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View of Tharbogang Quarry

CULTURAL HERITAGE MANAGEMENT PLAN

THARBOGANG QUARRY AND LANDFILL
NEAR GRIFFITH, NSW

MAY 2013

CONTENTS

MANAGEMENT RECOMMENDATIONS

INTRODUCTION

- What is a Cultural Heritage Management Plan?
- Method
- Author
- Review
- Consultation
- Statutory Approval
- Report History
- The Development Proposal

PART A INVESTIGATION OF SIGNIFICANCE

- Heritage Listings
- Historical Background
- Description
- The Site
- Scarred Trees
- Historic Signs
- Maps

PART B ASSESSMENT OF SIGNIFICANCE

- Criterion A – Historical significance
- Criterion B – Associational significance
- Criterion C – Aesthetic/technical significance
- Criterion D – Social significance
- Criterion E – Research significance
- Criterion F – Rarity
- Criterion G – Representativeness
- Significance statement
- Summary of heritage survey results

Cultural Heritage Management Plan: Tharbogang Quarry and Landfill

MANAGEMENT RECOMMENDATIONS

The heritage assessment and this Plan have determined that:

- The subject land contains four heritage significant items to be protected (in the case of two surveyor scarred trees) or relocated to a museum (in the case of two Speedway signs).
- The proposed quarry and landfill works would have minor or no adverse heritage impact.
- The quarry and landfill activities will be about 200m from the historic scarred trees, so the 20m development exclusion zone around each historic tree should be easy to maintain.
- Griffith Pioneer Park Museum is the most suitable local repository of movable memorabilia such as the two historic speedway advertising signs.
- The Aboriginal relics provision below, protecting cultural material should any be found (e.g. stone artefacts, skeletal remains), is a standard provision.

Recommendation 1 – historic scarred trees

That two surveyor scarred trees (shown as numbers 1 and 8 on the **Key Map**) be entered into the local Council heritage data base and heritage listed in the LEP with a 20m radius development exclusion zone (curtilage) around each tree to protect it.

Explanation: Heritage is a mandatory consideration for consent authorities under Section 79 C of The Environmental Planning and Assessment Act 1979 – NSW. Provisions for making an LEP allow for protection of items of heritage significance. The Surveying and Spatial Information Act 2002 – NSW (Section 24) provides some protection against removal of survey marks but may not protect the tree as well as a development exclusion zone marked on a plan.

Recommendation 2 – historic signs

That the two Bluedot Speedway signs be carefully removed prior to commencement and relocated to Griffith Pioneer Park Museum.

Explanation: Movable heritage is generally not able to be protected in LEP provisions; as such items can be relocated beyond the local government area.

Recommendation 3 – Aboriginal relics provision

If any Aboriginal stone artefacts or burials are found during excavation or construction, then all work at that location must cease immediately until OEH (formerly DECCW), assisted by a qualified archaeologist and Griffith Local Aboriginal Land Council (GLALC), investigate the find and make a recommendation.

Explanation: Under Section 90 of the National Parks and Wildlife Act 1974 (NSW), it is an offence to knowingly destroy, disturb or damage an Aboriginal object or place.



Dr Peter Kabaila
Heritage Consultant
Director, Black Mountain Projects Pty Ltd

INTRODUCTION

WHAT IS A CULTURAL HERITAGE MANAGEMENT PLAN?

An important tool in caring for heritage values can be a Cultural Heritage Management Plan (Conservation Plan). This document provides a guide for future care and use, including any new development. Dr James Kerr describes it as "...a document which sets out what is significant in a place and, consequently, what policies are appropriate to enable that significance to be retained in its future use and development. For most places it deals with management of change." (Kerr, *The Conservation Plan*, National Trust NSW, Sydney 2000:1).

The three-part process for preparing the plan is: A) Investigation of significance; B) Assessment of significance, C) Recommend management of significance (Management Recommendations).

For convenience, part C has been summarised as Management Recommendations and placed at the front of this report.

METHOD

The method used in this report is based on Australia ICOMOS 1988 *Charter for the Conservation of Cultural Significance* (The Burra Charter); *Conservation Management Guidelines and Heritage Assessment* by the NSW Heritage Office and Department of Planning 1996; *NSW Heritage Manual* and James Semple Kerr's *The Conservation Management Plan*, printed by the National Trust of Australia (NSW).

AUTHOR

The author of this report is Dr Peter Kabaila, architect and archaeologist who has been working as a heritage specialist for over 20 years. Work history and resume available online at www.blackmountainprojects.com. The heritage assessment and recommendations contained in this plan were prepared in collaboration with Aboriginal representatives Leanne Johnson of GLALC and Lawrence Clarke of DECCW. Both Aboriginal representatives participated in the site archaeological surface survey.

