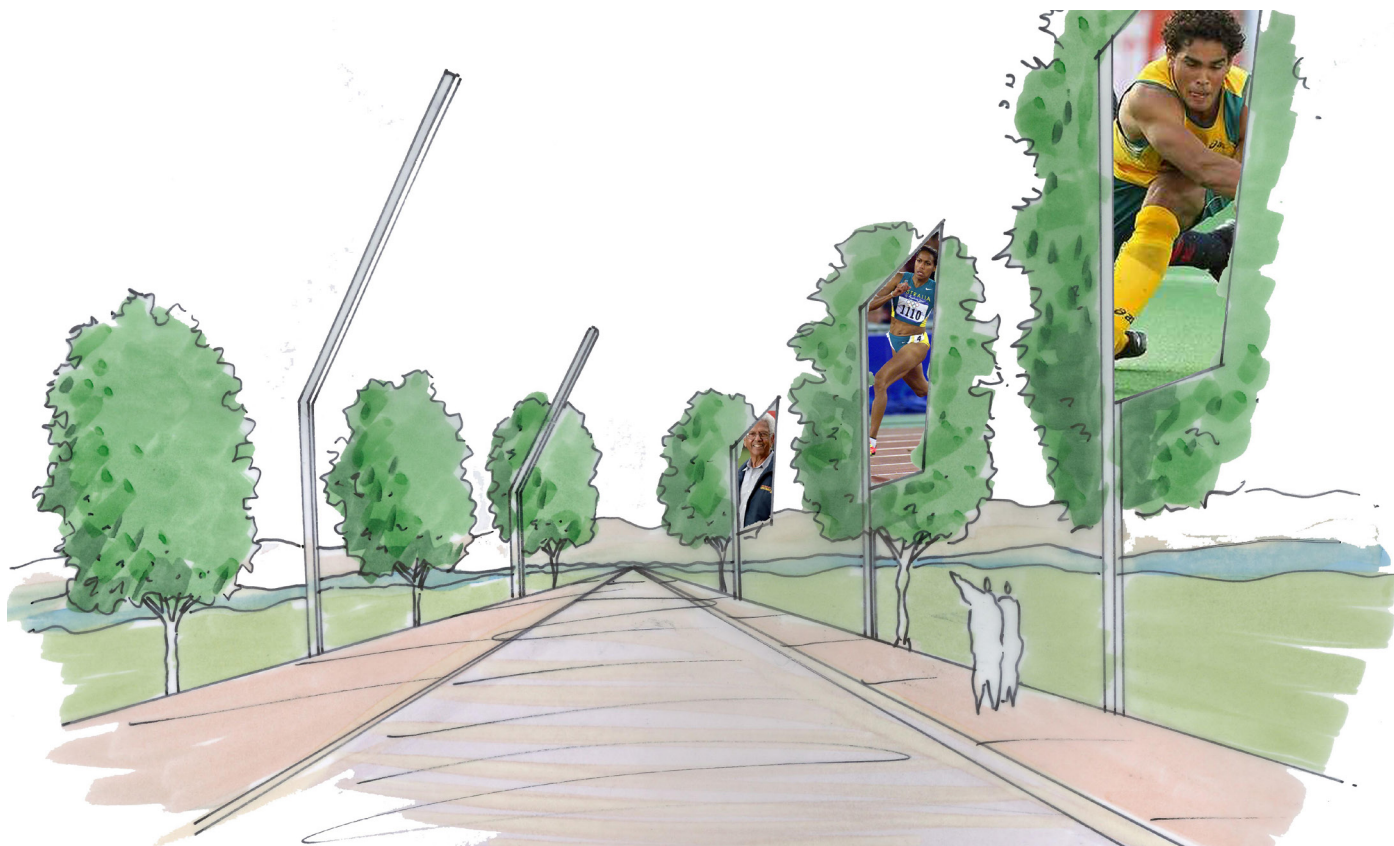


There is currently a lack of Aboriginal artefacts relating directly to the Sports Centre site. However there are broader opportunities to celebrate Aboriginal national sporting heroes as part of the interpretation plan recommendations. Aligning local aboriginal sporting heroes with the future development of the site presents difficulties in making lists due to membership (i.e. who is Aboriginal and what are the selection criteria) or impractical as there is not an appropriate way of making an honour list.

Therefore this report recommends sampling national aboriginal sporting heroes, from a range of different historical periods and range of geographic locations. The recommendations have been formulated to recognise and express the achievements of the sporting heroes as follows:

OPPORTUNITY	RECOMMENDATION / ACTION
Streets	Key national sporting heroes aimed at inspiring users
Facilities	Key local sporting heroes to internal spaces and to augment the Queanbeyan Aquatic Centre gallery space
Primary Building Promenade	Mix of national, local and aboriginal sporting heroes
Place making	Propose large banners of artworks that interpret the heroes
Interactive interpretation	Stories of local sporting heroes integrated into small park and information boards
Graphic design	Local sporting heroes integrated into brochures, websites and media
Sporting fields	Sporting heroes as oval names, aligned with matching sport

4.13 ABORIGINAL HISTORY - SPORT HEROES



EXTERNAL: SPORTING BANNERS WITH NATIONAL SPORTS HEROES, OVAL AND STREET NAMES



INTERNAL: SPORTING HERO GALLERY, MEDIA, BROCHURES, BUILDING AND SPACE NAMES

Respect for the special connections between people and place...

4.13 ABORIGINAL HISTORY - SPORT HEROES



Cathy Freeman

Australian sprinter

Catherine Astrid Salome Freeman, OAM is an Australian former sprinter, who specialised in the 400 metres event. She would occasionally compete in other track events, but 400m was her main event. [Wikipedia](#)

Born: 16 February 1973 (age 47 years), [Slade Point](#)

Olympic medals: [Athletics at the 2000 Summer Olympics – Women's 400 metres](#), [MORE](#)

Awards: [Memorable Performance of the Year ESPY Award](#), [MORE](#)



Arthur Beetson

Australian footballer

Arthur Henry "Artie" Beetson OAM was an Australian rugby league footballer and coach. He represented Australia and Queensland from 1964 to 1981. His main position was at prop. [Wikipedia](#)

Born: 21 January 1945, [Roma](#)

Died: 1 December 2011, [Paradise Point](#)

Team coached: [Cronulla-Sutherland Sharks](#) (1992–1993)



Adam Goodes

Australian rules footballer

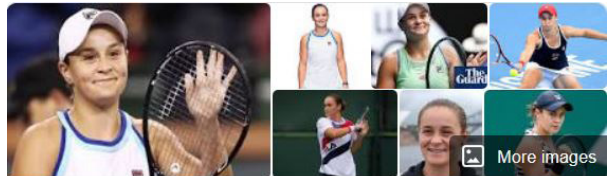
Adam Roy Goodes is a former professional Australian rules footballer who played for the Sydney Swans in the Australian Football League. [Wikipedia](#)

Born: 8 January 1980 (age 40 years), [Walleroo](#)

Height: 1.91 m

Date joined: 1999 ([Sydney Swans](#))

Awards: [Brownlow Medal](#), [AFL Rising Star](#)



Ashleigh Barty

Australian tennis player

Ashleigh Barty is an Australian professional tennis player and former cricketer. She is ranked No. 1 in the world in singles by the Women's Tennis Association and is the second Australian WTA singles No. 1 after Evonne Goolagong Cawley. [Wikipedia](#)

Born: 24 April 1996 (age 24 years), [Ipswich](#)

Height: 1.66 m

Country (sports): [Australia](#)

Fed Cup: F (2019)

Hopman Cup: RR (2013, 2019)

Awards: [Australian Tennis Award for Newcombe Medal](#)

Interpretation of the past can inspire future achievements...

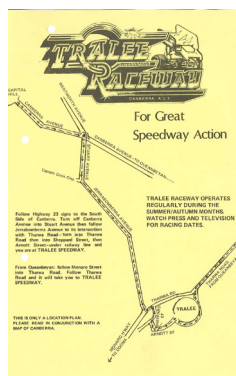
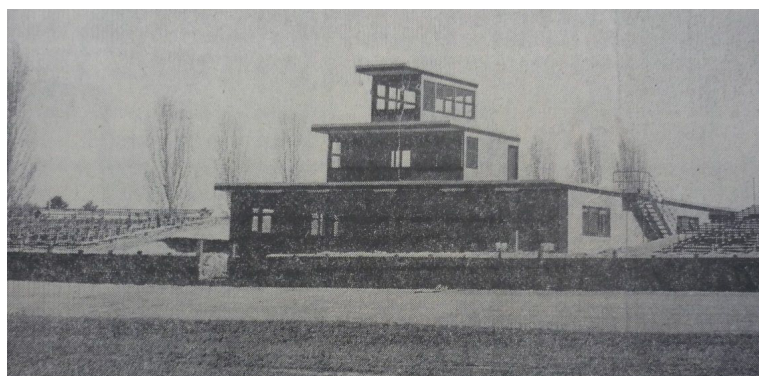
4.14 EUROPEAN HISTORY

The European history of the site primarily falls into 3 categories:

1. Settlement history (including recreational and early sports history of the site and amenities block)
2. Speedway history
3. Modern history and future development of adjoining sub-divisions

The heritage values that offer the most potential for interpretation are the re-use of the stone clad amenities block and the speedway history as they are physical and well defined memories present on site. The physical forms of the amenity block and speedway history provide ample design inspiration that can be directly transformed into future infrastructure and are recognisable iconic forms.

OPPORTUNITY	RECOMMENDATION / ACTION
Streets	Key local sporting heroes used in street names or main street defined as aboriginal interpretation spline
Facilities	Key local sporting heroes used to name buildings/grandstands
Signage	Broader number of sporting heroes integrated into signage
Place making	Propose large banners of artworks that interpret the heroes
Interactive interpretation	Stories of local sporting heroes integrated into small park and information boards
Graphic design	Local sporting heroes integrated into brochures, websites and media
Sporting fields	Key local sporting heroes as oval names, aligned with matching sport
Jerrabombera Creek	Informal walking trail that primarily celebrates natural history and conservation values





5.1 EUROPEAN HISTORY - ARRIVAL EXPERIENCE



OPPORTUNITY

Gateway Signs

Materials

RECOMMENDATION / ACTION

Reference Tralee/Fraser Park Speedway entry 'goal posts' as iconic historical markers that are simple and highly visible

Simple and affordable post and panel construction using robust metal fabricated panels and industrial character

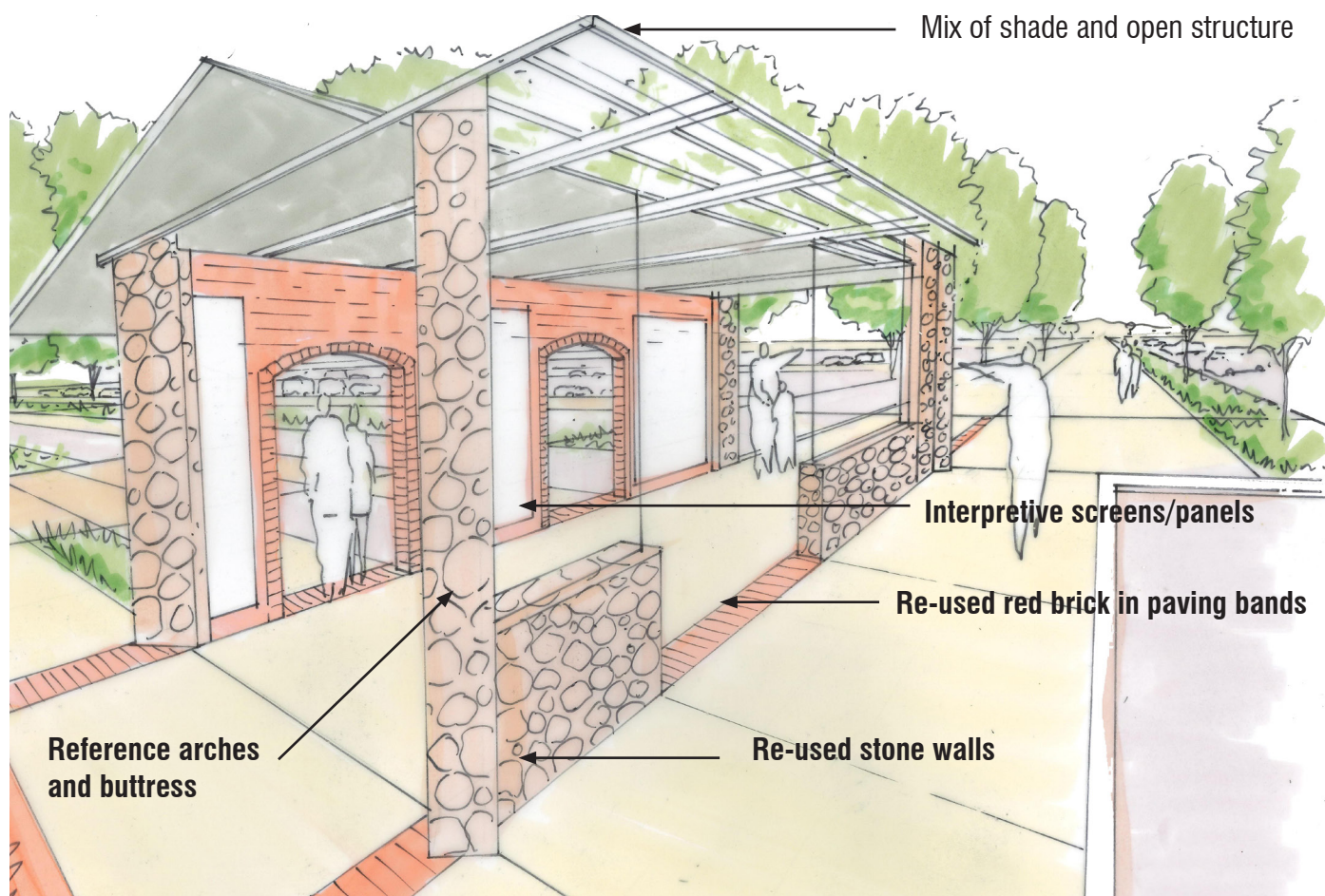
Historical markers and landscape typology...

