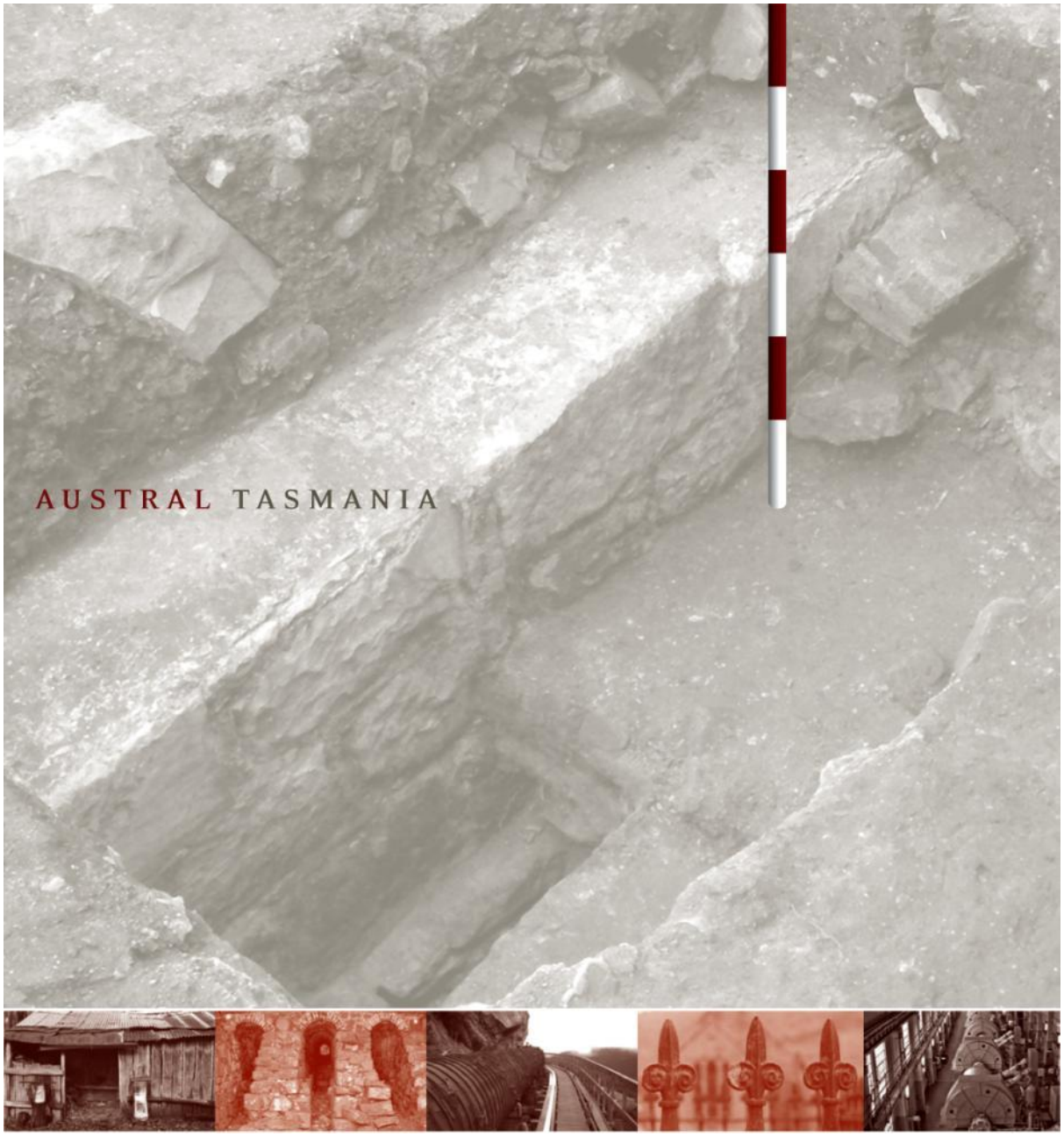

kunanyi / Mount Wellington Mountain Bike Tracks 1a, 1b, 12 and Upper Luge

Historic Heritage Assessment

Final Report for the City of Hobart

AT0296

20 November 2020

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EXECUTIVE SUMMARY

Introduction

The City of Hobart has received funding from the State Cycle Tourism Grant Scheme, which in part funds the construction of 15 new mountain bike tracks in the lower foothills of kunanyi/Mount Wellington. Three new tracks, Track 1a, Track 1b and Track 12, and modification to an existing track, the Upper Luge track, are being considered by the City of Hobart as part of this phase of works. The city of Hobart required these works to be subject to a historic heritage assessment, specifying that the scope of works for this project is to:

> Undertake desk-top analysis and field survey of Areas 1 and 2. The survey is to identify and map the location of any known and previously unknown sites and artefacts within these areas.
>
> Identify and confirm the level of significance of any sites, artefacts and features.
>
> To provide expert advice in regards to the significance of identified sites, artefacts and features, as well as to identify or recommend:
>
> a. how other Tasmanian land management agencies (Parks and Wildlife, EPA etc.) address European Heritage sites and features in relation to track developments and whether similar principles should be applied to the lower foothills of kunanyi/Mount Wellington;
>
> b. whether the proposed tracks should avoid the site or artefact;
>
> c. and for sites or artefacts with Low significance - identify whether certain track building techniques could increase the heritage value (i.e. rock armouring, interpretation etc.), and specify any planning approvals required in order for this to occur.
>
> If required, where significant areas are otherwise unable to be avoided (or in the instance of point c.) and track construction and use would adversely affect any significant area(s), confirm any and all required planning approvals.

To this end the City of Hobart (the Proponent) has engaged Austral Tasmania Pty Ltd (Austral Tasmania) to complete this heritage investigation. This report documents the outcome of that investigation and provides recommendations consonant with the above requirements.

The project consists of two study areas, Study Area One around Track 1a and Track 1b and Study Area Two relating to the area around the Upper Luge and Track 12. The study areas are within Wellington Park, 100 Pinnacle Rd, Wellington Park, and is within land owned by the City of Hobart (Study Area One: PID 5587226, CTs 126375/1 and Study Area Two: PID 5587226 252495/1) (see Figure 1.1.1 to Figure 1.1.3). These properties form part of the larger Wellington Park reserve and are within the management purview of the Wellington Park Management Trust. The primary management policies, heritage or otherwise, governing the park are set forth in the *Wellington Park Act 1993* (Tas) and the *Wellington Park Management Plan 2013*. The study area is bounded on the west by more of Wellington Park and on the north, east and south by residential properties and other reserves.

The archaeological survey of the study area was undertaken on 3 and 4 November 2020. The project contained two distinct study areas, Study Area One and Study Area Two. The entire centreline of the proposed tracks in both study areas were walked and the entirety of Survey Area Two was covered through a series of ten metre transects.

The study area is generally heavily vegetated, covered in deadfall, leaf litter and rubble and all these factors reduced the amount of ground surface visibility by a great degree. Although the entire centreline of the proposed track was walked it is still possible that owing to the low surface visibility that other sites remain intact within the study area but were not observed during the survey. Cultural features within Study Area One were:

- Pinnacle Road
- Two tracks currently in use, the Woods Track and Circle Track
- An unnamed and currently used track, previously part of the Fingerpost Track
- A single cut tree stump
- The Boundary Track

- Two levelled areas formed by earth moving machinery.

Cultural features within Study Area Two were:

- Seven sections of snig track
- Four potential sawpits
- Nine felled tree stumps
- An extensive complex of stone features and footings and cuts

Social values are referenced in the Wellington Park Management Plan and are expressed differently to other aspects of cultural significance; the Plan also specifies that identified social values are to be maintained. Within the context of the overall significance assessment of the study area it is important to consider the word 'identified' as providing additional requirements within the significance assessment framework. The Plan specifies that the values identified in *Wellington Park Social Values and Landscape: An Assessment* (2012) are given consideration in any social values assessment that are undertaken.