REVIEW

By retaining a digital copy of this plan, it can be easily updated when work is carried out and so remain 'current' in its application. The plan should be reviewed at 5 year intervals.

CONSULTATION

As noted above, the heritage assessment and recommendations contained in this plan were prepared in collaboration with Aboriginal representatives Leanne Johnson of GLALC and Lawrence Clarke of DECCW. Both Aboriginal representatives participated in the site archaeological surface survey.

STATUTORY APPROVAL

This report is a condition of approval under Section 75J of the NSW EP & A Act. The relevant extract from the approval is reproduced below:

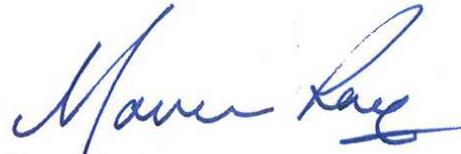
Project Approval

Section 75J of the *Environmental Planning and Assessment Act 1979*

I, the Deputy Director-General under the instrument of delegation dated 25 January 2010, approve the project referred to in schedule 1, subject to the conditions in schedules 2 to 5.

These conditions are required to:

- prevent and/or minimise adverse environmental impacts;
- set standards and performance measures for acceptable environmental performance;
- require regular monitoring and reporting; and
- provide for the ongoing environmental management of the project.



Marcus Ray
A/Deputy Director-General

Sydney

8 JULY

2010

SCHEDULE 1

Application No:	06_0334
Proponent:	Griffith City Council
Approval Authority:	Minister for Planning
Land:	Lot 202 and Lot 201 DP 756035
Project:	Tharbogang Quarry and Landfill

HERITAGE

Cultural Heritage Management Plan

53. The Proponent shall prepare and implement an Cultural Heritage Management Plan to the satisfaction of the Director-General. This plan must:
- (a) be prepared in consultation with DECCW and local Aboriginal communities;
 - (b) draw on any relevant recommendations for the management of items of cultural heritage significance as outlined in the Aboriginal and Historical Heritage Assessment report dated February 2010,
 - (c) be submitted to the Director-General for approval, within 6 months of the date of this approval; and
 - (d) include a description of the measures that would be implemented if any new Aboriginal objects or skeletal remains are discovered during the project.

REPORT HISTORY

The report follows the previous Aboriginal and Historical Heritage Assessment of February 2010 prepared by the author of this report, Dr Peter Kabaila, Archaeologist, Architect and Director of heritage consultants Black Mountain Projects Pty Ltd. The site archaeological survey was carried out with the active participation of Aboriginal staff from the Griffith Local Aboriginal Land Council and local DECCW office.



Leanne Johnson (Griffith LALC) and Lawrence Clarke (Griffith DECCW) at site inspection.

The quarry and landfill are located in Slopes Road, Lot 202 DP 756035, Tharbogang, NSW. This report was commissioned by John Roser, Waste Operations Manager of Griffith City Council, who also provided the preliminary briefing.

THE DEVELOPMENT PROPOSAL

The areas of proposed development are Pits 101 and 103. Pit 101 has previously been cleared, scraped for gravel, and then dynamited for car race track construction. It contains two historic speedway signs. Pit 103 had been scraped for gravel, and subsequently used as a surface garbage dump. It also contained a caretaker's cottage (since demolished) and several timber structures. These have been assessed as of low heritage significance. Well outside the development area are two historic scarred trees.

PART A INVESTIGATION OF SIGNIFICANCE

HERITAGE LISTINGS

There are no cultural heritage listings within or in the vicinity of the development area.

HISTORICAL BACKGROUND

The study area of 123 hectares was surveyed as Portion 202 Tharbogang (Lot 202 DP 756035), also noted as Irrigation Farm number 1589, in 1918.

The two surveyor's blazed trees date from that period. They were interpreted for this study by local surveyor Brett Polkinghorne and Council surveyor Scott McKinnon. Both trees were noted on the 1918 portion plan for Lot 202. Typically, such surveyor's trees had a scar or blaze a metre or so above the ground, so that they could be easily seen by people on foot or on horseback.

Tree no. 1 is a Water Commission Bench Mark. BM usually was chiselled for "bench mark", followed by the initials of the surveyor and a number. The Water Commission marked these trees as part of their survey of levels through the area for subdivision into irrigation farms. Typically, a right angled shelf was cut into an old tree root at ground level and the level marked with a wooden peg. This bench mark was a height marker only (pers comm: Council surveyor, 2009).