5.1 EUROPEAN HISTORY - ARRIVAL EXPERIENCE

*Notes:*

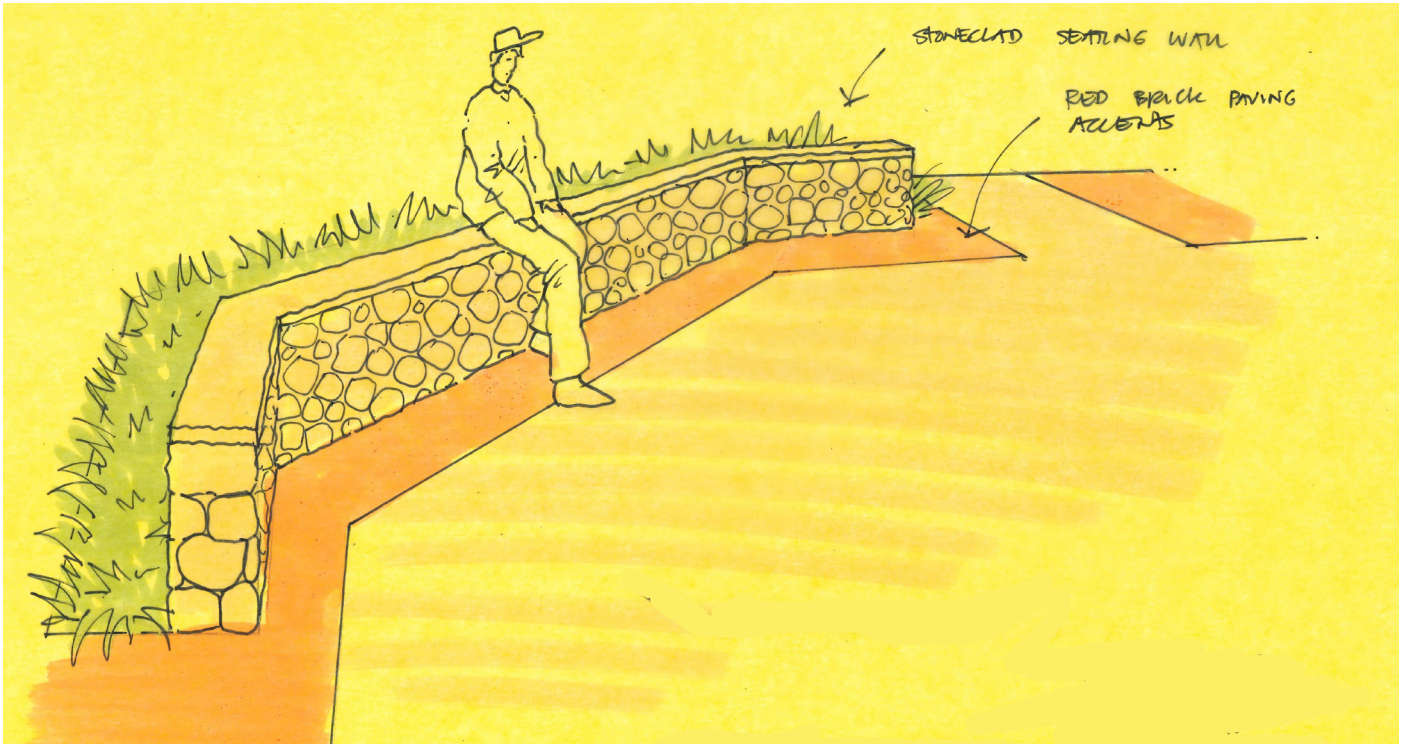
- The sketch perspectives above present conceptual ideas, referencing Tralee speedway spintcars and entry 'goal posts', for the welcome entry statement and iconic markers as located in 2.3 Interpretation layers diagram

5.2 EUROPEAN HISTORY - ADAPTIVE RE-USE OF SPORTS AMENITY BUILDING

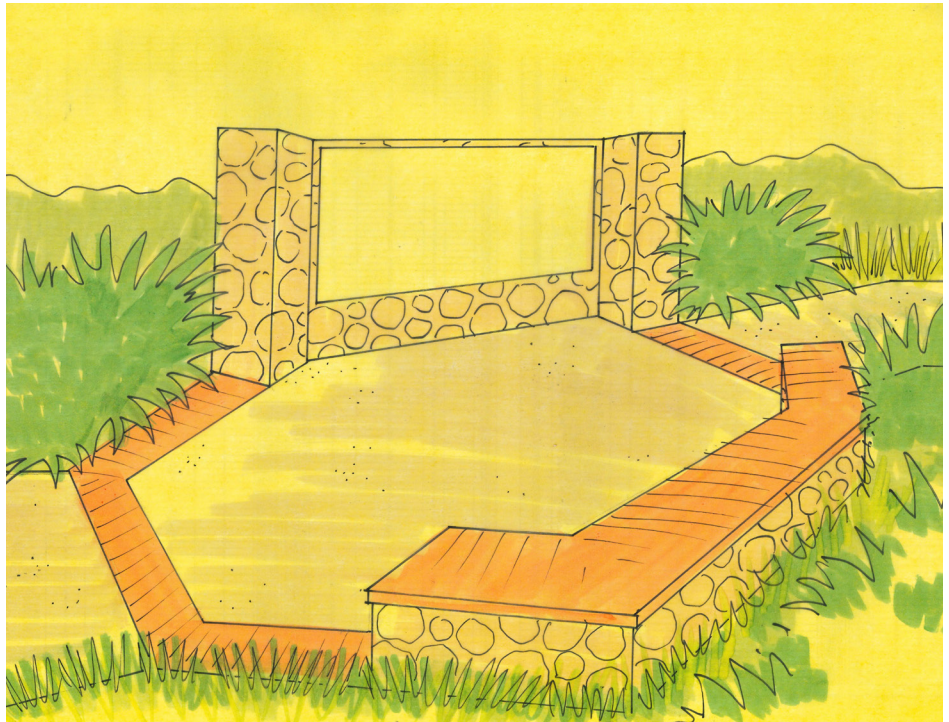
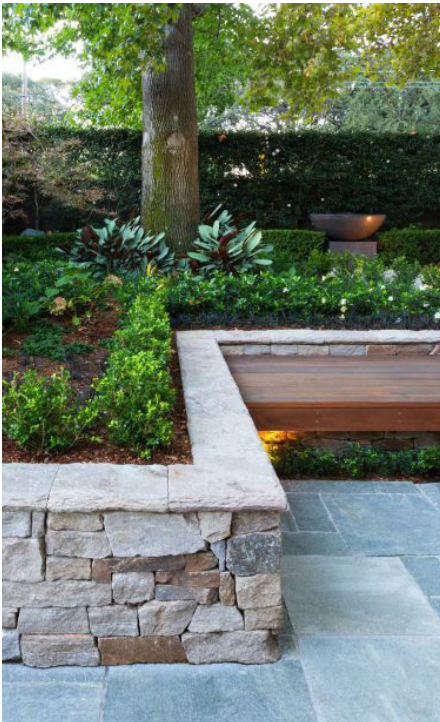


OPPORTUNITY	RECOMMENDATION / ACTION
Amenity Block	Re-purpose old amenity block into interpretation hub and gathering space half shaded and half open batters. If formal building it can also accommodate toilet facilities to continue buildings purpose
Red bricks and tiles	Re-use red bricks in paving bands and seating walls
Architectural form	Draw inspiration from arched doorways and buttress end columns
Interpretation	Include a range of media and displays to narrate the story of the historic sports amenity block utilising transparent perspex screens, durable laser cut panels and traditional signage with interpretive photos and text
Seating walls	Use architectural forms and stone to create new seating walls

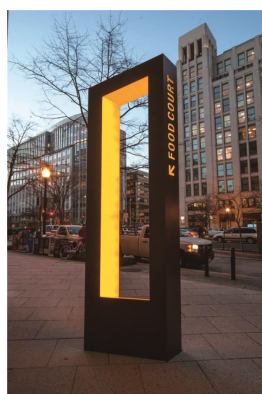
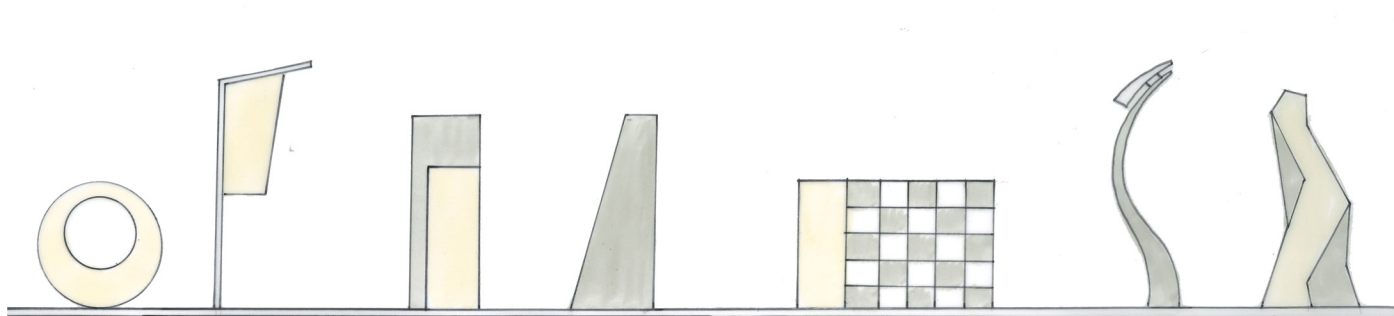
5.2 EUROPEAN HISTORY - ADAPTIVE RE-USE OF SPORTS AMENITY BUILDING



Elements of the historic amenity block can be used as inspiration for a range of landscape and architectural spaces including seating walls, paving patterns, signage design, building footprints, doorways and interpretation elements.

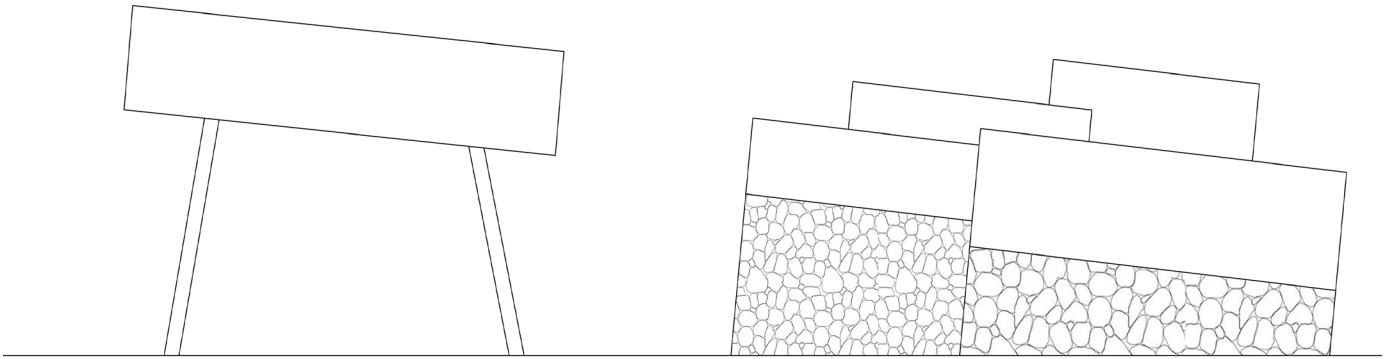


5.3 EUROPEAN HISTORY - WAY-FINDING AND STREET TYPOLOGY

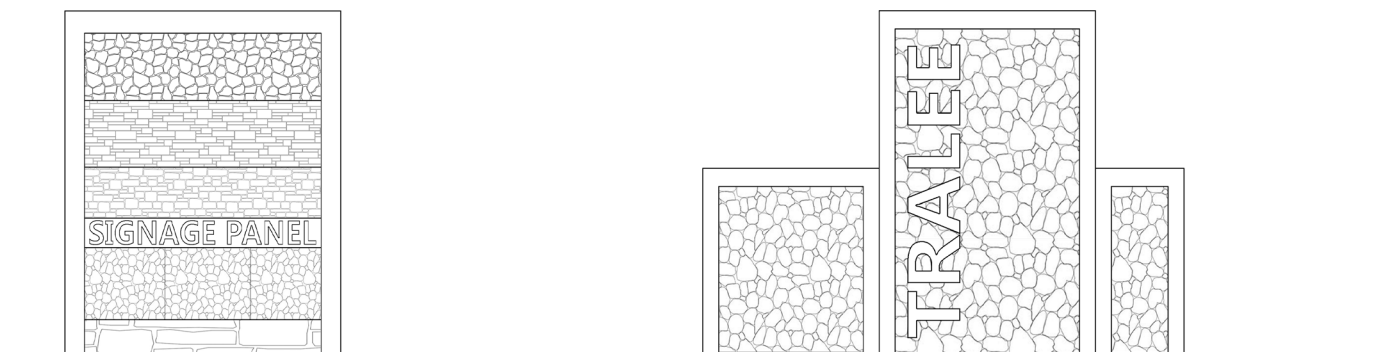


Use signage as a way of communicating stories and helping people explore the site...