Table 1.1 Sites and features and their historic heritage significance and social values as identified in Wellington Park Social Values and Landscape: An Assessment (2012).

Site/Feature	State Significance	Local Significance	Identified Social Value
Pinnacle Road	Yes	Yes	Yes
Circle Road	No	Yes	No
Woods Track	No	Yes	No
Boundary Track	No	Yes	No
Fingerpost Track	Yes	Yes	No
Sawn Stump	No	Yes	No
Featherstones Cascades Track	No	Yes	No
Snig Tracks	No	Yes	No
Potential Sawpits	No	Yes	No
Sawn Stumps and Timbers	No	Yes	No
Timber-Getting Complex	Yes	Yes	No

Conclusions

The historic heritage investigation identified 12 sites or groups of features within the study areas. There is a sharp disparity between the two Study Area in terms of the historic heritage items present. Study Area One contained a range of tracks dating from the 1830s through to the 1930s while Study Area Two held a complex cultural landscape dating to timber-getting in the area as early as 1817.

Four forms of disturbance arise from the proposed work (a) visual impact to currently used tracks or significant sites, (b) direct physical impact to historic heritage sites as a result of track construction activity, (c) ongoing damage to sites incidentally engendered by new track construction and (d) damage that may occur to historic snig tracks as the result of the formalisation of the Upper Luge Track. Although the impacts in Study Area One can be managed through a considered approach to track construction to avoid disturbance to highly significant sites, mitigation in Study Area Two it would require the rerouting of the newly proposed Track 12 away from the southern borders of the study area

and historical archaeological features identified during the survey. It is recommended that the Upper Luge Track remain where it is and be formalised as shifting its course is likely to cause more harm to nearby historic features that can otherwise be avoided.

However, with consideration of alternate routes and the implementation of active heritage management measures, it is considered that adverse impacts can be substantially avoided. Where the Conservation Actions recommended in this report can be fully achieved, the proposed mountain bike tracks are likely to have an acceptable level of heritage impact.

Recommendations

The following recommendations are made to ensure that heritage values are included in the broader assessment process and to mitigate potential impacts that may occur due to the proposed works.

1. Plan in response to the heritage values:

This report should form part of the preliminary feasibility assessment for the proposed kunanyi / Mount Wellington Mountain Bike Tracks 1a, 1b, 12 and Upper Luge and be included in any documentation supplied under the Wellington Park Management Trust Park Activity Assessment (PAA) process.

2. Recommended Conservation Actions:

The following conservation actions should be implemented:

1. Impact to Pinnacle Road can be mitigated by concentrating the track heads for the proposed work in proximity to existing tracks and by keeping track furniture to a minimum necessary amount at these locations. The current alignment of Track 1b has a minimum of visual impact to the setting of Pinnacle Road if track realignment is made it should maintain a similarly low level of impact.

2. Track 1a and Track 1b should cross Circle Track at a location where the track consists of only a clay pad to lessen impact to the fabric of the track. Where possible the new materials for the mountain bike track should be simple in form and not contain any specific features, such as jumps etc., in the immediate vicinity of Circle Track. Switchbacks that would cross or recross this track should be avoided so that the impact to the track fabric is as limited as possible.

3. Track 1a and Track 1b should cross Woods Track at a location where the track consists of only a clay pad to lessen impact to the fabric of the track. This will not necessitate any major realignment as the track is principally only a clay pad with little stonework present. Where possible the new materials for the mountain bike track should be simple in form and not contain any specific features, such as jumps etc., in the immediate vicinity of Woods Track. Switchbacks that would cross or recross this track should be avoided so that the impact to the track fabric is as limited as possible.

4. Track 1a and Track 1b should cross Boundary Track at a location where the track consists of only a clay pad to lessen impact to the fabric of the track. Where possible the new materials for the mountain bike track should be simple in form and not contain any specific features, such as jumps etc., in the immediate vicinity of Boundary Track. Switchbacks that would cross or recross this track should be avoided so that the impact to the track fabric is as limited as possible.

5. Fingerpost Track should not be impacted upon physically by the proposed work through the proximity of Track 1b to this historic feature. The location of Track 1b must be moved to a location that does not include Fingerpost Track within its route. Additionally as much as possible the route of Track 1b must be out of visual range of the Fingerpost Track as its presence in close proximity will lessen the aesthetic value of this track. To this end it is advisable that Track 1b should be set back 15m from the existing track at its closest approach.

6. The presence of the sawn stump in Study Area One should be noted in works specifications and avoided if consideration of alterations to the proposed track take place. All staff and contractors should be given heritage inductions regarding historical archaeological features and deposits with specific reference to cultural traces left by timber-getting.

7. Featherstones Cascade Track should continue to be avoided and if the route of the proposed tracks are changed they should not intersect with the remnant of this track.

8. The Upper Luge Track should not be moved from its present location, any change in its current alignment will widen the extent of its impact and the further this track drifts southwards the

likelier it is to cause damage to additional historic heritage features. Given the richness of the historic heritage in the surrounding landscape the long term use of the Upper Luge Track in its current location should be considered to be the minimal impact approach. In making fit the Upper Luge Track for its current purpose within the context of safety a minimum of modification should take place. However, whatever measures are necessary should be used to maintain the alignment of this track without additional braiding (e.g. track hardening or water bars). Where possible run off should be channelled away from the adjacent sections of snig track and fanned out on the surrounding terrain to avoid accidental erosion and the creation of rills. Once again, given the difficulty of closing this track and the sensitivity of the surrounding terrain, the Upper Luge Track should be formalised and maintained as much as necessary as a sacrificial track to avoid the widening of already existing impact.

9. Track 12 should be rerouted to avoid the location of the four snig tracks in the centre of the study area. Where this is not possible care must be taken that Track 12 intersects these features at right angles and that structural features are in place to direct any water run off away from these features. Additionally management approaches should be considered that will prevent *ad hoc* track creation or braiding resulting from Track 12 as this will needlessly widen the impact of the proposed work.

10. The Location of Track 12 should be altered to avoid impact to Sawpit 1 and should be set back at least ten metres from this feature. Any proposed alignment changes of the proposed tracks should continue to avoid the other features in this set. All staff and contractors should be given heritage inductions regarding historical archaeological features and deposits with specific reference to cultural traces left by timber-getting.

11. A 10m buffer should be given to each of these sawn stumps and timber during the design and construction process with the proposed route of Track 12 placed at least this distance away from them. All staff and contractors should be given heritage inductions regarding historical archaeological features and deposits with specific reference to cultural traces left by timber-getting.

12. The Timber-Getting Complex should be avoided by rerouting Track 12 away from its location and a buffer of at least 10m should be established around its edges. All care should be taken that no opportunities for *ad hoc* track creation into this area are allowed by the new route i.e. no easy through route should be visible to cyclists. All staff and contractors should be given heritage inductions regarding historical archaeological features and deposits with specific reference to cultural traces left by timber-getting.

3. Managing Potential Aboriginal Heritage:

The Unanticipated Discovery Plan for managing potential Aboriginal heritage (Appendix C) should form part of the project specifications.

4. Restriction of Access to Information:

All data that may be used to relocate a site should be redacted from this document prior to public distribution and that this data remains confidential to project staff.

5. Notifications Protocols and Unanticipated Historic Heritage Materials:

The project specifications should include notification protocols whereby archaeological advice is sought if features or deposits of an archaeological nature are uncovered during the works or where doubt exists concerning the provenance of any strata revealed during excavations. This may include but not be limited to the exposure of any structural material made from bricks, stone, concrete or timber and forming walls or surfaces, or the presence of more than five fragments of artefacts such as ceramic, shell, glass or metal from within an area of no more than 1 square metre.