Tree no. 8 is a reference tree for a lot boundary. Typically, such trees showed a point of reference (chiselled arrow tip or wooden peg) with a bearing and offset to a corner of a boundary. In other words, this type of blazed tree is a position marker only (not a level marker) It located a lot corner position on a horizontal plane, rather than a height. The tree type, bearing and offset were then recorded on a portion plan. The fact that there is a clout nailed into the tip of the arrow and a painted roofing nail fixed into a chiselled tree root of this particular tree shows that a later surveyor had relocated the survey mark (for a later subdivision or boundary survey).

The 19th century practice of digging lock spits (rock filled trenches 1' deep x 18" wide x 6' long in a right angle at either side of the tree, in case the tree dies or is struck by lightning) was discontinued by the time the irrigation surveys were being carried out in the Murrumbidgee Irrigation Area.

The portion plans are of historical value. They often indicate conditions that were present earlier in the history of, or prior to, European land uses. In the case of Portion 202, the surveyor has marked stunted gum timber across the centre of the lot (approximately where the present landfill and quarry are situated) and marked rocky hills (approximately where the caretaker's cottage was situated). The "rocky hills" on the subject land are identified in the 1918 portion plan for the adjoining portion of 201 as part of McPherson's Range.

From 1918, there was limited grazing, as the area only had occasional grass cover. It was later cleared and scraped for surface gravels. Stratified archaeological deposits would have been destroyed.

There is no oral account or other indication of Aboriginal people having camped within the study area in the period after European settlement. Aboriginal families, did however, camp in local areas of mallee within reach of water, such as Lake Wyangan, and in residue land near water channels, such as along the railway tracks at Tharbogang. There were also many town camps that eventually led to the formation in the 1950s of Frogs Hollow and in the 1960s of the Three Way Aboriginal reserve.

An ethnographic account of Aboriginal settlements of the Griffith region is **attached**, featuring conversation notes with Gloria Goolagong and Beverley Penrith, two long-term residents of the Three Way Aboriginal housing area.

Council's tip at Collina was being de-commissioned in 1977 and so Wade Shire Council made a proposal to acquire Portion 202 at Tharbogang for a new tip. In 1981, it was purchased from the owners, Richard Jack Fawcett and Agnes Patricia Fawcett for \$200 (Griffith Lands Dept records).

The adjoining lot 201 of DP 756035, outside the development area but also acquired by Council, had been leased in 1949 by Mr J. Young as a 20 year lease for grazing. It was leased for grazing until 2005 when Council purchased the lot for \$265,589.73. The change in land value of local portions from \$200 in 1981 to \$265,000 in 2005 suggests a huge rise in local real estate values over the 1980s and 1990s. Subsequently, Council acquired a further five adjoining portions on the northern side, from Lot 185 to 181 inclusive DP 756035.

Lot 202 land was gazetted as a reserve for a garbage depot in 1984 and Council relocated a c1920s fibro cottage to the site as a caretaker's cottage. This was located in an area which had a few farm structures that were built by previous lessees (such as the Betts' family), who had a farm lease from the Crown. The stable and remnant cypress log fence appear to be remnants of these structures.

The Bluedot Speedway track was established c1980.

The Griffith Off-Road Club had recent involvement in the Speedway and was looking for extending the lease or re-locating. Its President, Les Siviour, explained:

Regarding the Off-Road Club involvement, we have been running races for 25 years, and at the Speedway for six years. My wife and I have had some years off being involved in the NSW Off-Road Championships, but we are preparing for the 23-24 July 2010 NSW segment of the Australian Off-Road Championships, run by C.A.M.S. The Speedway lease is up in February so we have applied to Council for another paddock on the Hillston Road to run the NSW Championships.

- Les Siviour, conversation with Peter Kabaila, Oct 2009.

David Jackson (tel 0418 696 662, 02 6964 404) started racing in 1978. He recalled many of the important race events that the club has been involved in:

My first race car was a Mini. But we don't like to talk about that, because it was always breaking down. There was racing in Griffith as early as the mid to late 1960s, when the Griffith Motor Sports Club, which included cars and bikes built the Pines Speedway, (near the Golf Club). Jim Jackson and Ross Brown were racing then. The car part of the club split off from the motor bike group in the mid 1970s. The motor bike group still operates as the Griffith Motor Sports Club. It also still operates on the Pines Speedway, which is just for motor bikes.

We became the Griffith Speedway Club. We raced on Leeton's track and at Narrandera and at Temora in the late 1970s. After much lobbying in 1981 we got the block from the Council at Tharbogang. The club members begged borrowed and stole to build the club facilities. Everyone made sacrifices and chipped in, and we opened in 1984.