5.4 EUROPEAN HISTORY - WELCOME SIGNAGE



Sprintcar structures and forms using re-cycled or sourced river stone, red bricks and metal sheeting



Use interpretation as a way to link various layers of the past together



Rustic combinations of metal and stone...

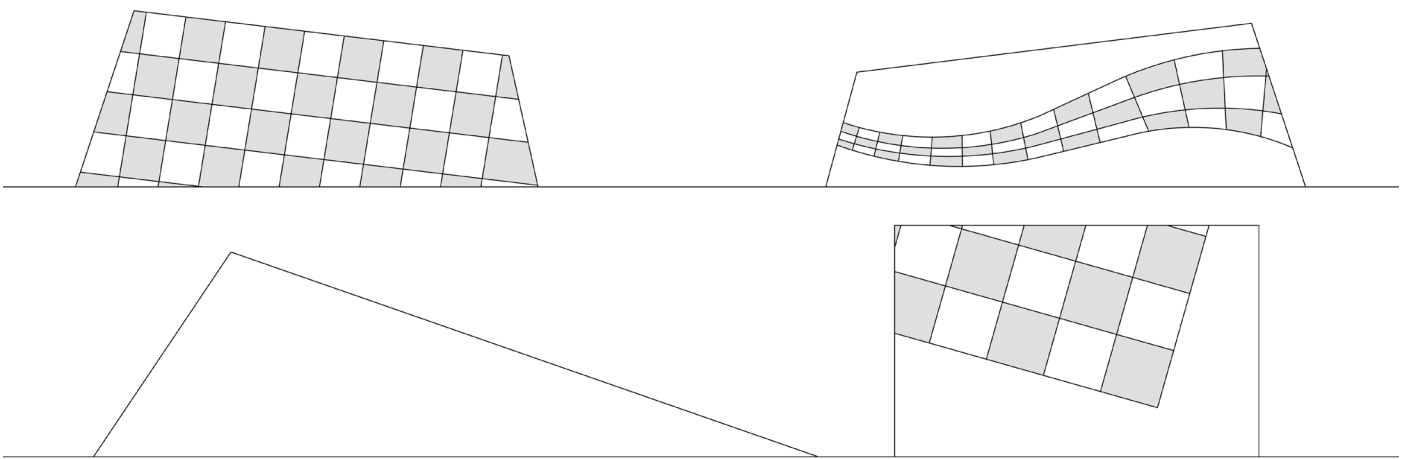
5.5 EUROPEAN HISTORY - SIGNAGE, SCULPTURE AND ICONIC PLACE MAKING RECOMMENDATIONS

OPPORTUNITY	RECOMMENDATION / ACTION
Signage	Create a consistent suite of simple signage elements that are iconic in their form but affordable and practical for implementation
Lettering	Iconic colourful lettering that offers high contrast for way-finding and references speedway advertising
Form	<ul style="list-style-type: none"> - Use angular forms that represent racing cars and track mounding to express speed and excitement and to provide movement - Use circular forms to express wheel shapes and track loops and to express unity for the site
Colour	Use a range of earthy base colours that represent the geology, stone clad and brick materials, contrasted against vibrant colours that reference the speedway typologies
Materials	Robust metal fabricated elements combined with stonework

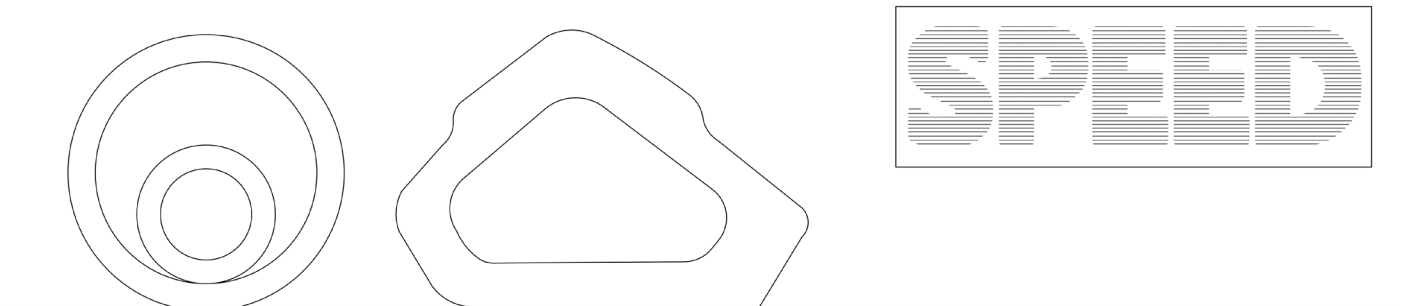


Sprintcar themed shade structure at Hume, ACT, designed by Indesco 2017.

5.5 EUROPEAN HISTORY - SIGNAGE, SCULPTURE AND ICONIC PLACE MAKING CONCEPTS

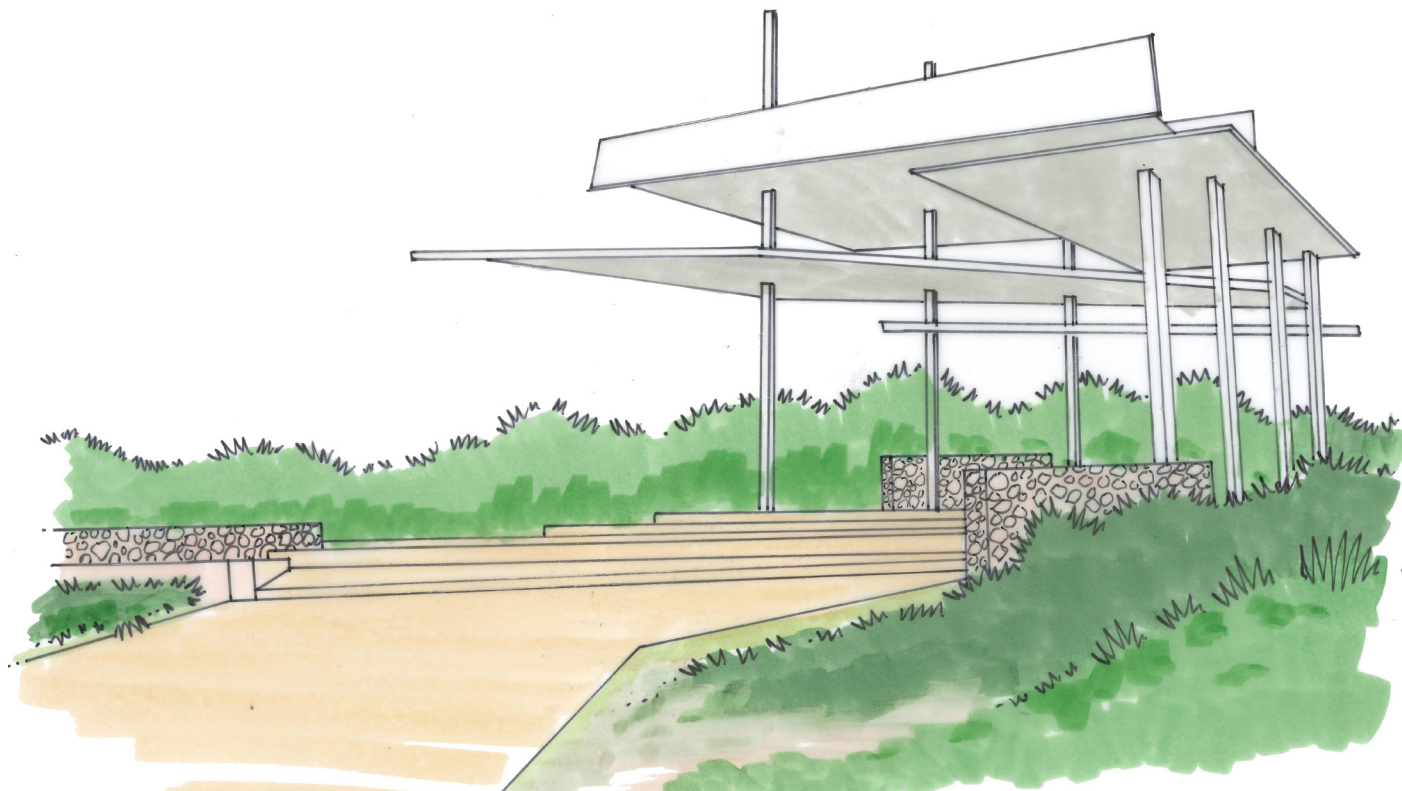


Tralee speedway graphics are ideal inspiration for the future sports centre signage and theming



OPPORTUNITY	RECOMMENDATION / ACTION
Signage walls	Signage walls to reference sloping angles of sprintcars and Tralee speedway mounding berms
Lettering	Iconic colourful lettering that offers high contrast for way-finding and references speedway advertising
Form	<ul style="list-style-type: none"> - Use angular forms that represent racing cars and track mounding to express speed and excitement and to provide movement - Use circular forms to express wheel shapes, track loops and to express unity for the site
Colour	Use a range of earthy base colours and vibrant accent colours stone clad and brick materials, contrasted against vibrant colours that reference the speedway typologies

5.6 EUROPEAN HISTORY - SHADE STRUCTURES AND GRANDSTANDS

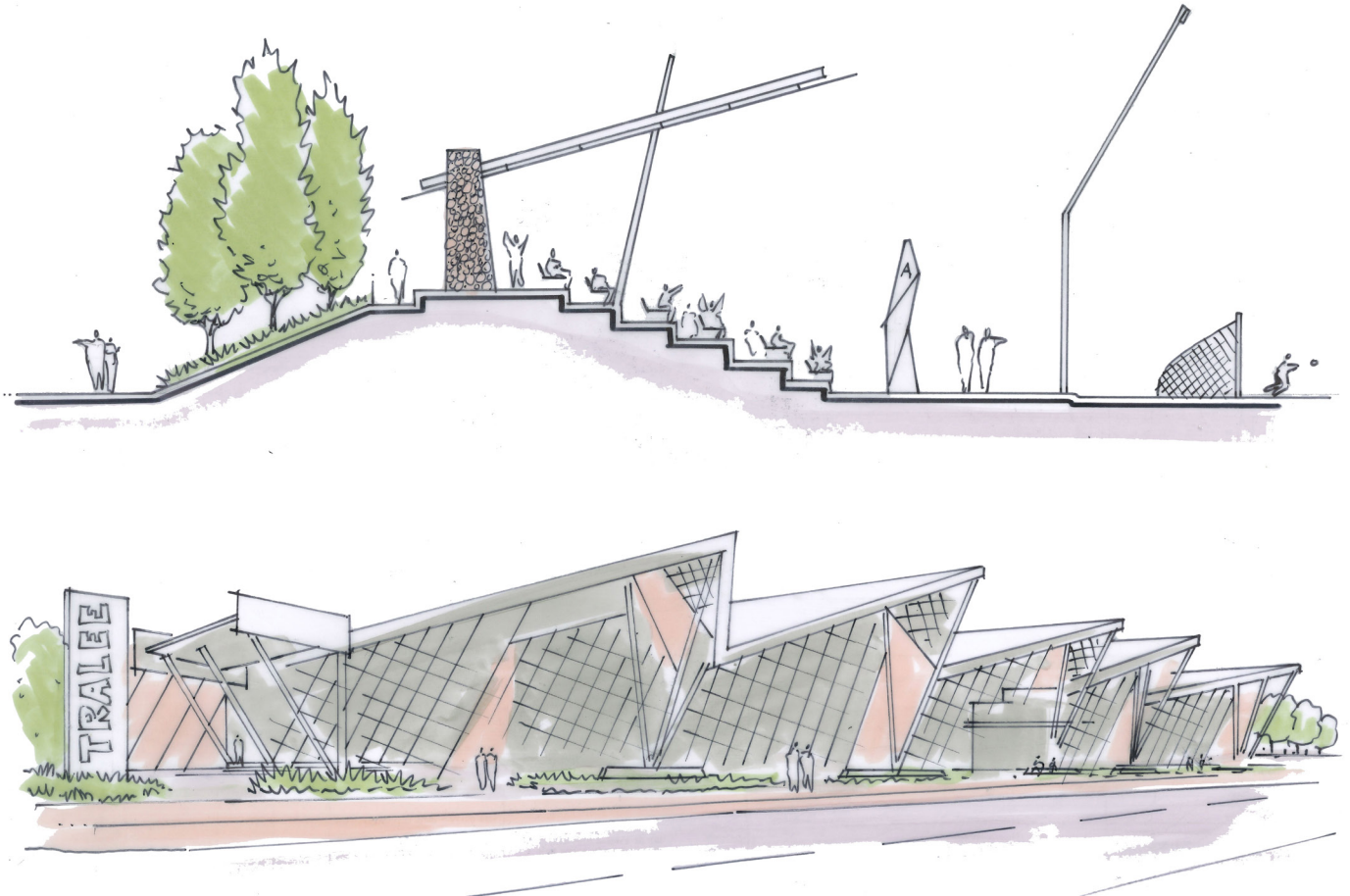


Iconic sprint cars can inspire structural forms that allow the site to relive the memory of racing and provides a unique identity and typology of forms and materials.