6. Further Work:

If it becomes apparent that the works associated with the proposed mountain bike tracks will extend beyond the nominated study area, a reassessment should be undertaken to ensure that known and/or potential historic heritage and social values in adjacent areas are fully articulated.

Specifically the heritage places and features identified as being extant in the area around the present study area should be included in further assessments associated with a broader study area.

7. Reregistration of Sites in the Wellington Park Historic Heritage Database

The three previously distinct sites Bart's Cut (WPHH0453) Golden Gully North Sawpit (WPHH0461) and Golden Gully North Stone Mounds (WPHH0462) should be reregistered as a single site along with the 'Timber Getting Complex" identified in this area. A more apt name than any of the above listed should be selected by the WPMT to identify this area. The site formerly registered as Kings Pits within the database should also be reviewed in the light of the new historical information presented in this report.

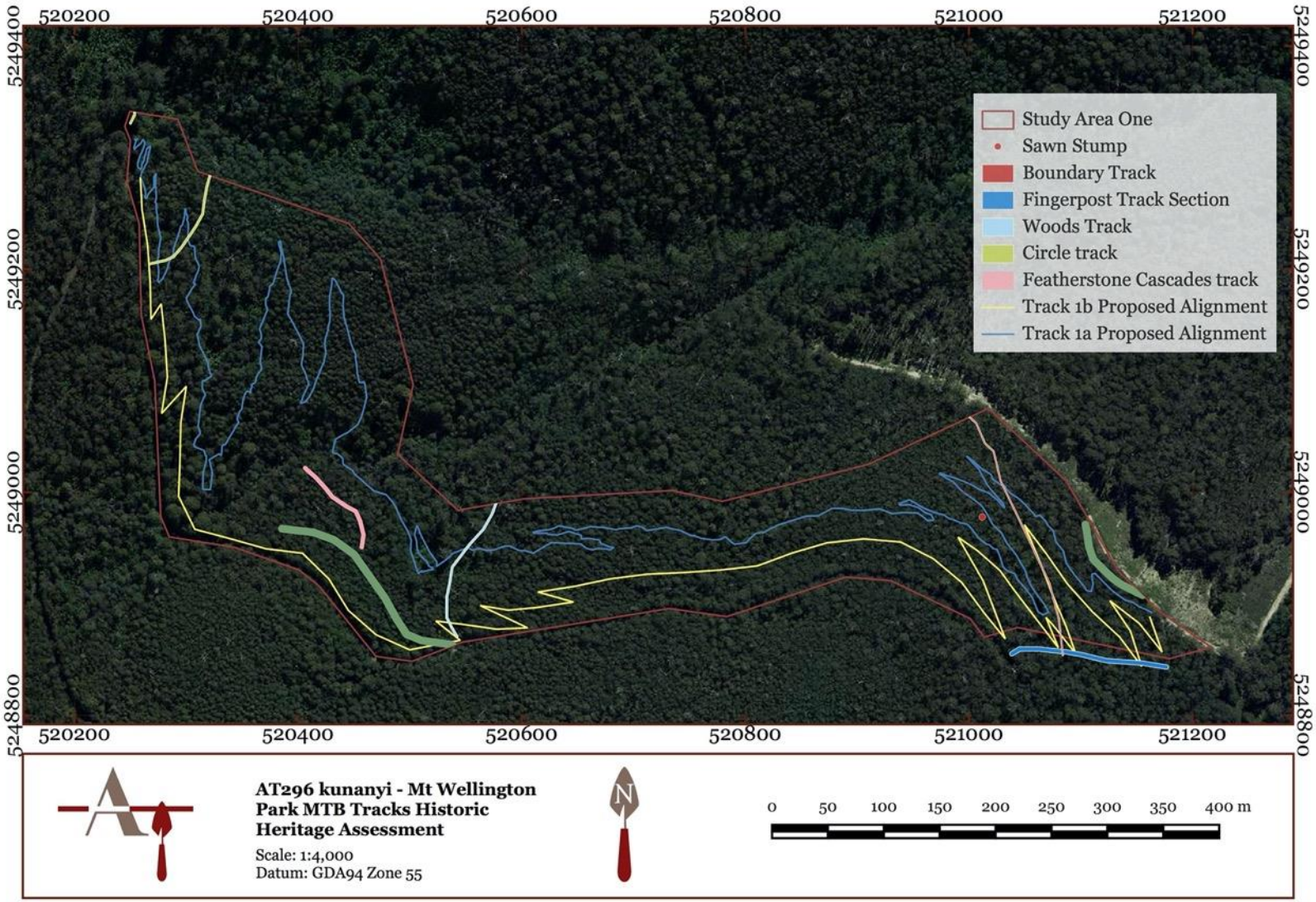

Figure 1 Overview of the results recorded in Study Area One (Basemap Composite: Listmap 2019).

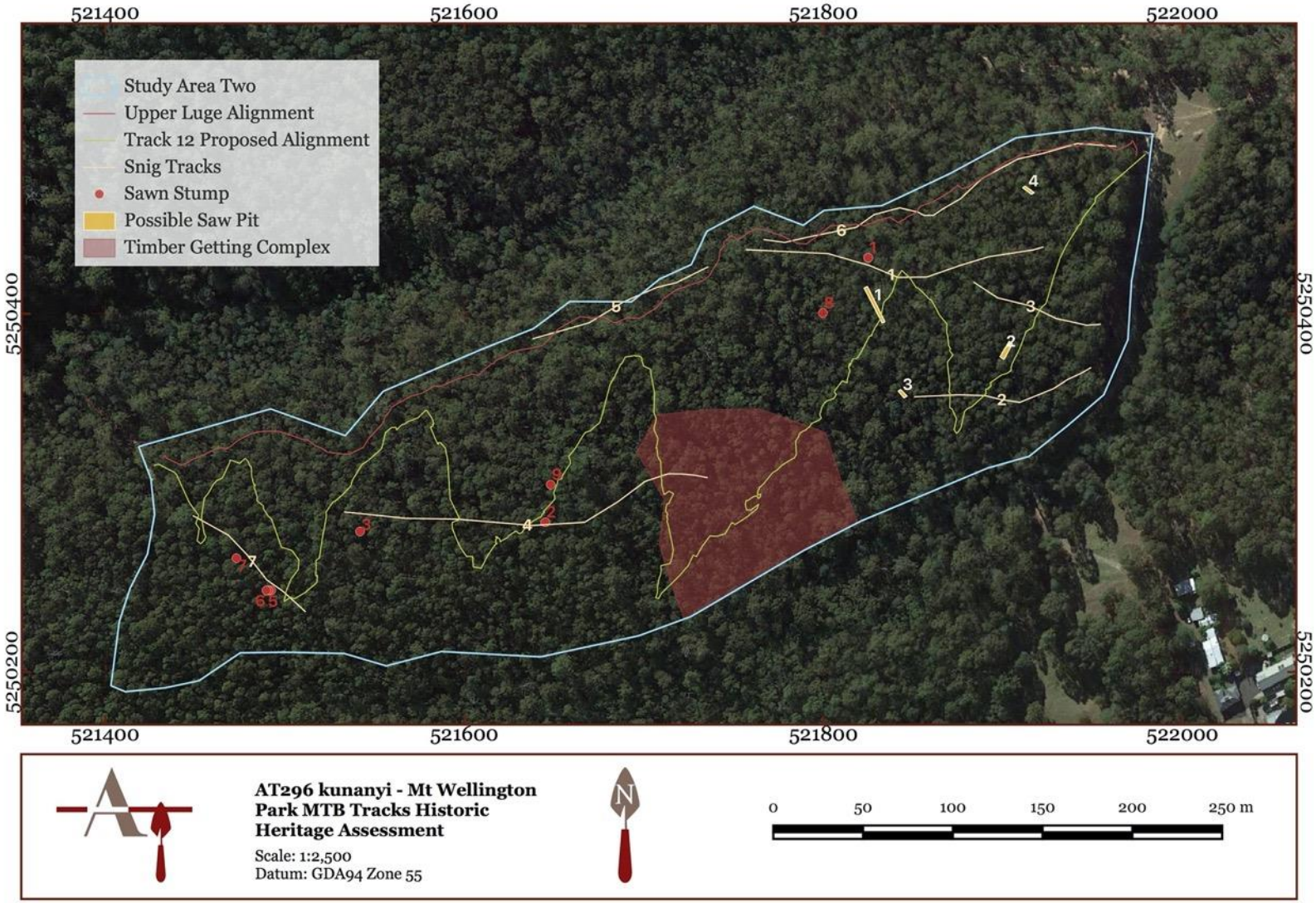

Figure 2 Overview of the results recorded in Study Area Two (Basemap Composite: Listmap 2020).