Raymond "Blue" Emery was a local businessman and Dorothy was his wife. They were very good supporters of the club and lent thousands of dollars. He had red hair and the

temperament to go with it. Hence the nickname "Blue". They were the Bridgestone Tyre dealers in Griffith (located in Wakaden St). He retired from his business the day before he died. The club felt that Blue and Dot should be honoured and so the Speedway was named "Bluedot" after them.

One shocking accident at this event was when a bloke lost control at the straight. The flagman came running over to the scene of the accident, saw the driver standing at his vehicle with only one arm. The flagman just about fainted, but then the driver reassured him he was an amputee. We also ran the state titles for the ACT/NSW Board. We had quite a lot of high profile events.

We are actually running burn-out competitions there now. We run about 6 events per year. Also another race it being planned for March 2010.

We ran a series of big dinner dances to raise funds when the club peaked at about 200 members in the mid 1980s. At that stage we were running about 6-8 race meetings a year. One year in 1988 we ran the Limited Sprint Car event. This put Victoria's nose out of joint because the event had been started in Victoria. The way that it happened was we ran the Victorian title here and then we had the Australian title here. We had cars turn up from just about all over Australia.

- David Jackson, conversation with Peter Kabaila, Nov 2009.

Allan Bennett started with the Club in 1979. In 2009 he was its longest serving member. He recalled the sacrifices that the community had to make in order to establish the club:

We had to cut the track out of the side of the hill. It was not an ideal site. We used dynamite on some parts of the track to get rid of the rocks. Then we set about building the protective fence, toilets, showers and kiosk. Then we built the pit office and scrutineering shed. Then we built the little bar that we can't sell alcohol from.

The list of structures is as follows:

Canteen, brick 10 x 10m including toilets

Commentator's box/tower on top

Protective fencing: timber plus concrete covered by tyres

Speedway

Three fences : cars, safety, spectator fence

Office, brick

Scrutineering shed: colorbond

Pit and paddock

A lot of stuff got dumped out on our ground by people without permission. So there is a lot of junk around the speedway that has nothing to do with our activities.

We also did a lot of fundraising. We've done catering for the Australian off-road championship events for the last 25 years. We would camp out at the event and would cook a hot breakfast out at Rankins Springs for 100 people every morning. That raised about \$15,000 a year for our club. Then that event was stopped 3 years ago because of insurance problems. Because the off-road track runs through a lot of private land and owners could not be insured. The off-road event eventually moved from Rankins Springs into town.

Racing commenced at Bluedot in 1984. We got it all done with voluntary work and it took a few years. Our estimate to relocate worked out to about \$0.9M.

We know the whole area was skimmed for gravel before we got there. There was only 5 foot pine regrowth. Hardly any old growth. Realistically I would think that it was scraped for gravel in the mid 1970s, about 6-8 years prior to our arrival. There were little pits scattered through the area that we had to level out.

When we got the land we knew that it was proposed to be a rubbish dump. But all that seemed a long way off at the time. We used to have our own on-site caretaker. He lived in a van near the kiosk. He looked after our manicured lawns.

Council pump town water to settle the dust. We can't understand why they didn't connect to raw water, as the source is within easy reach of the landfill.

The track is on the side of the hill, so there are different feelings about it among drivers. It feels strange and it's quite unique.

We felt a decline in the club starting when the weighbridge went into the rubbish tip in about 2000. After that it became more difficult to reach the speedway and take part in events.

- Allan Bennett, conversation with Peter Kabaila, Nov 2009.

The landfill has been in operation from 1984, employing the cut and fill method.

In 1991 Council investigated quarrying the site for road base and other foundation material. The existing quarry has been in operation since 1991, using drilling, blasting, excavation and truck transport from the site.

In 2001 Council lodged an application to expand the quarry and landfill. That application was withdrawn for a few years. Council decided to progress with the expansion in 2005, which is essentially the current proposal.

DESCRIPTION

THE SITE

The Study Area is the existing quarry and landfill operation and proposed areas for expansion. These are situated within Portion 202, DP 756035, owned by Council and zoned for Special Uses (Quarry and Landfill) and Environmental Protection (Scenic).

The study area has an open pit quarry, landfill, excavations and structures associated with the landfill. Vegetated parts of the study area have a sparse cover of native trees and grasses with weeds and regrowth. This is because the study area has been highly disturbed by being previously scraped for road gravel.

A caretaker's cottage, removed due to asbestos content, as located in the southern part of the allotment, approximately in the centre of one proposed pit (Pit 103).

A speedway track, fencing and sheds are located at the eastern end of the lot overlapping with the second proposed pit. The track covers a 12 ha area that is largely cleared of vegetation.