Iconic sports theme place making opportunities...

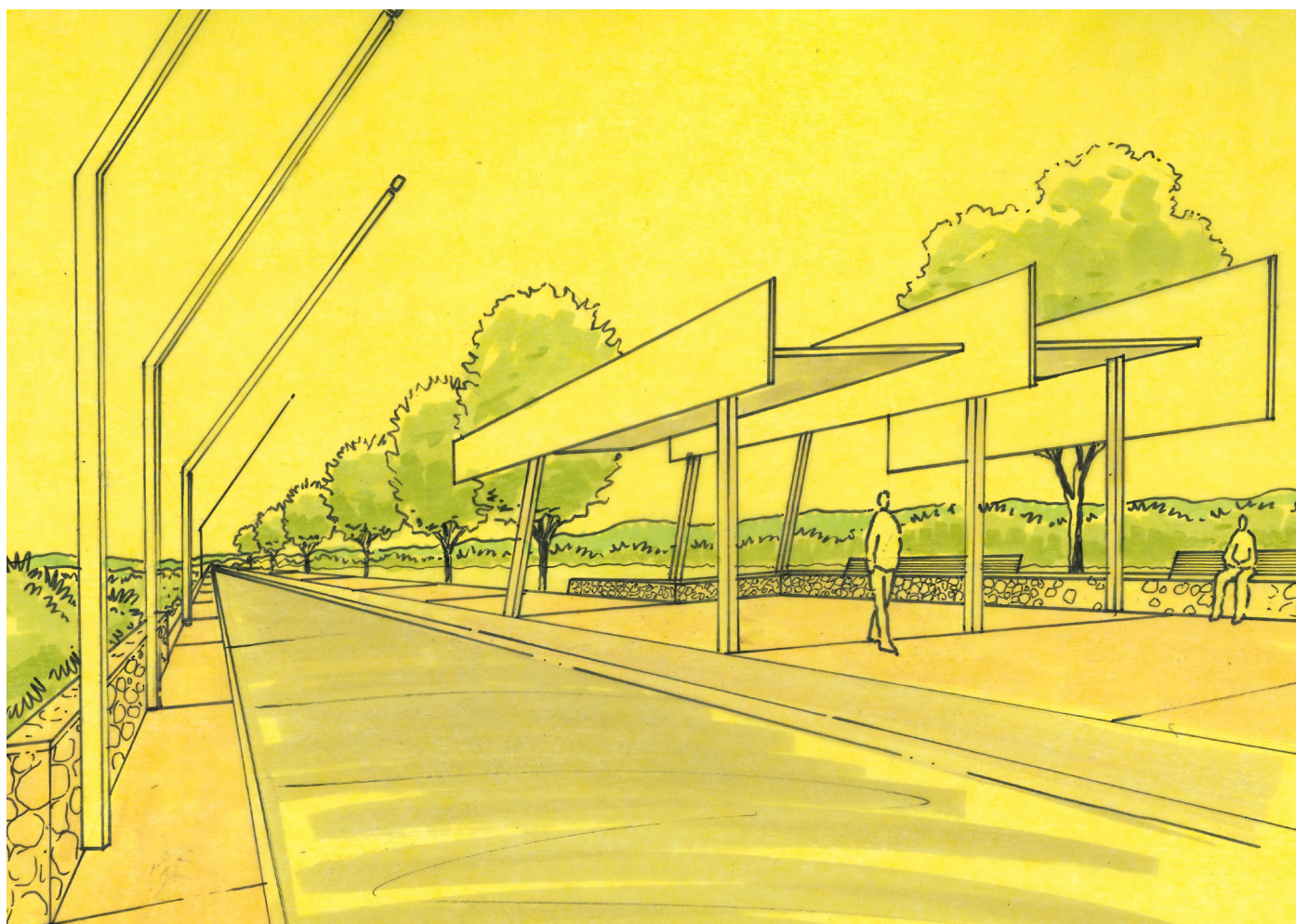
5.6 EUROPEAN HISTORY - SHADE STRUCTURES AND GRANDSTANDS



Mounding berms and references to old Tralee speedway infrastructure can inform the future design of grandstands, shade structures, kiosks and buildings.



5.7 EUROPEAN HISTORY - SHADE STRUCTURES AND GRANDSTANDS MAKING CONCEPTS



OPPORTUNITY

Lighting/poles

Grandstands

Materials and colour

RECOMMENDATION / ACTION

Reference angled Tralee speedway poles to define major roads or for sporting ground illumination

Reference Tralee's berms with seating stands

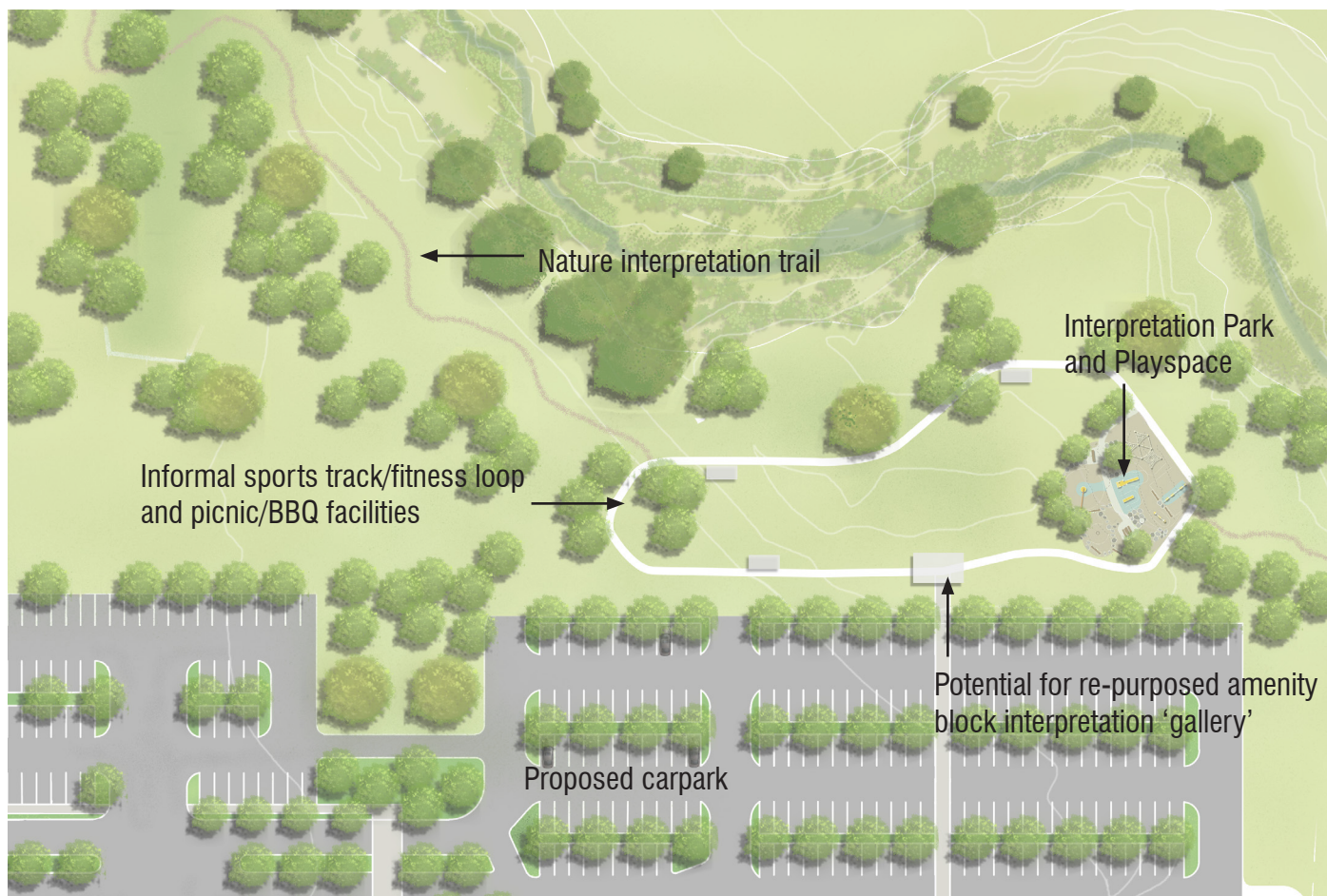
Reference light colours such as white and gal steel. Walls to be stone, corten or off form concrete

5.8 EUROPEAN HISTORY - SPORTING FIELDS



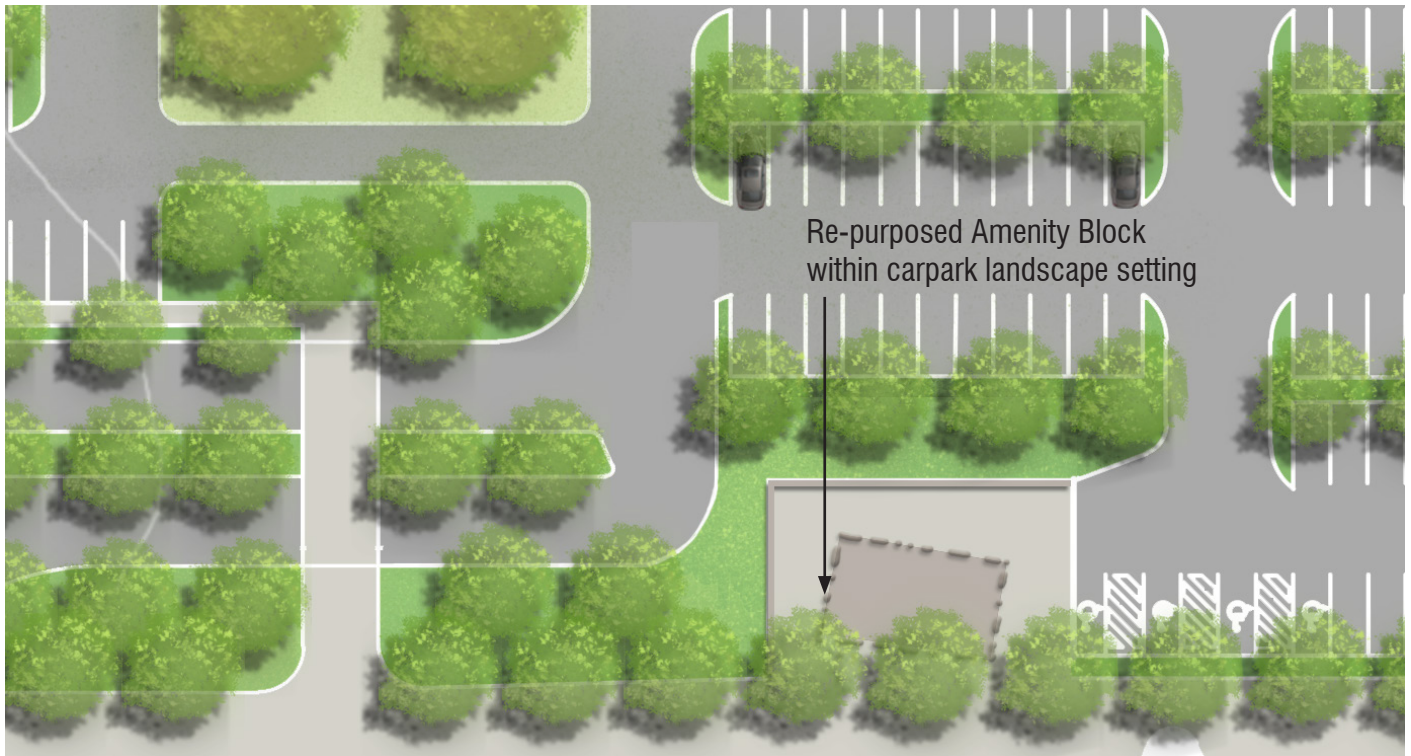
Provide interpretation that draws the community together...