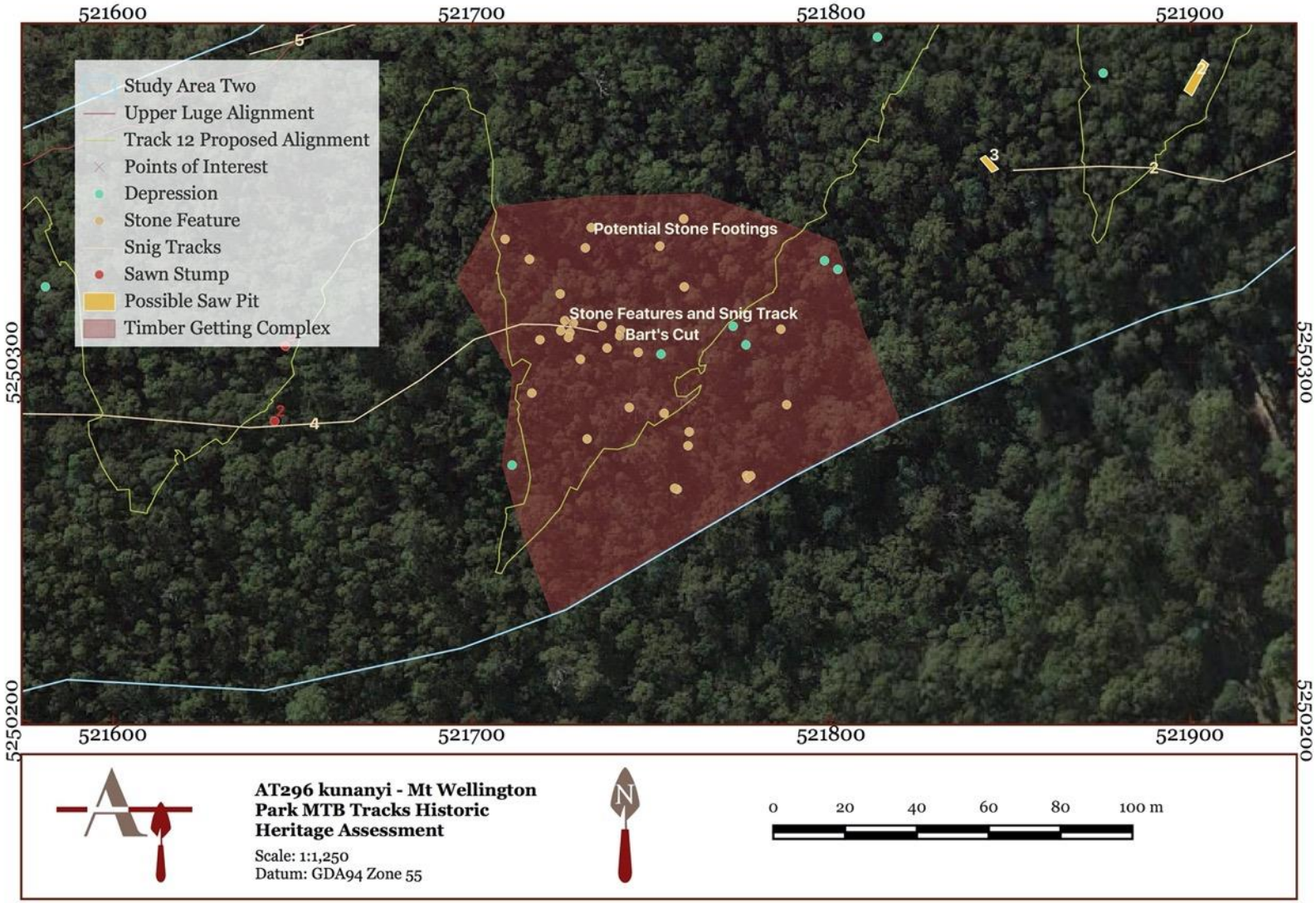

Figure 3 Detail view of the Timber-getting complex showing the distribution of features within the area (Basemap Composite: Listmap 2020).

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1.0 INTRODUCTION

1.1 Project Background

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Significant to Aboriginal people prior to colonisation and known as kunanyi, Mount Wellington has also figured in the life of modern Hobart since its colonisation early in the nineteenth century. A wide variety of uses from naturalism to water supply have helped to shape the post contact cultural landscape of the mountain as it appears today.

The archaeological survey of the study area was undertaken on 3 and 4 November 2020. The project contained two distinct study areas, Study Area One and Study Area Two. As Study Area Two was a relatively small area with a large number of linear features stretching across its length it is more effective to consider it as a whole whereas the lengthier form of Survey Area One is better understood through two smaller survey areas. This approach allowed the terrain within each area and its impact upon the potential for archaeological or historic materials to be summarised effectively for each survey area.

The entire centreline of the proposed tracks in both study areas were walked and the entirety of Survey Area Two was covered through a series of ten metre transects. While both tracks were walked in Survey Area One, transects across its length and width were not possible due to the steep terrain and thick vegetation. Instead, given the narrowness of this survey area, opportunistic surveys of less thickly vegetated, level areas were undertaken throughout ensuring a comparative level of coverage to a series of transects across the study area. Additionally the numerous switchbacks present in the proposed

Tracks 1a and 1b provided an effective through sampling of the study area. In both cases, where historic heritage items were identified a minimum 10m buffer around them was subjected to an intensive inspection with the buffer widening if additional items were encountered.

The report is intended to present the impact of the proposed development on the historic cultural heritage and social significance of the study area in order to inform the final alignment and design of the track. As part of this objective, avenues of mitigation are recommended. Therefore the cultural heritage and social values assessment of the proposed mountain bike tracks have four key objectives:

- Document cultural heritage values of the study area and describe their significance.
- Document contemporary social values from a review of the existing information and previous studies relating to the study area and describe their significance.
- Consideration of the impact of the proposed development on the social and cultural heritage significance of the study area.
- Recommend mitigation measures for the cultural and social significance of the study area in the proposed development.

As a result of this, this report has five key components; historic heritage assessment, historic heritage survey results, social values assessment, impact assessment and recommendations for mitigation.

1.2 Limitations and constraints

This assessment is limited to consideration of historic and social values within a scope defined by the *Wellington Park Management Plan 2013* and the Tasmanian Heritage Council's *Practice Note 2*: *Managing Historical Archaeological Significance in the Works Process*. The social values investigation is further limited to a desktop review of identified social values studies and how they apply to the study area only. An assessment of Aboriginal cultural values and landscape values is beyond the scope of this study.

The results and judgments contained in this report are constrained by the limitations inherent in overview type assessments, namely accessibility of historical information within a timely manner. Whilst every effort has been made to gain insight to the historic heritage and social values profile of the subject study area, Austral Tasmania Pty Ltd cannot be held accountable for errors or omissions arising from such constraining factors.