Griffith City Council has obtained consent for expanding the existing road base quarry to the south (Pit 103, over the site of the demolished caretaker's cottage) and east (Pit 101, over the existing car race track). The landfill will be relocated into the existing quarry void once it becomes vacant. The development area is inside Portion 202, DP 756035,

Tharbogang. (Portion 201 DP 756035, to the north of the development area, is also held by Griffith City Council, but is not part of the current proposal).

SCARRED TREES

Two historic scarred trees were found, described below:

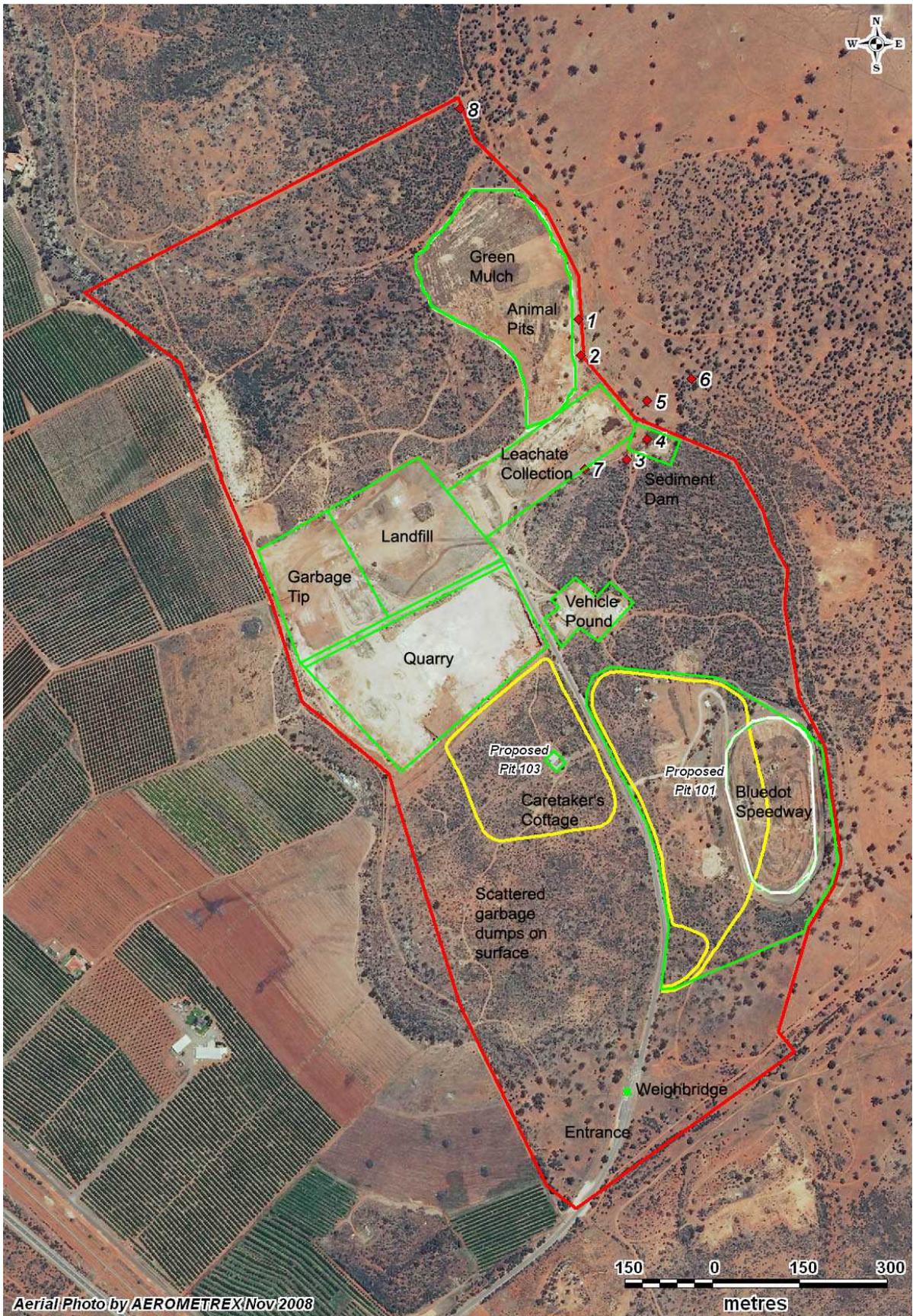
No.	Description	Notes	Image
1	<p>Surveyor’s scar 1050mm long x 300mm wide on 10-15m high gum tree, 700mm above ground. Tree located on closed crown road, 150m north of sedimentation pond. Chiselled lettering “BM G2”. Metal axe marks. Tree type is Black Box.</p>	<p>This surveyor’s blazed tree, c1915, was identified by surveyor Brett Polkinghorne as an old Water Resources Bench Mark for when the irrigation area was set up.</p>	
8	<p>Surveyor’s scar 1500mm long x 400mm wide on 10-15m high gum tree, 700mm above ground. Tree located on closed crown road, 150m north of sedimentation pond. Chiselled text: arrow symbol, 201, 202. Galvanised clout above arrow. Metal axe marks. Tree type is Black Box.</p>	<p>This surveyor’s blazed tree, c1915, was identified by surveyor Brett Polkinghorne as a reference tree placed to define the portion boundary between portions 201 and 202. The tip of the "Broad Arrow" in the photo being the reference point.</p>	