5.9 EUROPEAN HISTORY - JERRABOMBERRA CREEK INTERPRETATION AND REHABILITATION

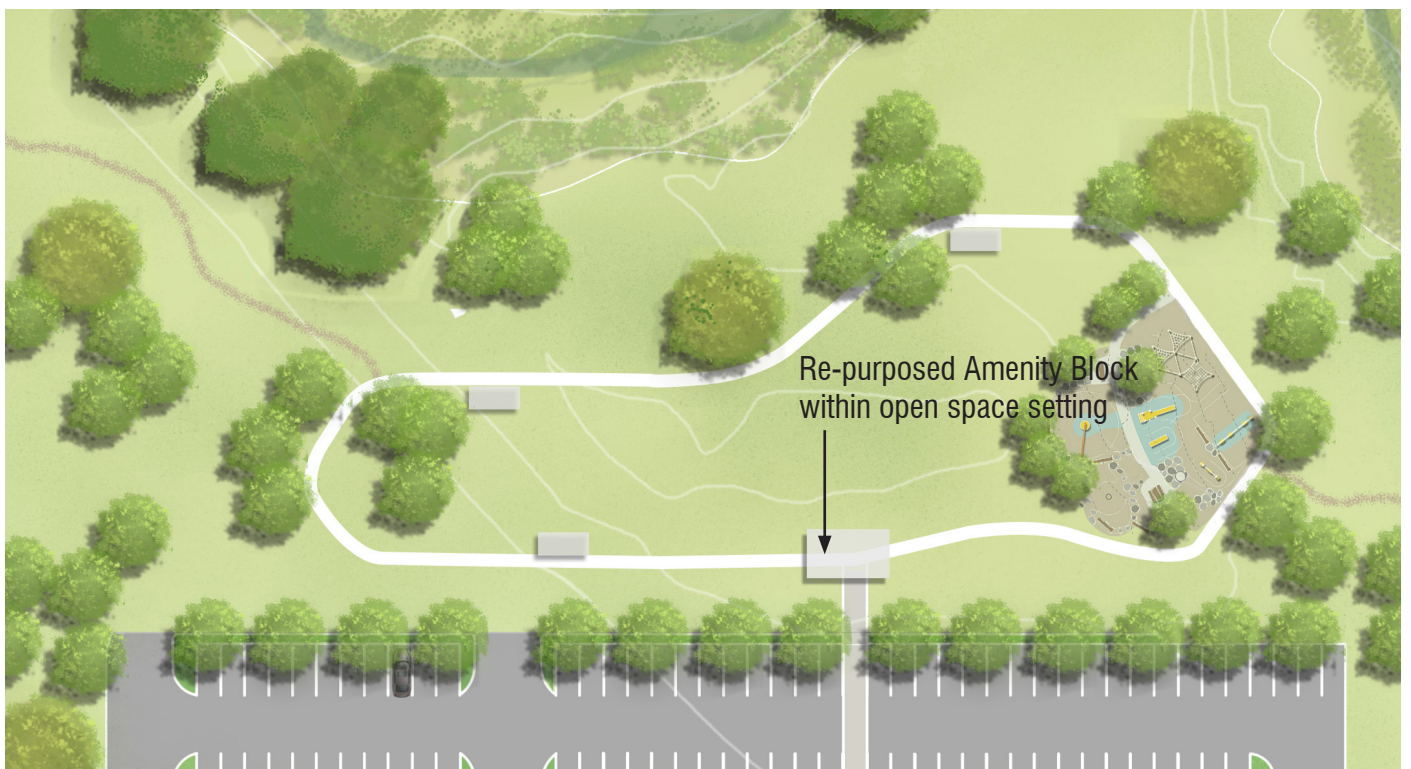


Jerrabomberra Creek is highly degraded and offers limited scope for safe interpretation. A compact 'Interpretation Park', between the creek and carparking, can help consolidate various interpretive elements together in one place and can provide the future sports complex with an attractive functional open space for users young and old. A fitness loop track, BBQ facilities and play space could be themed around race tracks and historical stories.

5.10 EUROPEAN HISTORY - STONE FACE BUILDING INCLUSION



PREFERRED OPTION 1: INCLUDE RE-PURPOSED AMENITY BLOCK WITHIN CARPARK



OPTION 2: INCLUDE RE-PURPOSED AMENITY BLOCK WITHIN NEW INTERPRETATION PARK

5.11 EUROPEAN HISTORY - ARCHITECTURE AND SPORTS COMPLEX FACILITIES



Recommendation:

Use Sprintcar and performance cars as inspiration for building forms and iconic roof line profiles

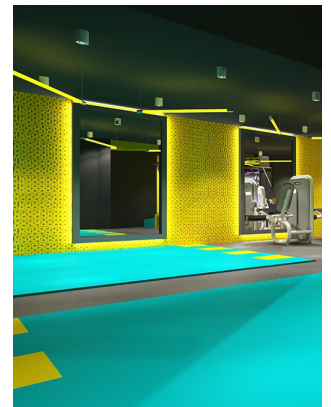


Sprint car asymmetrical wings, spoilers and angles can be used to inspire built form and create simple but dynamic architectural forms



Recommendation:

Reference vibrant colours of speedway and advertising in internal gallery spaces and theming



Internal spaces could accommodate local sporting heroes, complimented by major national heroes to outdoor flags/markers

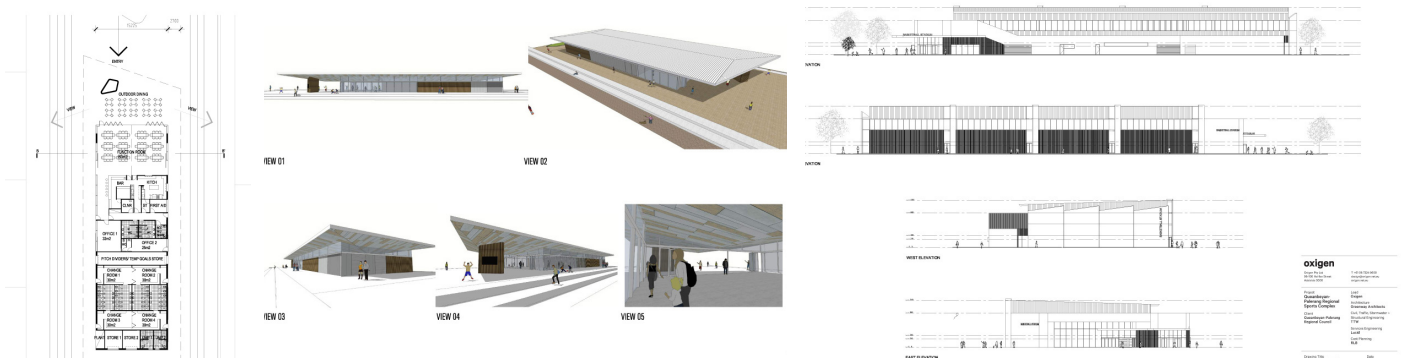
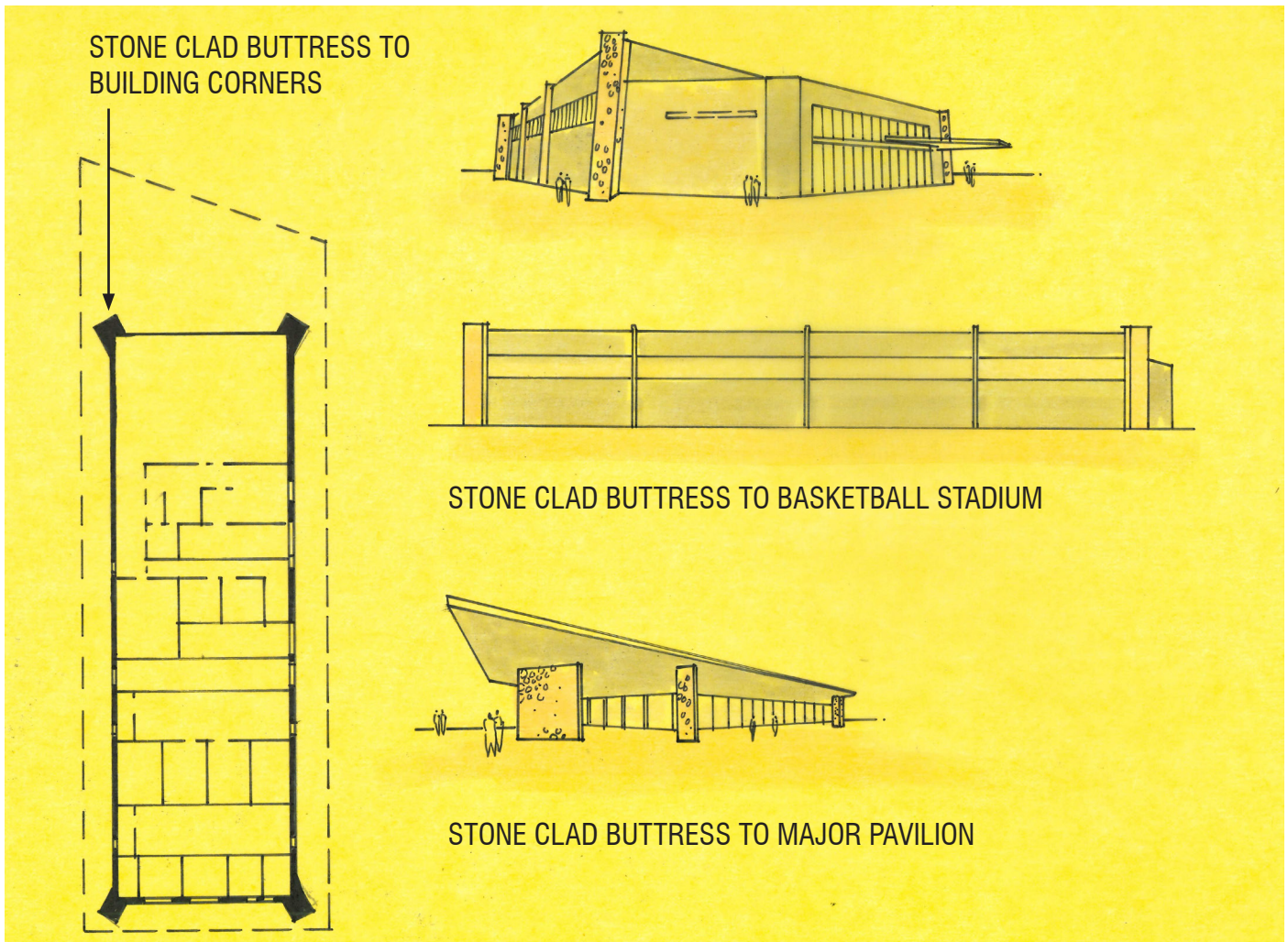


Recommendation:

Reference checkerboard designs and speed trails in architectural facades, structure, windows and skins