The results of the historic heritage survey were also constrained by a low level of ground surface visibility and the heavily vegetated nature of the survey area.

1.3 Authorship

This project was directed by Justin McCarthy (Director, Austral Tasmania) while Alan Hay (Senior Archaeologist, Austral Tasmania) undertook the fieldwork and also wrote the report. The report was reviewed by James Puustinen (Senior Heritage Consultant, Austral Tasmania) and Justin McCarthy.

1.4 Acknowledgements

The assistance of the following people and organisations is gratefully acknowledged:

- Bree Hunter - Program Officer, City of Hobart
- Sarah Waight - Senior Heritage Officer, City of Hobart
- Lindsay Ashlin - Supervisor Track Management, City of Hobart
- Jeram Cowley - Team Leader, City of Hobart
- Anne McConnell, Cultural Heritage Coordinator, Wellington Park Management Trust

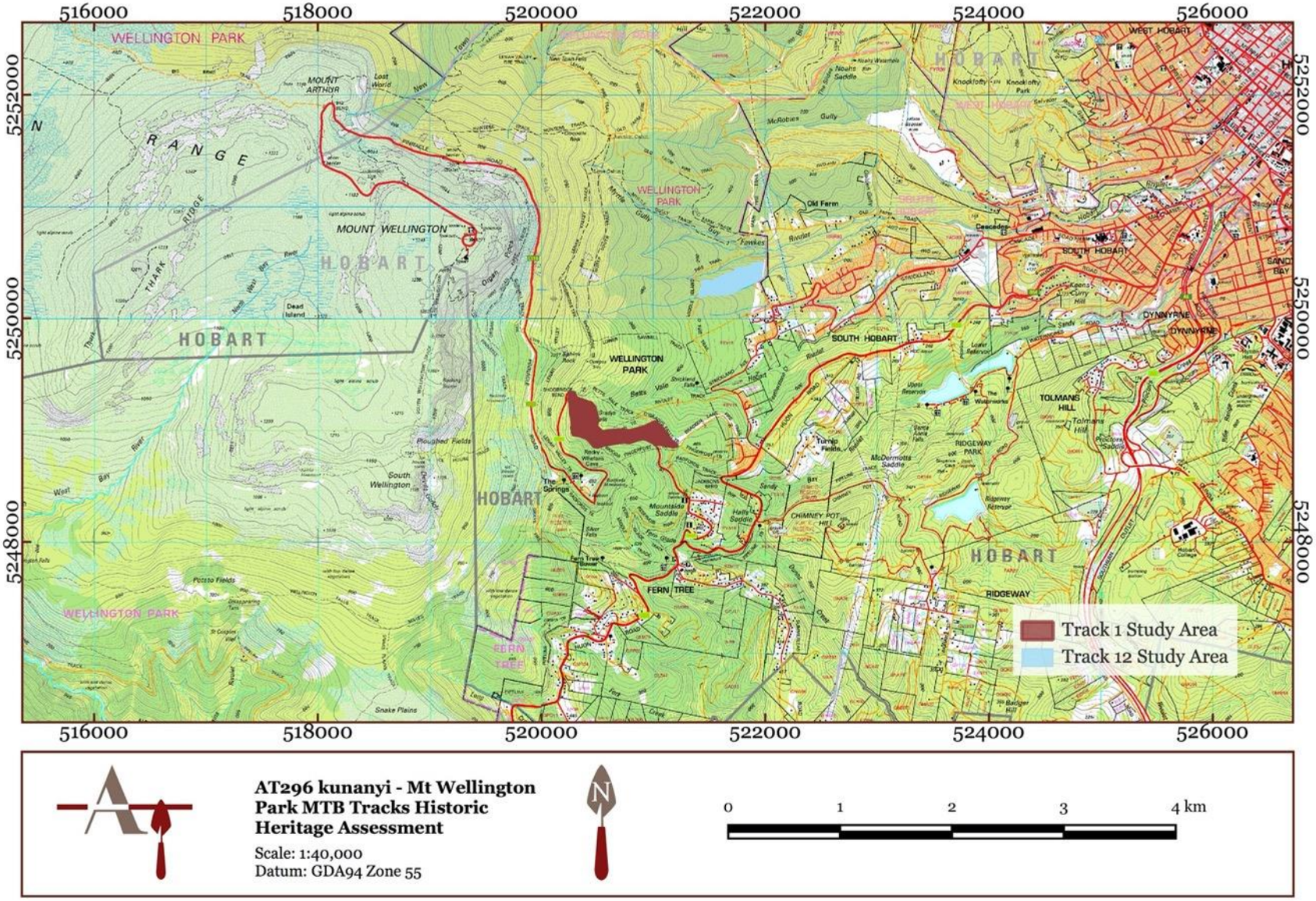

Figure 1.1.1: Topographic map showing the location of the study Areas in relation to Hobart (Basemap: Tasmap 2017).

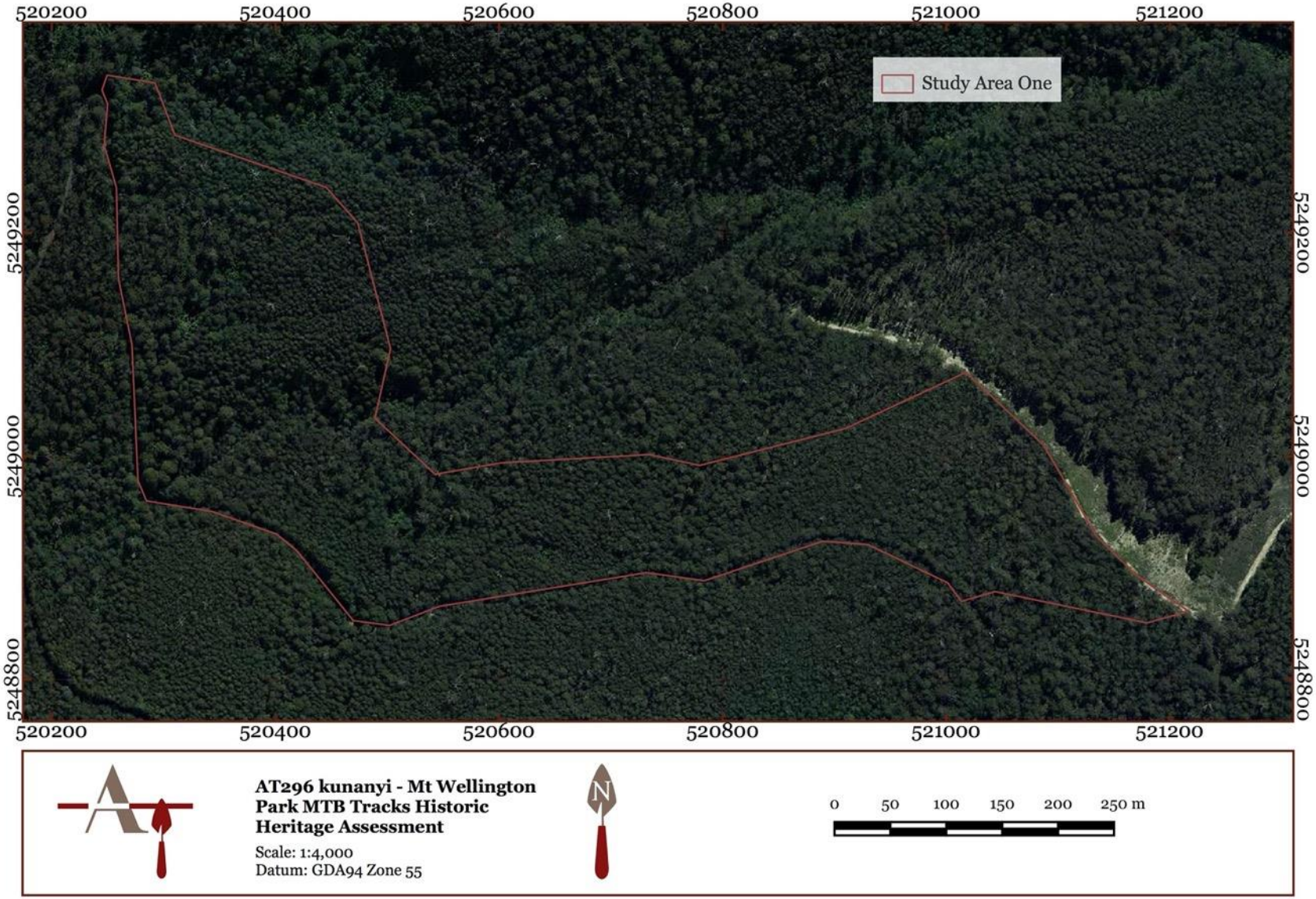

Figure 1.1.2: Aerial map showing the location of the Study Area One (Basemap Composite: Listmap 2020).