HISTORIC SIGNS

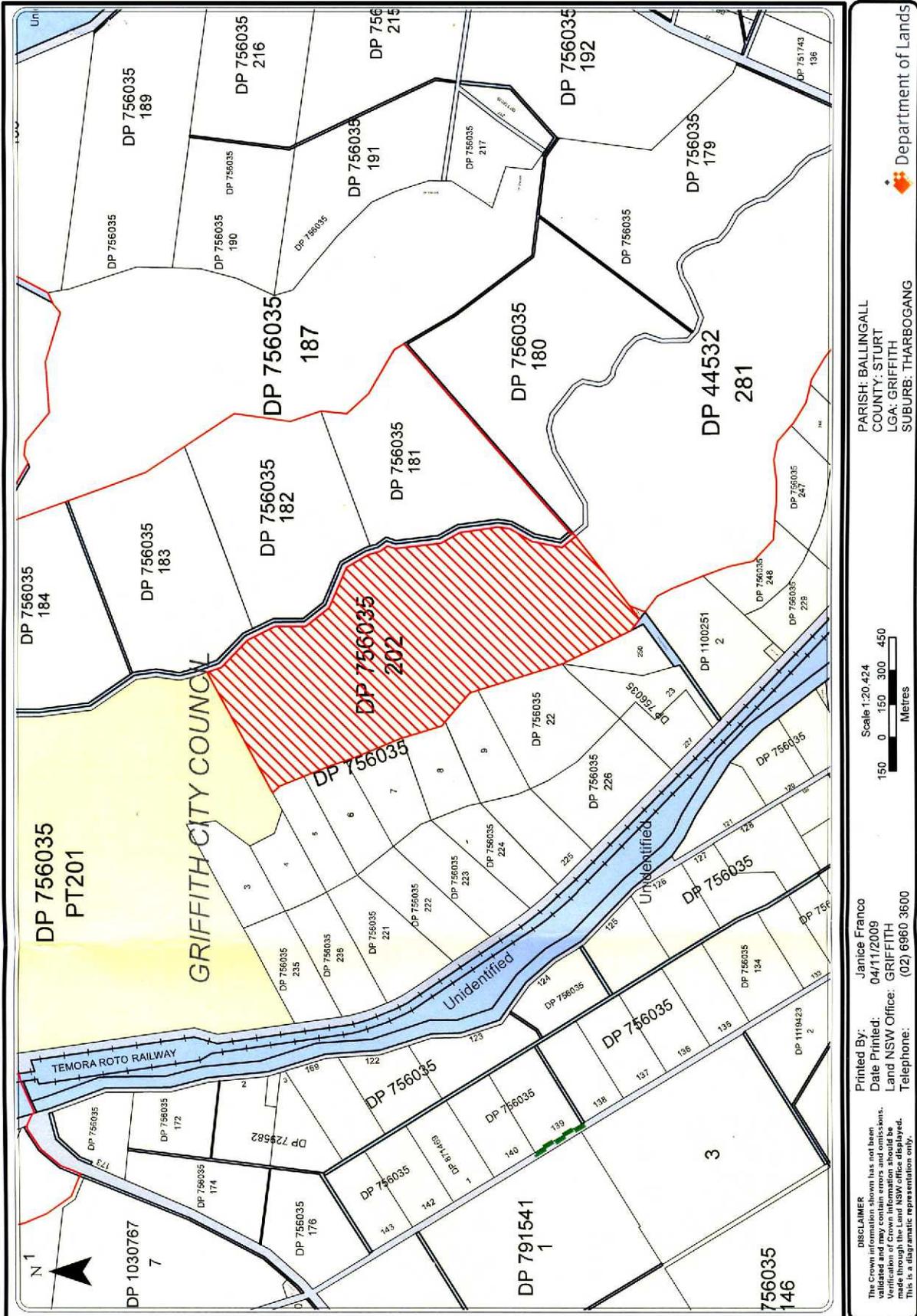
Two signs of historic significance were identified, described below:

No.	Description	Image
1	Hand painted car racing club sign.	
2	Hand painted car racing club sign.	

MAPS



Map 1: Development area with tree scars including historic scars 1 and 8.