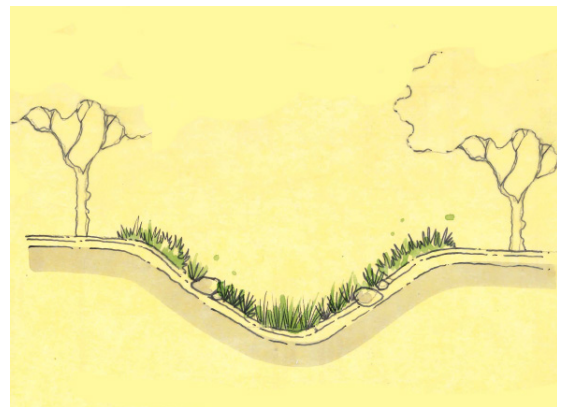
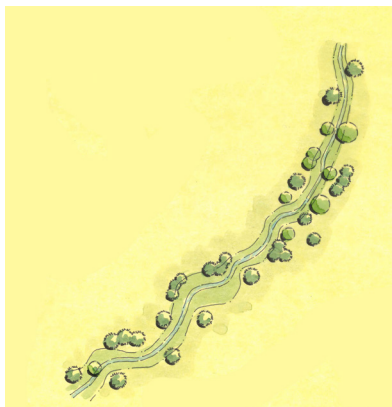
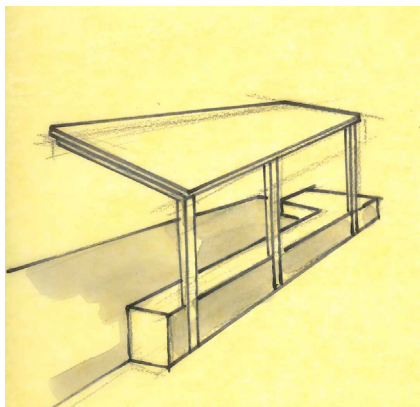
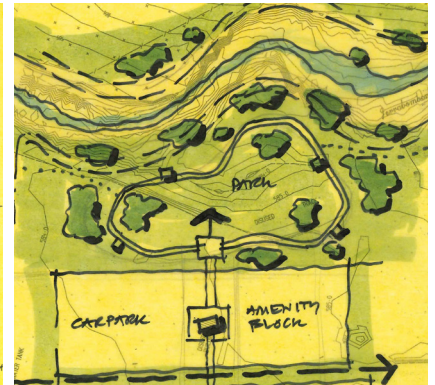
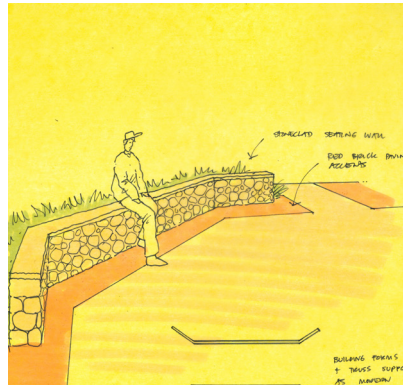
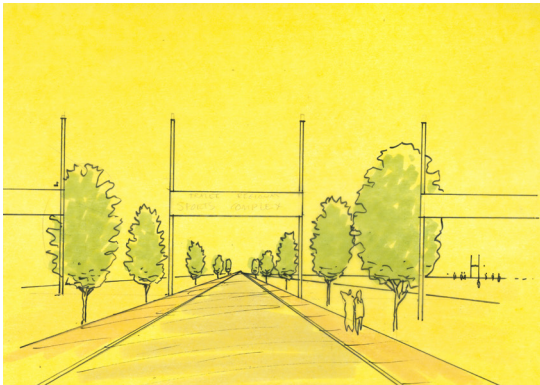
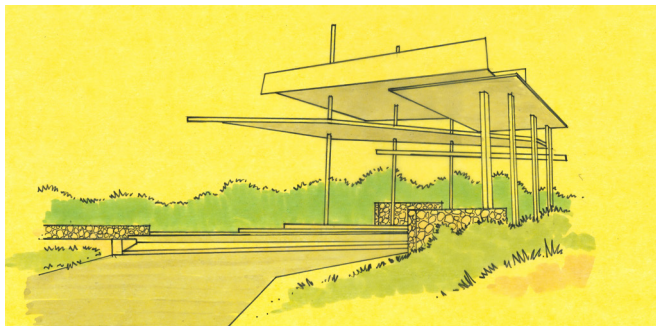
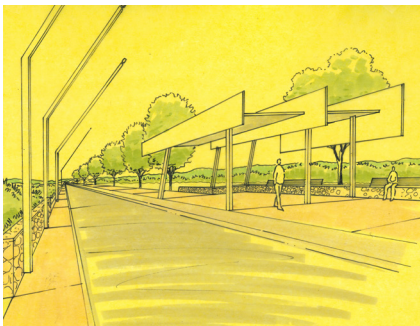
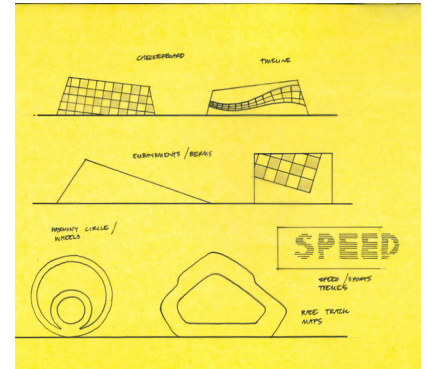
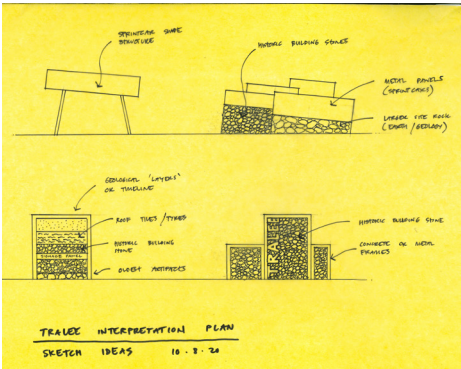
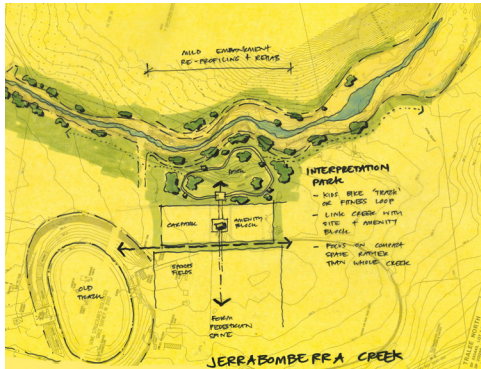
5.12 EUROPEAN HISTORY - ARCHITECTURE AND SPORTS COMPLEX FACILITIES - REFERENCING THE HISTORIC STONE CLAD SPORTS OVAL AMENITY BLOCK



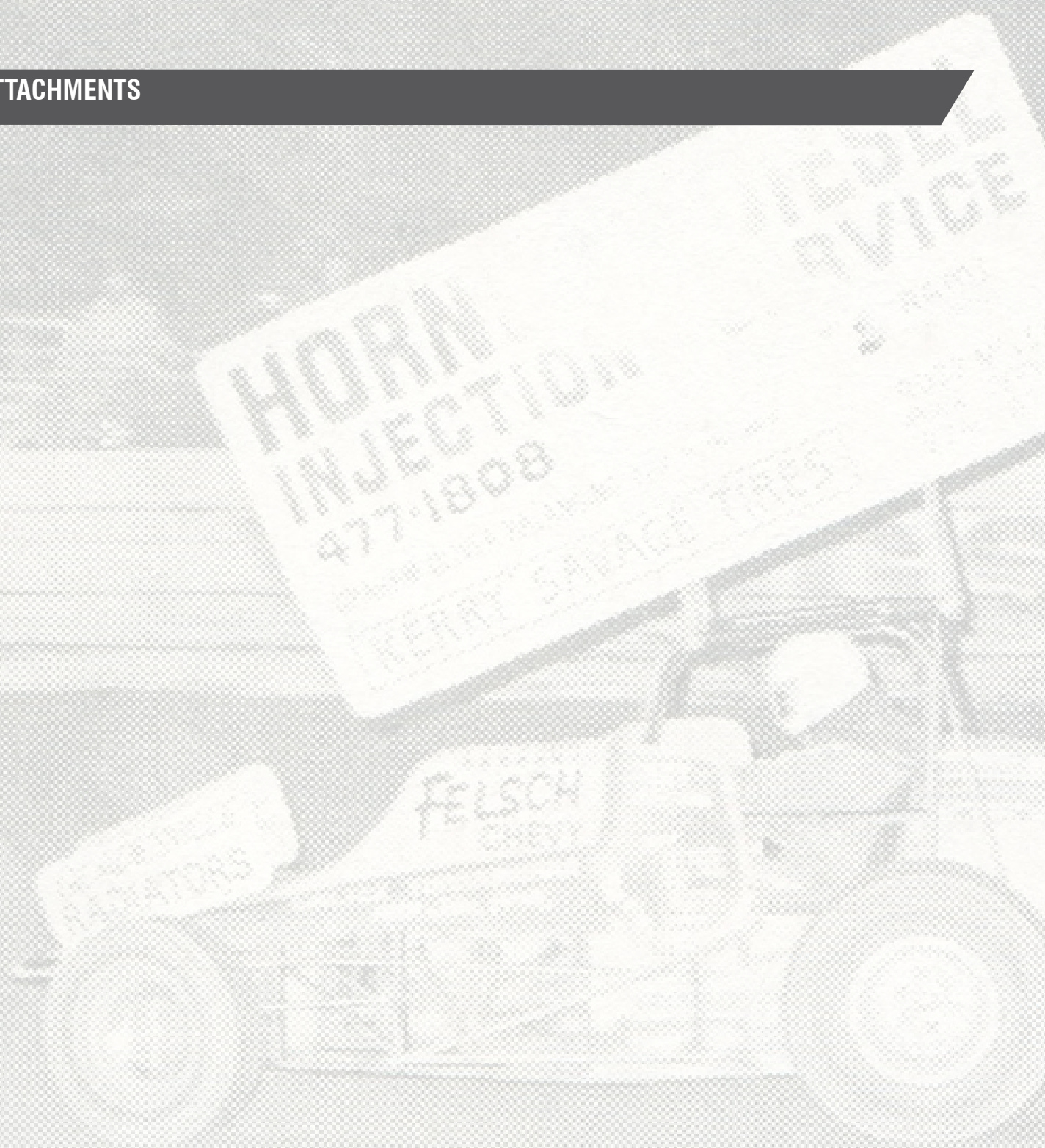
Notes:

- The sketches above present conceptual ideas that draw inspiration from the historic sports oval amenities block buttress's. The references from the amenities block can be used to inform buildings, stadiums and grandstands

INTERPRETIVE SKETCH DEVELOPMENT (FOR REFERENCE)



ATTACHMENTS



ATTACHMENT A: BRENDAN O'KEEFE REPORT - STONE FACED BRICK BUILDING

REPORT ON STONE-FACED BRICK BUILDING

NORTH TRALEE



PREPARED BY

BRENDAN O'KEEFE

FOR

QUEANBEYAN-PALERANG REGIONAL COUNCIL

AUGUST 2018

1. Introduction

Queanbeyan Palerang Regional Council commissioned me to investigate the stone-faced brick building that stands a little to the south of Jerrabomberra Creek on Lot 6 DP 239080, at 360A Lanyon Drive. In previous reports on Tralee, it was labelled as Site H3, but no historical research was carried out on it. The reports thought that it may have ‘represent[ed] a commercial venture associated with the speedway, possibly a fast food outlet with public toilet facilities’ and that it ‘most likely date[d] to the 1970s or 1980s’.¹

The aim of the current investigation is to establish when the building was erected, who constructed it and what purpose the building was built to serve.

In the course of the study, information was sought from the following sources and institutions:

- National Library of Australia for maps and aerial photographs
- Old rate and valuation records from the former Yarrowlumla / Palerang Shire Council offices in Bungendore
- Old Queanbeyan rate and valuation records from Queanbeyan City Library
- The Local History Collection at Queanbeyan City Library
- Queanbeyan and Canberra newspapers
- Published monographs and journal articles on local history
- Online documentary sources and photographs.

Information was also obtained from David Larcombe, the current owner / occupier of the Environa property, and from Anne Forrest, granddaughter and daughter respectively of John Joseph Morrison and Bernard Laurence (‘Bernie’) Morrison, former owners of the Tralee property. David Larcombe was able to provide valuable historical material, as well.

With the assistance of Jason Burgess of the Village Building Company, two site visits were made to inspect and take photographs of the building and its surroundings.

¹ URS, Tralee Local Environment Study, Volume 1 – Main Report, 12 August 2003, Appendix J, Cultural Heritage Assessment, p. 17; Navin Officer Heritage Consultants Pty Ltd, North and South Tralee Residential Development: Cultural Heritage Review, May 2010, p. 13.

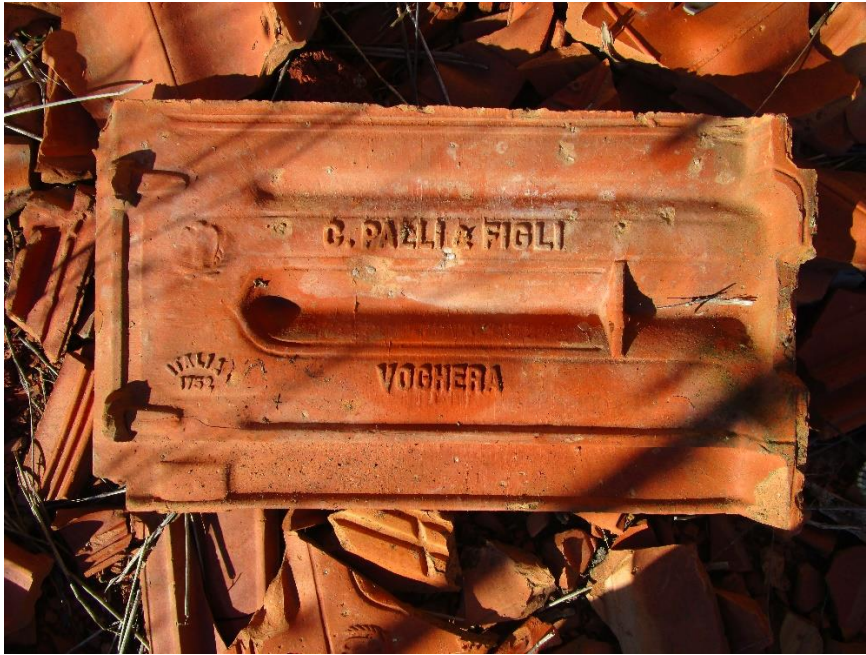
2. Brief Description of the Building

The building is a rectangular brick structure with its long axis orientated east-west. Cemented to the exterior of the external walls stones that give the building a somewhat rustic appearance. The floor consists of a cement slab, while the roof is timber-framed and was covered with terra cotta tiles and ridge caps. The roof has now been almost completely denuded of tiles and they are lying in and around the building, mostly in pieces. The tiles were not made in Australia, but were imported from overseas. They were manufactured by the firm of C. Palli and Figli at Voghera in Lombardy in the northwest of Italy. A large stack of the tiles that were obviously surplus to requirements is lying in a field at South Tralee.