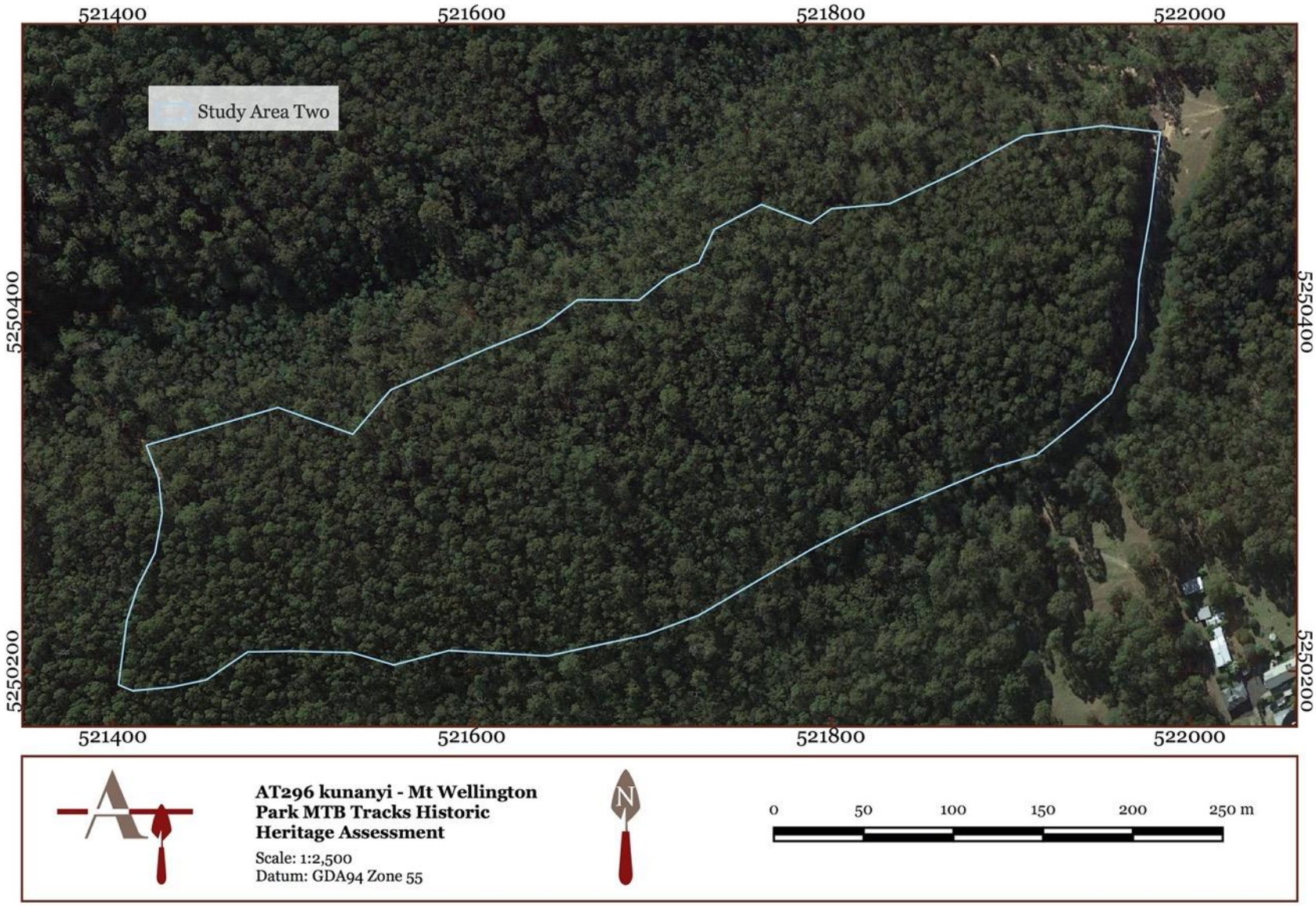

Figure 1.1.3: Aerial map showing the location of the Study Area One Two (Basemap Composite: Listmap 2020).

2.0 LEGISLATIVE REVIEW

Cultural heritage management in Australia largely mirrors the tripartite structure of government with legislative frameworks operating at the national, state and local levels. These frameworks normally apply throughout the entire government area, however in some cases they may also be site specific with legislation relating to a particular location. This system also often includes a bifurcation of management for Aboriginal and historic heritage at all levels, however in this case a consideration of the Aboriginal heritage management requirements has already been undertaken by the client and is thus considered within a single section below.

This legislative review considers the following five levels of heritage management:

- Section 2.1 – National Heritage Management
- Section 2.2 – State Heritage Management
- Section 2.3 – Local Heritage Management
- Section 2.4 – Site Specific Heritage Management
- Section 2.5 – Aboriginal Heritage Management

2.1 National Heritage Management

There is an established framework for the identification, protection and care of places of significance to the World, nation and/or Commonwealth. Entry in the World, National and/or Commonwealth Heritage Lists triggers statutory processes under the terms and provisions of the *Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act)*. Actions which will or may have a significant impact upon the recognised values of a listed place are required to be referred to the Australian Government Minister for the Environment, after which a judgment will be made as to whether the proposed action will require formal assessment and approval. The Act also provides for consideration of actions that may occur outside of a listed place that may have significant impact upon national heritage values, or actions taken on Commonwealth land or by Commonwealth agencies that are likely to have a significant impact on the environment (anywhere). Listing occurs by nomination, which may be made by any one at any time. The *EPBC Act* also provides for emergency listing where National Heritage values are considered to be under threat.

As of 2020, no part of the study area is included or nominated to the World, National or Commonwealth Heritage Lists.

2.2 State Heritage Management

2.2.1 The Historic Cultural Heritage Act 1995 and the Tasmanian Heritage Register

The *Historic Cultural Heritage Act 1995* (*HCHA 1995*) is the key piece of Tasmanian legislation for the identification, assessment and management of historic cultural heritage places.

The *HCHA 1995* establishes the Tasmanian Heritage Register (THR) as an inventory of places of State significance; to recognise the importance of these places to Tasmania; and to establish mechanisms for their protection. 'State historic cultural heritage significance' is not defined, however the amended Act allows for the production of Guidelines, which presumably will use the existing assessment guidelines for the purposes of defining State level significance.[1]

A place of historic cultural heritage significance may be entered in the THR where it meets one of eight criteria. The criteria recognise historical significance, rarity, research potential, important examples of certain types of places, creative and technical achievement, and social significance, associations with important groups or people, and aesthetic importance.

It should be noted that a single item, THR# 11227, Hobart Mountain Water Supply System, is listed within the same large parcel of land as the study area but is not within its boundaries or even in close proximity.