Map 2: Portion 202, hatched in red, contains the development area.

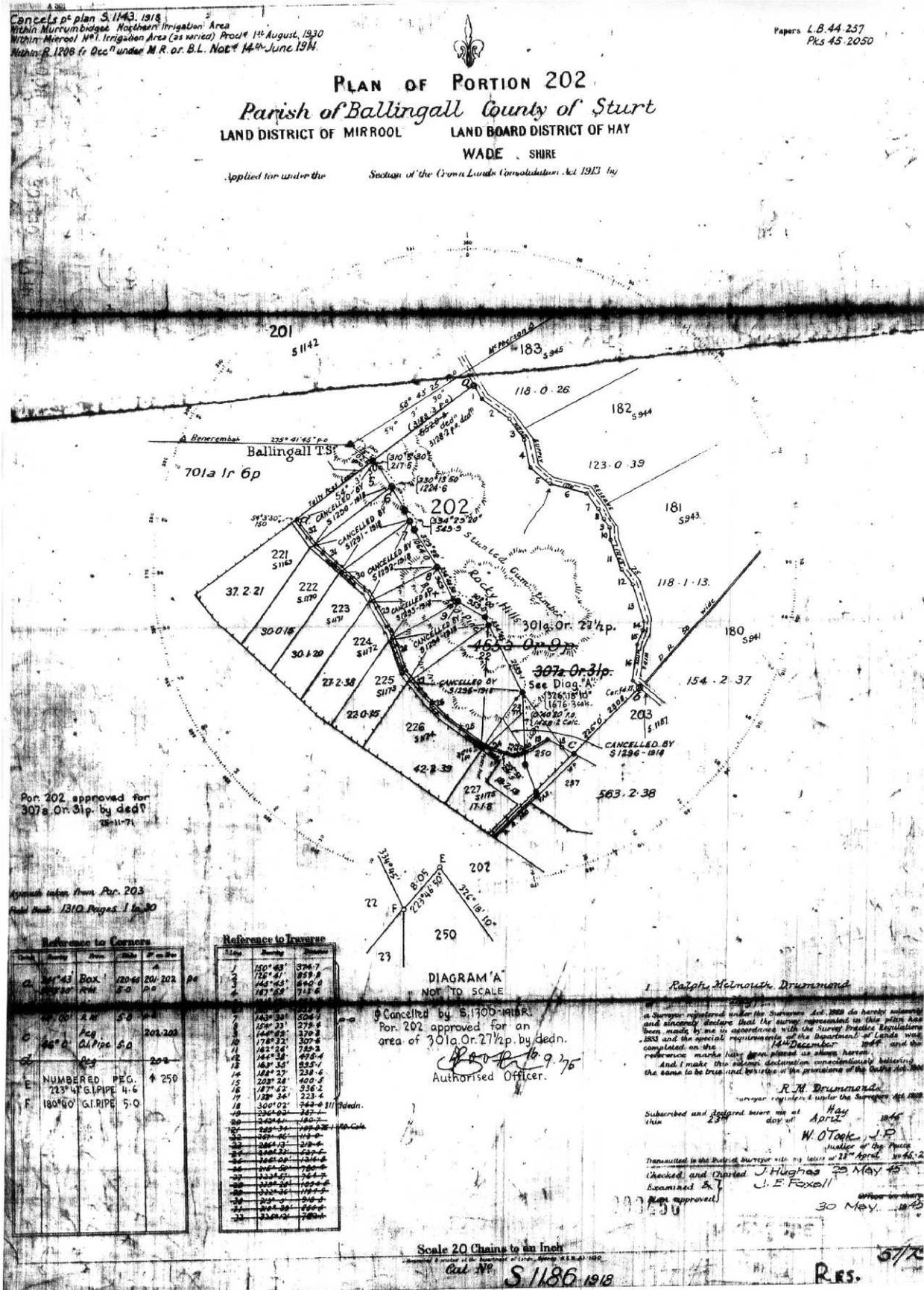
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Scale 1:20,424
 150 0 150 300 450
 Metres

PARISH: BALLINGALL
 COUNTY: STURT
 LGA: GRIFFITH
 SUBURB: THARBOGANG

Department of Lands



Map 3: 1918 Portion plan of the development area.

PART B ASSESSMENT OF SIGNIFICANCE

The following heritage assessment and significance statement uses NSW Heritage Council criteria and is based on property history and site inspection.