There are multiple entrances to the building, with seven now remaining; one to three more may have punctuated the now-collapsed wall of the western end. The building also has four small square timber-framed windows from which the glass panels have disappeared. There is some evidence that internal walls divided the interior and, at the eastern end, there appears to be the remains of two toilet cubicles. Protruding from the internal face of the southern wall are two metal pipes that look to have been connected to taps to supply water, perhaps over a basin. Below them, near the base of the wall, is a hole through which the water may have drained away through a larger gauge pipe.



Interior of the building, showing the northern wall with small square windows (left), three entrances at the eastern end and the timber frame of the roof almost completely stripped of tiles



One of the imported Italian tiles that roofed the building



Surplus roof tiles for the building stacked at South Tralee
(Photo: Jason Burgess)



The eastern end of the building with what appear to be toilet cubicles on each side



Metal pipes probably for taps protruding from the interior of the southern wall, with a large hole below into which a drainage pipe may have been fitted

3. Background: Land Ownership and Use

The stone-faced brick building at Tralee stands on what is now Lot 6 DP 239080. It was formerly part of DP 15463 and, long before that, part of Portion 12 Parish of Queanbeyan, the site of the Woden property. This was a square block of land measuring 2,560 acres, through which Jerrabomberra Creek ran. The portion also stood astride the road to Tharwa and Cooma and, when it was built later, the railway line to the south. On its eastern side, it bordered Portion 38 of 960 acres in extent. The stone-faced brick building stands just inside (*ie*, to the west of) the border with Portion 38.

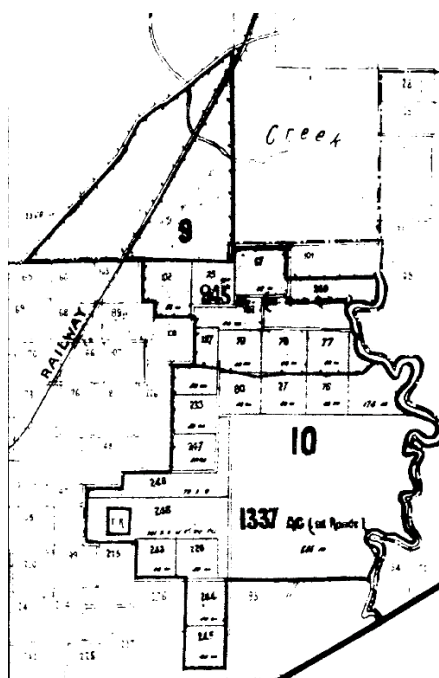


Excerpt of Parish Map of Queanbeyan, March 1904, showing Portion 12 (Woden) and Portion 38 (NLA MAP G8971.G46 svar)

Portion 12 was initially granted to John Palmer (1760-1833), brother-in-law of Robert Campbell senior of Duntroon, although it appears that title to the land was never issued. In 1831, the land was granted to Francis Mowatt, but again it seems that his title to the land was never confirmed. Eventually, the land, together with formal title to it, was purchased in October 1837 by Dr James Fitzgerald Murray who established his Woden homestead on the western (or ACT) side of the property. When he died in June 1856, he left the property to his brother, Terence Aubrey Murray of Yarralumla. He in turn sold it to Thomas Rutledge at the close of that same year. In 1862, the property was taken over by Martin Byrne and his son Charles, though it is not clear whether they owned the land or simply leased it. After the death of his wife Sarah in July 1869, Martin Byrne relinquished the property and moved back to Queanbeyan. By September the next year, if not earlier, ownership had passed to Robert Campbell's son George (1818-81), of Duntroon.²

² Gwendoline Wilson, *Murray of Yarralumla*, Melbourne, 1968, pp. 81, 248, 249; Peter Procter, *Biographical Register of Canberra and Queanbeyan: from the district to the Australian Capital Territory 1820-1930*, Canberra, 2001, pp. 34, 230, 238; Errol Lea-Scarlett, *Queanbeyan District and People*, Queanbeyan, 1968, pp.

The land remained in the possession of the Campbell family for the next 36 years. At some point, probably in the first half of the 1870s, a triangular section in the southeastern corner of the property – including what is now the site of the stone-faced brick building – was leased out as grazing land to Francis Davlin (or Devlin), a Queanbeyan butcher and avid racer of racehorses. He was also – or became – the licensee of the Hibernian Hotel at Michelago in the period 1875-79. (Earlier, in January 1866, Davlin had leased approximately 215 acres of the nearby Jerrabomberra estate from George Campbell's nephew, Pemberton Campbell Palmer.) The triangular section that he leased from Campbell measured 984 acres in area, comprising about 30 per cent of the Woden property. It was defined on its east and south by the boundaries of Woden (*ie*, Portion 12), while the slightly irregular hypotenuse of the triangle was formed by the road leading south to Tharwa and Cooma. Although Davlin died in 1890, the tract of land he leased continued to be known popularly as Davlin's.³



Lot 9 was purchased at the Duntroon auction by Alexander Joseph McDonald whose parents, John and Eliza, owned 'Uriarra'. At the same time, Alexander McDonald bought Lot 10 of 1,308 acres a little to the south, which was already known as 'Duntroon Hill Station' or just 'Hill Station'. McDonald incorporated Lot 9 into Hill Station, eventually building the property up by other purchases to a total of 5,100 acres by 1920.⁵

In that same year, McDonald sold Hill Station to Henry Brougham Blyth, an experienced pastoralist from Cooma. Blyth retained the property for only a few years, selling it off in separate large lots in March 1924. The lots were all advertised as freehold and 'Not subject to Federal Resumption', indicating that they were all in NSW. With the formation of the Capital Territory, Lot 9 had been – or was about to be – halved in size, as the part to the west of the railway line now fell within the Territory's boundaries. The purchaser of the major part of the Hill Station property was James Patrick Heaton of Gurrundah northwest of Goulburn. In December 1924, Heaton sold the property on to the real estate developer, Henry Ferdinand Halloran of Sydney, although the land was actually bought in the name of his wife, Amy Gwendoline Halloran.⁶

Henry Halloran had grand visions for the extensive acquisition. Along with other land bordering the eastern edge of the Capital Territory that he bought up, he subdivided the property into residential allotments, aiming to reap substantial profits by selling them as the closest freehold lots to the Territory, where land could only be held as leasehold. He called his new housing estate 'Environa'. It comprised 1,766 allotments with, at its northern end, a large area that he reserved for an 18-hole golf course and sports and recreation ground (see map below). This was the area immediately to the south of Jerrabomberra Creek and is the area on which the stone-faced brick building stands. According to David Larcombe, who is the Hallorans' grandson and owner of the current 'Environa' property to the south, his grandfather could not subdivide this area into housing allotments because it was subject to flooding from the creek. The golf course was never established, but a sports field or oval was created, with a post and single-rail fence enclosing it (see photographs in Part 4 of this report).⁷

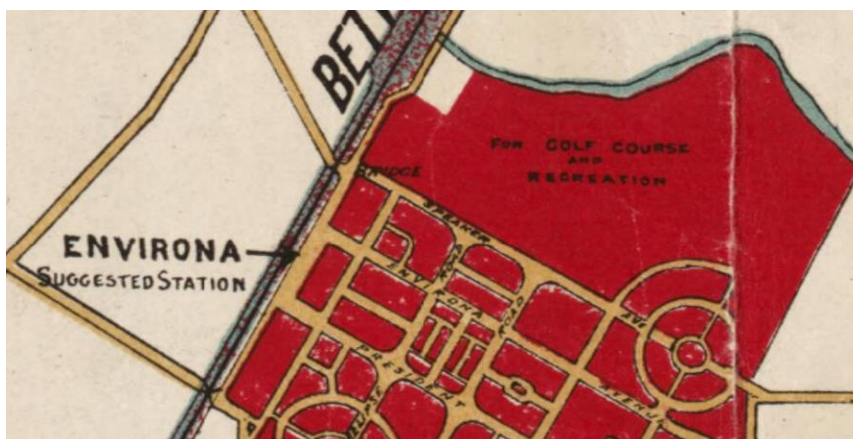
The sports and recreation ground was used for a variety of events from 1929 up until World War 2. At Easter in 1929 and 1930, it was the venue for the Tuggeranong picnic sports day, and in October 1930 the 'Environa Picnic Grounds', as they were called, hosted a fund-raising event for St Christopher's at Manuka in the ACT. The most consistent use of the sports oval, however, was as the home ground for the Federal Capital Territory Rugby League. The Canberra League started using the ground from mid-1932 for matches against towns and villages in the region, including Goulburn, Yass, Boorowa, Braidwood, Bungendore and Captain's Flat. Rugby League matches continued to be

⁵ *The Age* [Queanbeyan], 30 October 1906, p. 2; *Queanbeyan Age*, 13 February 1920, p. 2; Bruce Moore, *The Warm Corner*, Pearce ACT, 1981, p. 201.

⁶ *Queanbeyan Age*, 13 February 1920, p. 2; 12 February 1924, p. 2; 11 March 1924, p. 2; 18 March 1924, p. 2; 23 December 1924, p. 2; *The Land*, 15 February 1924, p. 2; Yarralumla Shire Valuation and Rate Book 1924-25-26, B Riding, valuation nos. 1201 and 1202.

⁷ Hugh Clarke, 'Environa: a land developer's dream', *Canberra and District Historical Society Journal*, 1969, part 3, pp. 1-2; Lea-Scarlett, *Queanbeyan District and People*, pp. 185-7; Yarralumla Shire Valuation and Rate Book for the Years 1927-29, B Riding, valuation no. 807; MAP G8984.C3G46 1926, 'Environa 8th Division of the Canberra Freehold Estates', 1926, National Library of Australia [NLA]; *Canberra Times*, 2 April 1929, p. 2.

held at Environa up to and including the winter of 1939, but thereafter they and other sporting and recreational uses of the ground appear to have lapsed.⁸



Excerpt from a locality plan of Henry Halloran's Canberra Freeholds Estate, 1926, showing the northern section of Environa with the area reserved for a golf course and for recreation (NLA MAP RM 892). Another sales plan of Environa (NLA MAP G8984.C3G46 1926) shows the area more specifically reserved for a recreation and sports ground and a golf course.

The handsome return that the Hallorans hoped to realise from 'Environa' never materialised, largely because of the winding down in the development of Canberra from the latter half of 1928 onward and then the onset of the Great Depression the following year. Nonetheless, the Halloran family retained ownership of the property for decades afterwards. For some time, they leased the land to the Morrison family of 'Tralee', except that they sold the northern section – on which the stone-faced brick building stands – to John Morrison or his son Bernard ('Bernie'). The Morrisons incorporated it into 'Tralee'.⁹

In the late 1960s, Bernie Morrison in association with the Canberra Speedway Club embarked on a venture to develop a professional speedway track for cars and motorcycles on Tralee station. The site chosen for the track was the northern extremity of Environa where Henry Halloran had envisaged laying out a golf course four decades before and where he had established his sports and recreation ground. Morrison was joined by Peter Gurbiel of the Canberra Speedway Club and a Canberra caterer, Keith Nurse, in forming a company to build the track and accompanying facilities. Together, they were responsible for the development of a ¼-mile circuit overlooked by a three-storey grandstand, restaurant and administration centre. Photographs suggest that the circuit was built on the site of Halloran's sports oval. It was officially opened on 21 June 1970 and was known

⁸ *Canberra Times*, 2 April 1929, p. 2; 22 October 1930, p. 3; 27 July 1932, p. 3; 1 June 1933, p. 3; 1 June 1935, p. 2; 5 June 1939, p. 3.

⁹ Greg Murphy, 'Henry F. Halloran: dealer in land and dreams', *Canberra Historical Journal*, no. 17, March 1986, pp. 1-8, especially pp. 6-8; Clarke, 'Environa: a land developer's dream', pp. 1, 2; Department of the Valuer General, N.S.W., Valuation List for Queanbeyan, Serial No. 8690-360A-00-4, Valuer General No. 4325-91000, valuation date, 11 February 1980, printing date 8 January 1982.

initially as the Tralee Speedway. When the surface was asphalted in 1974, it was renamed the Fraser Park Speedway in honour of the Member for Canberra, Jim Fraser, who had died in April 1970.¹⁰

Further development of the complex took place later in the 1970s. In March 1976, a 400-metre grass track was laid down for quarter-horses. In August the following year, a whole new racing track for vehicles was opened to the east of the original one. It was a ½-mile dirt circuit that was mainly intended for motorcycle racing and was popularly known as the 'long track'. Its formal title, however, was the Tralee Speedway, while the name, Fraser Park Speedway, was reserved for the original ¼-mile circuit.¹¹

From its inception in 1970, the speedway complex managed to keep going despite suffering some serious financial problems at times. It eventually closed down in 1997 after more than 27 years of operation. By that time, the facility had become somewhat rundown probably because of dwindling patronage and lack of revenue. One of the main reasons for its closure, however, was the encroachment of suburban development at Jerrabomberra and complaints from residents about noise emanating from the speedway.¹²

¹⁰ *Canberra Times*, 20 September 1968, p. 1; 22 January 1970, p. 1; 15 May 1970, p. 24; 17 June 1970, p. 32; 16 June 1970, p. 3; 22 June 1970, p. 16; www.speedwayandroadracehistory.com/canberra-tralee---fraser-park-speedways.html.