[1] *Assessing historic heritage significance for Application with the Historic Cultural Heritage Act 1995*

Works to places included in the THR require approval, either through a Certificate of Exemption for works which will have no or negligible impact, or through a discretionary permit for those works which may impact on the significance of the place.

Discretionary permit applications are lodged with the relevant local planning authority. On receipt, the application is sent to the Heritage Council, which will firstly decide whether they have an interest in determining the application. If the Heritage Council has no interest in the matter, the local planning authority will determine the application.

If the Heritage Council has an interest in determining the application, a number of matters may be relevant to its decision. This includes the likely impact of the works on the significance of the place; any representations; and any regulations and works guidelines issued under the *HCHA 1995*. The Heritage Council may also consult with the planning authority when making a decision.

In making a decision, the Heritage Council will exercise one of three options: consent to the discretionary permit being granted; consent to the discretionary permit being granted subject to certain conditions; or advise the planning authority that the discretionary permit should be refused.

The Heritage Council's decision is then forwarded to the planning authority, which will incorporate the decision into any planning permit.

2.2.2 Works Guidelines for Historic Heritage Places

The Tasmanian Heritage Council and Heritage Tasmania, DPIPWE, have issued *Works Guidelines for Historic Heritage Places* which must be applied when considering an application for an exemption or a discretionary permit. The guidelines provide a general reference for the types of works which may be exempt, or those where a permit will be required. They also define appropriate outcomes for a range of different works and development scenarios. The Guidelines include archaeological investigations as a specific category of works. As no places listed on the Tasmanian Heritage Register are present within the study area these works guidelines do not apply.

2.2.3 Practice Note 2: Managing Historical Archaeological Significance in the Works Process

The Tasmanian Heritage Council has issued an advisory Practice Note which has relevance to the management of potential archaeological values. Practice Note 2: *Managing Historical Archaeological Significance in the Works Process* establishes a standard and process for the assessment and management of archaeological potential. As part of development projects, the Practice Note advocates the preparation of a Statement of Historical Archaeological Potential (SoHAP) where significant archaeological remains are likely to be present.

It recommends that the findings of the SoHAP be incorporated into any development proposal. As a rule, the destruction or reduction of a significant historical archaeological site or feature will only be sanctioned by the Heritage Council if it can be demonstrated that there are no available alternatives to carrying out the works; and/or the excavation and/or removal will contribute to our knowledge of the site and its social and cultural context, however broadly or narrowly defined.[2]

Where such impacts cannot be avoided, the Heritage Council may require a range of activities to be undertaken to mitigate against the loss. Such actions may include combined archaeological testing and recording; controlled archaeological excavation; or monitoring or works to mitigate impacts and recover information before it is lost.[3]

The Practice Note advises that a Method Statement should be prepared where archaeological excavations are proposed. The content of a Method Statement is to address ten separate requirements. These include: extracting relevant information from the SoHAP; an archaeological strategy; a research design; methods or excavation; advice in response to exploratory works; a conservation strategy for the protection, where required of features to remain *in situ*; extant recording as applicable; a proposal for artefact analysis; and the delivery of a public benefit through the management of information.[4]

This report is in accordance with these requirements as is required by the *Wellington Park Management Plan 2013* (see Section 2.4 below).

[2] Tasmanian Heritage Council, Practice Note 2: *Managing Historical Archaeological Significance in the Works Process*, November 2014, p.4
[3] *Ibid*, pp.5-6
[4] *Ibid*, p. 8

2.3 Local Heritage Management

2.3.1 Hobart Interim Planning Scheme 2015

Part of the study area falls within the *Hobart Interim Planning Scheme 2015* (*HIPS 2015*) area. The study area does not contain any items listed in Table E13. 1 'Heritage Places', nor does it include part or all of a cultural landscape area or heritage precinct as defined by the scheme. The study area does, however, fall with an Environmental Management Zone as defined by Clause 29.0 of the *HIPS 2015*. The purpose of this zone is, "to provide for the protection, conservation and management of areas with significant ecological, scientific, cultural or aesthetic value, or with a significant likelihood of risk from a natural hazard." It should be further noted that although this zoning acknowledges the possibility of cultural heritage being present within these zones, it does not present specific cultural heritage management standards.

2.4 Site Specific Heritage and Social Values Management - *Wellington Park Act 1993*

The *Wellington Park Act 1993* (Tas) provides for the formation of the Wellington Park Management Trust, the establishment of a management plan and also specifies that Wellington Park is set aside as a reserve to, among other aims, further "the preservation or protection of any features of the land being features of historical, Aboriginal, archaeological, scientific, architectural or geomorphological interest." This is principally achieved through the Wellington Park Management Plan 2013, prepared by the Wellington Park Management Trust in accord with Part IV, Division 1 of the *Wellington Park Act*.

2.4.1 Wellington Park Management Plan - Zones

Chapter 3 of the Management Plan defines Management Zones within the park. One objective of these zones is to provide a range of tourism and recreational opportunities consistent with the values of the Park and localised conditions. Both of the study areas are included within a Recreational Zone. Recreational zones are identified as having; "Significant aesthetic, cultural and recreational values. Areas with good public access and a concentration of a wide range of accessible tracks and trails, allowing for many recreational activities to occur." As a result of this the management objectives, set out in Section 2.3.1 of the plan, for Recreation Zones include a requirement to preserve environmental and cultural features and values as well as provide for recreational opportunity.

2.4.2 Wellington Park Management Plan - Cultural Heritage

Section 5.3.2 of the management plan deals specifically with historic cultural heritage within Wellington Park and states three key desired outcomes:

- Cultural heritage in the Park is recorded, identified, protected and conserved;
- Historic cultural heritage is recognised in management as a fundamental value of the Park; and
- The integrity and authenticity of structural and other historic and moveable heritage is maintained.

This section further outlines 12 Policy/Actions. The policies directly relevant to this historic heritage assessment are summarised by policy number below:

> 1. For management purposes, areas or sites of historic heritage, including cultural landscapes, will be designated as heritage precincts or heritage sites.
>
> 2. Conservation and management of historic heritage will adhere to the Burra Charter (Australia ICOMOS, 1999) and its associated guidelines.
>
> 3. A conservation policy statement or conservation plan, including specific assessment of significance, will be prepared before any decisions about major works, use, removal or interpretation of cultural landscapes or of individual elements of historic heritage. Such statements or plans will be prepared in accordance with the principles outlined in the Burra Charter, using the methodology outlined in Kerr (1990).
>
> 4. Where a proposal for new use and development requires an assessment of potential impact upon Historic cultural heritage values, the assessment shall comply with *Heritage Tasmania Pre-development Assessment Guidelines*, and any other relevant guidelines produced by Heritage Tasmania.

5. Accurate, detailed working documentation, appropriate to the scale and significance of any proposed works, will be prepared prior to any conservation works.

8. For management purposes, ensure that cultural heritage sites and information is included on the Trust's GIS and is provided to land managers and planners.

This report will comply with the above requirements by considering relevant identified areas and sites of historic heritage, adhering to the principles of the *Burra Charter* and other relevant documents and the recording and provision of accurate GIS data for any historic sites or areas encountered during the study.

2.4.3 Mount Wellington Park Historic Heritage Sites Within or Near the Study Area

A historic heritage inventory and audit of the Park was completed by Anne McConnell and Lindy Scripps in 2005 identifying 335 heritage places; subsequently additional places have been added to this inventory. These places each have a site number with a prefix referring to the Wellington Park Historic Heritage Inventory (WPHH).

Upon preliminary investigation, it was found that a number of sites of historic heritage identified in the audit or other investigations lie within the study area. There is some inconsistency between the numbering system displayed in the GIS database for Mount Wellington (see Figure 2.4.1 and Figure 2.4.2) and the data sheets provided by the Mount Wellington Management Trust through the Proponent. Where they conflict the best guess numbers from the GIS overlay are displayed in square brackets below.