Criterion (a) Historical significance

The Tharbogang Landfill at Lot 202 DP 756035 has an historical role in being part of the land surveyed for 20th century settlement of the Murrumbidgee Irrigation Area, but was subsequently only sporadically used for grazing. It has moderate to low historical significance as an area for gravel mining, car racing and landfill (rubbish tip). The two surveyor blazed trees are the most significant relics of the early irrigation period. The cypress log fence remains and stable outbuilding are of low historical significance as they have lost much of their original grazing land context, as the caretaker's cottage was relocated alongside these structures. The caretaker's cottage, though an early 20th century building, was of low historical significance as it had lost its original context, being relocated to the site in the 1970s and now demolished to remove asbestos hazard. The utilitarian structures at the Bluedot Speedway date from 1984 and later and are considered to be generally of low historical significance.

Criterion (b) Historical significance (association)

Unlikely to satisfy this criterion at a local level.

Criterion (c) Aesthetic significance

The Tharbogang Landfill at Lot 202 DP 756035 is a common type of quarrying and fill operation of a rubbish tip. The excavation of the Bluedot speedway into the hillside and the surveyor's blazed trees are local examples of surveying and track building technology. Overall, relics at the landfill are of low aesthetic and technical significance.

Criterion (d) Social significance

The Tharbogang Landfill at Lot 202 DP 756035 has moderate level social significance to members of the local car racing club. The two Bluedot speedway signs are significant reminders of club members' efforts and sacrifices to build the speedway and its facilities.

Criterion (e) Research potential

The Tharbogang Landfill at Lot 202 DP 756035 contains features that are examples of a relocated cottage, quarry, landfill operation, speedway and surveyor blazed trees. For research purposes, these are considered to be fairly common structures. The blazed trees have moderate significance in the study of survey and settlement of the Murrumbidgee Irrigation Area.

Criterion (f) Rarity

The Tharbogang Landfill at Lot 202 DP 756035 contains structures and relics of low level of rarity. The surveyor marked trees, quarry, landfill, grazing lease structures, caretaker's cottage and speedway are typical of the Griffith region. The quarry and landfill are operations of a standard type. The caretaker's cottage was a common type of early irrigation cottage (timber framed fibro cladding with iron roof). Many farms of the region have similar surveyor marked trees. Cypress log grazing lease structures are common throughout the region, as cypress was the vernacular material used in early fencing and owner-built outbuildings to c1960. The Speedway development is similar to the existing race track on Scenic Hill.

Criterion (g) Representativeness

The Tharbogang Landfill at Lot 202 DP 756035 contains two blazed trees that are fine examples of early irrigation period historical relics. The cypress pine structures (fence and stable) date from a later period and are not notable examples of their type. Other structures

and features of the subject property date from the 1970s and 1980s and are not significant examples of their type.

SIGNIFICANCE STATEMENT

The significance statement developed in Feb 2010 reads:

The Tharbogang Landfill at Lot 202 DP 756035 contains features that are examples of a quarry, landfill operation, speedway and surveyor blazed trees. For research purposes, these are considered to be fairly common structures. The blazed trees have moderate significance in the study of survey and settlement of the Murrumbidgee Irrigation Area. The surveyor trees are assessed to have local heritage significance.

The Tharbogang Landfill has an historical role in being part of the land surveyed for 20th century settlement of the Murrumbidgee Irrigation Area, but was subsequently only sporadically used for grazing. It has moderate to low historical significance as an area for gravel mining, car racing and landfill (rubbish tip).

The quarry and landfill are operations of a standard type. The two surveyor blazed trees are the most significant relics of the early irrigation period. The cypress log fence remains and stable outbuilding are of low historical significance as they have lost much of their original grazing land context, as the caretaker's cottage was relocated alongside these structures. Cypress log grazing lease structures are common throughout the region, as cypress was the vernacular material used in early fencing and owner-built outbuildings to c1960. Structures at the Bluedot Speedway are utilitarian. They date from 1984 and later and are considered to be generally of low historical significance. The Speedway development is similar to the existing race track on Scenic Hill.

The subject land has moderate level social significance to members of the local car racing club. The two Bluedot speedway signs are significant reminders of club members' efforts and sacrifices to build the speedway and its facilities. The speedway signs are assessed to have local heritage significance.

SUMMARY OF HERITAGE SURVEY RESULTS

The Feb 2010 heritage assessment examined scarred trees. It showed that there are no Aboriginal scarred trees on the site. It found several historic European scarred trees and historic signage.

To summarise, the development area was found to have no items of State significance. It found four items assessed as locally significant, the two surveyor blazed trees and two car racing club signs. This report therefore is for the heritage management of two trees and two signs. The trees are identified as numbers 1 and 8. Tree scars 2 to 7 were found to have been naturally occurring. The development area (Pits 101 and 103) and historic trees 1 and 8 are shown on **Map 1**.

PART C MANAGEMENT OF SIGNIFICANCE

Refer recommendations on page 3 of this report.