¹¹ *Canberra Times*, 4 March 1976, p. 24; 30 April 1977, p. 39; 23 August 1977, p. 18; 27 August 1977, p. 40; 6 August 1993, p. 22; information from Jason Burgess, Village Building Company P/L.

¹² *Canberra Times*, 2 December 1978, p. 43; www.speedwayandroadracehistory.com/canberra-tralee---fraser-park-speedways.html.

Information was also sought from David Larcombe, grandson of Henry Halloran and the current owner / occupier of the Environa property. When asked about the date of the building's construction and about its function, he said that his grandfather had had it built in the latter half of the 1920s as a toilet block for the 'picnic grounds' or 'playing fields' that he had reserved for the northern part of his Environa development. He said that the building had been erected by Halloran's stonemason, Mr Powe. As with most of the other structures that Halloran had erected at Environa, Powe used stones gathered from the surrounding fields.¹³ Mr Larcombe added that it was the only building at Environa or in any other of his grandfather's numerous developments in NSW that was 'lined with brick'.

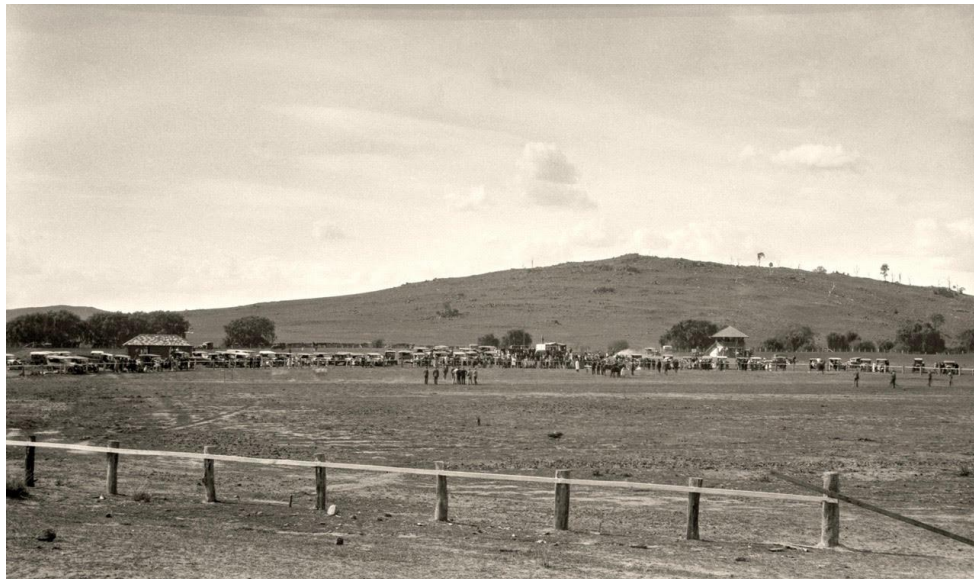
Subsequently, David Larcombe was able to find an entry relating to the building from one of his grandfather's ledgers that he has in his possession. The entry records that on 14 August 1928 Henry Halloran ordered 7,000 bricks from the Queanbeyan Brick and Tile Company to construct lavatories (see below). The number of bricks is much greater than the number that would have been used in the construction of the toilet block, but Halloran may have been intending to build more and / or larger lavatory facilities.

[illegible]

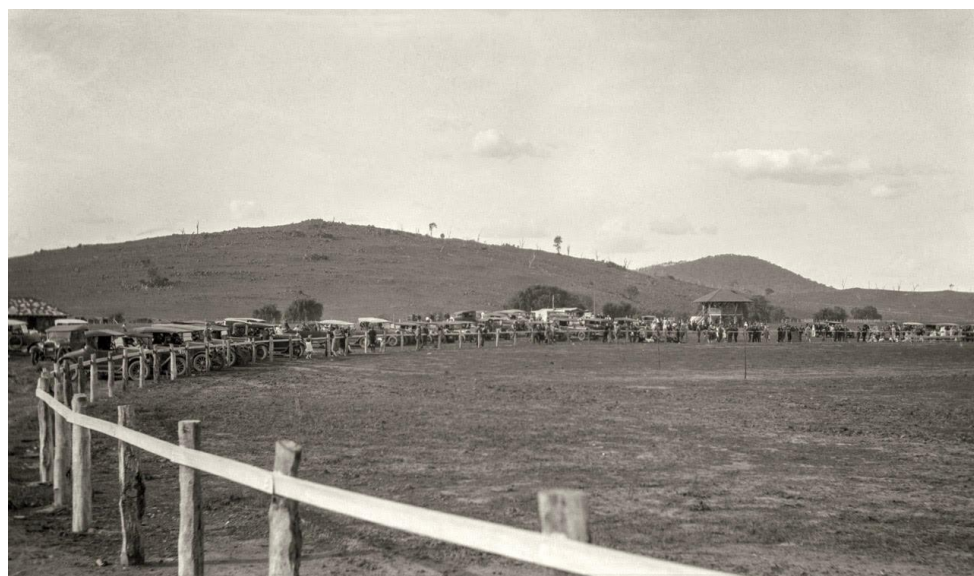
Excerpt from one of Henry Halloran's ledgers, recording his purchase on 14 August 1928 of bricks for lavatories at Enviroña (courtesy of David Larcombe)

¹³ Jennifer Horsfield, 'Environa: marketing a life-style near Canberra 80 years ago', *National Library of Australia News*, October 2005, p. 9.

David Larcombe was also able to find two photographs that showed the toilet block soon after it was built. The photographs were taken during a field day at the Environa sports and recreation ground in 1929. Standing in the background of the photographs is one of the small circular kiosks or pavilions that Halloran had constructed at Environa. David Larcombe stated that Bernie Morrison towed this away with a tractor and positioned it at another site on his Tralee property. The date that this occurred is not clear, but it is likely to have happened when the speedway was under development in the late 1960s.



View looking approximately north of a field day on the sports / recreational ground at Environa, 1929, with the toilet block at left and kiosk at right (Courtesy of David Larcombe)

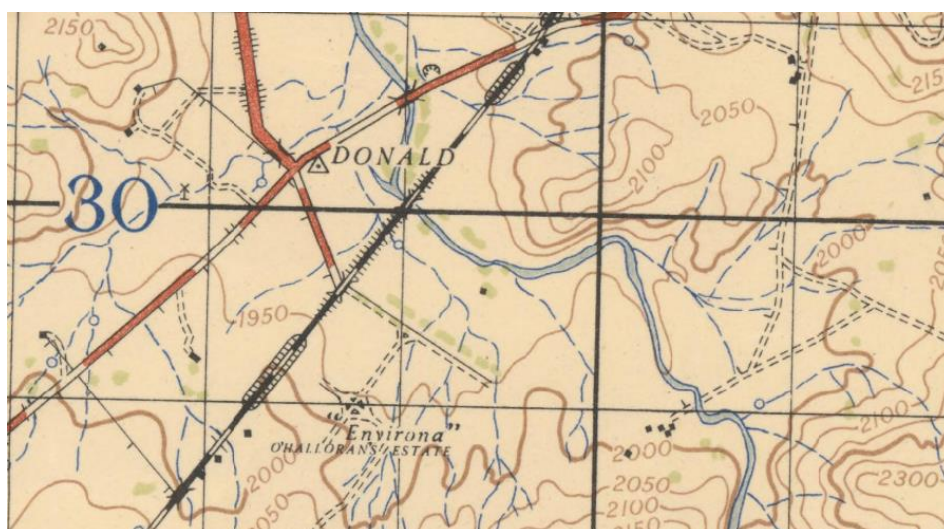


View looking approximately north of a field day on the sports / recreational ground at Environa, 1929, with the toilet block half in view at left and kiosk at right (Courtesy of David Larcombe)



A contemporary view looking approximately north, showing the stone-faced brick building (left) and with the same hills in the background

A topographical map based on 1941 aerial photographs and now held by the National Library shows the general area of Environa, together with Jerrabomberra Creek, the railway line, roads and tracks. The toilet block erected by Halloran is clearly visible on the map, though the cartographers did not bother to depict the nearby kiosk. The 1941 photographs on which the map was based could not be located at the National Library, but aerial photographs of the area were found that date from December 1944 and May 1952. These show both the toilet block and kiosk *in situ*, though the buildings are much easier to see on the better-quality 1952 image (which is included below).



Excerpt from a 1942 topographical map (based on 1941 aerial photographs), with the stone-faced brick building in the centre, immediately to the south of Jerrabomberra Creek (NLA Map G8980 S63)



Excerpt from a 1952 aerial photograph, showing in the centre the stone-faced brick building at left and kiosk at right (NLA I55-16, Canberra-Queanbeyan, 3 May 1952, Run 6, photograph no. 5148)

Anne Forrest expressed the view that it may have been her father who purchased the Italian tiles to re-roof the building. However, as her father used the building as a hay shed, it seems fairly unlikely that he would have invested in expensive tiles to do any re-roofing. The only possibility is that he had the building re-roofed in order to make it usable as a toilet block for the speedway development. But the block would have been too small for the sort of crowds that attended speedway races and, in any case, Morrison and his partners in the speedway venture erected two new purpose-built lavatory blocks in the first stage of the development.¹⁴ David Larcombe also thought that he had seen a record of the purchase of the tiles in Henry Halloran's ledgers, though he was unable to locate it for this study.

¹⁴ *Canberra Times*, 8 May 1970, p. 24; 15 May 1970, p. 3.

5. Discussion and Conclusion

The evidence shows that the stone-faced brick building at the northern end of Tralee was purpose-built as a toilet block by Henry Halloran as part of the development of his planned Environa subdivision. Its purpose was to serve as a facility for the sports and recreation ground and perhaps the golf course that Halloran had in mind for the northern end of Environa. The building was erected in the latter half of 1928 or in the early part of 1929. The actual work of construction was undertaken by a Mr Powe, Halloran's stonemason, who faced the structure with stones gathered on the estate. The only function of the facing stones was aesthetic, in that they were intended to make the building match or harmonise with the other stone structures that Halloran had built at Environa. There is no evidence to indicate that the building ever had anything to do with the speedway venture of the 1970s to 1990s.

The building is as an integral part of Halloran's putative Environa development and thus properly belongs with his other structures that stand at Environa, particularly the stone ones. More widely, the building is an example of Halloran's personal aesthetic preference for rustic-looking structures built of, or in this case faced with, stone. As such, it is of a piece with other stone structures he had built at places further afield, notably those he had constructed in the 1920s and 1930s at Tanilba House at Tanilba Bay, Port Stephens, which is listed on the NSW State Heritage Register (no. 5045714). Tanilba House, together with an elaborate stone wall Halloran had built to the west of it and his stone Portal to the Peerless at Port Stephens, are all also listed on the State Heritage Inventory (nos. 2280216, 2280129 and 2280108 respectively).

It should be noted that the Inventory entries for the latter two of these listings claim, incorrectly, that they are 'part of the sequence of stone structures built by Henry Halloran in the 1930's that make Tanilba Bay unique.' They are not unique, however, as the stone structures at Environa, including the stone-faced lavatory block, demonstrate. The Environa structures, moreover, are almost certainly more extensive than those Halloran had erected in the Port Stephens area.

The State Heritage Inventory also includes four separate entries for places listed under the general title 'Environa (Tralee Homestead Complex)'. These are the Open Air Motor Sport Track (*ie*, the speedway), the burnt-out ruins of a timber shed, a sheep dip and the Tralee Landing Ground (nos. 2290393 to 2290397 inclusive). It is not clear, though, whether the Environa subdivision ever covered the location of the sheep dip and, apart from the fact that the other three places happen to lie on the subdivision land, neither they nor the sheep dip ever had any relationship with Halloran's Environa. In like manner, the speedway development did not really have anything to do with the Tralee Homestead Complex. It would be better to amend the general title above to reflect the fact that the places lie on what was Tralee Station, while reserving the title 'Environa' for the actual structures associated with Halloran's proposed subdivision.

ATTACHMENT B: OXIGEN SITEWORKS AND STRATEGIES PLANS MAY 2020

OXIGEN SITE STRATEGIES - REFERENCE PLANS



Overall Masterplan



Signage



Built Form