The sites located within Study Area One are:

- Pinnacle Road - WPHH0269
- Featherstone Cascades Track - WPHH073
- Woods Track - WPHH074
- Fingerpost Track - WPHH088 [WPHH0513]
- Circle Track - WPHH041 [WPHH0317]
- Boundary Track - [Betts Vale WPHH010]

The sites located within Study Area Two are:

- Bart's Cut - WPHH0453
- Golden Gully North Sawpit- WPHH0461
- Golden Gully North Stone Mounds - WPHH0462

The locations of the above-mentioned sites are shown in Figure 2.4.1 and Figure 2.4.2 below.

A historical heritage inspection was undertaken of Survey Area Two prior to this survey, the results of which have been included in Appendix D. This heritage inspection indicated a number of historical features in close proximity to this study area and some additional sites within it that were not present on the Wellington Park database or within the study area.[5] A detailed discussion of the heritage items that are located within the study areas and those that are only situated nearby is presented in Section 6.0 of this report.

2.4.4 Landscape and Aesthetic Values

Section 5.3.3 of the management plan considers the landscape and aesthetic values of the park and sets forth two key desired outcomes:

- The maintenance of the quality, significant character and visual integrity of the natural and cultural landscapes of Wellington Park; and
- The landscape and aesthetic values are recognised in management as a fundamental value of the Park.

[5] McConnell, A. *Upper Luge Heritage Inspection*, 2016. Unpublished Report for the City of Hobart.

According to the plan, the study area is within both moderately and highly sensitive areas of landscape and aesthetic values. Several policies relating to these values are therefore relevant to cultural heritage within the study area; these are:

> 1. A Visual Impact Analysis and/or a Conservation Policy Statement or Conservation Plan, including specific assessment of significance, will be prepared before any decisions about major works, use, or development, are made within areas considered to have significant landscape and/or cultural heritage values. Such statements or plans will be prepared in accordance with the principles outlined in the Burra Charter, using the methodology outlined in Kerr (1990).
>
> 2. Conservation and management of landscape and cultural heritage will adhere to the *Burra Charter* (Australia ICOMOS, 1999) and its associated guidelines.
>
> 3. Ensure development or disturbance does not compromise the aesthetic and natural landscape and historic cultural landscape values of the Park, particularly when viewed from outside the Park.
>
> 4. Identify and record on the Trust's GIS the character, aesthetic values and landscape characteristics of the Park as described in the Historic Landscape Values report and the Landscape Sensitivity map.

As this report is restricted to cultural heritage and social values assessment it will comply with the above requirements by considering the historic cultural landscape values present within the study area, adhering to the principles of the *Burra Charter* and other relevant documents and the recording and provision of accurate GIS data for any historic sites or areas encountered during the study.

2.4.5 Social Values Management

Section 5.3.4 of the management plan further specifies that identified social values are to be maintained. These identified social values are drawn primarily from the Social Values and Landscape Assessment produced by McConnell.[6] The key social value policy contained in this section of the management plan is that the management of the park, and consideration of new uses and development will take into account the Park's landscape and social values through the lens of the historic heritage assessment process.

2.4.6 Site Specific Management Summary

The study areas is partially located within a Recreation Zone, a Medium Landscape and Aesthetic Values Zone and High Aesthetic Values Zone. A number of conditions arise from these management requirements and apply to the proposed development and study area. The adherence to the *Burra Charter*, preparation of Conservation Policy Statements for both historic sites and landscape values as necessary, and provision of GIS data are key practical requirements as a result of this site specific management framework. In addition to this a consideration of the identified social values for any area will also be required to comply with the site specific management regime within the context of historic heritage and the *Burra Charter*.

[6] McConnell, A. *Wellington Park social values and landscape: an assessment*. Unpublished report for the Wellington Park Management Trust, 2012.

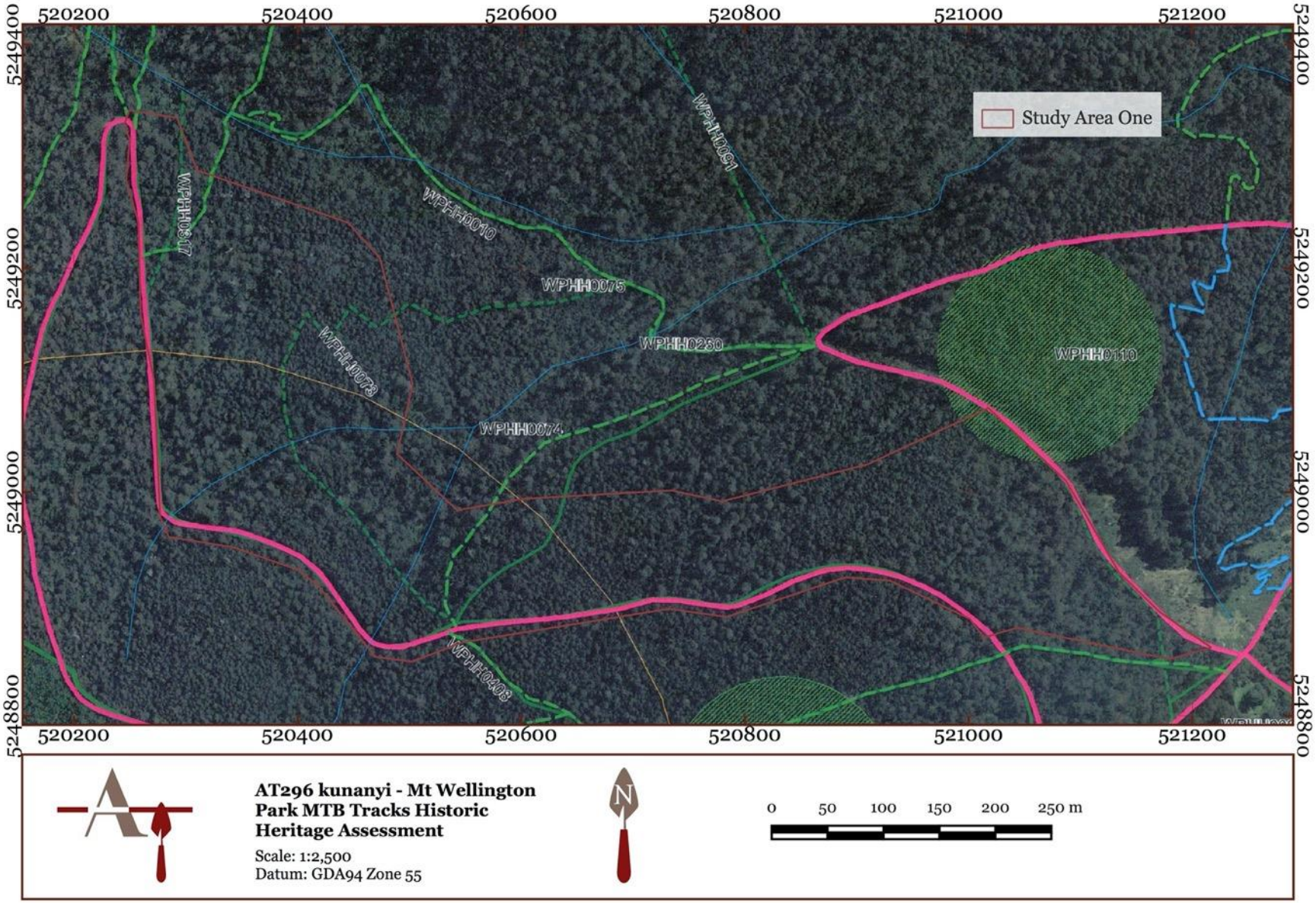

Figure 2.4.1 Items included on the Wellington Park Historic Heritage Inventory for Study Area One (Basemap Composite: Listmap 2020).

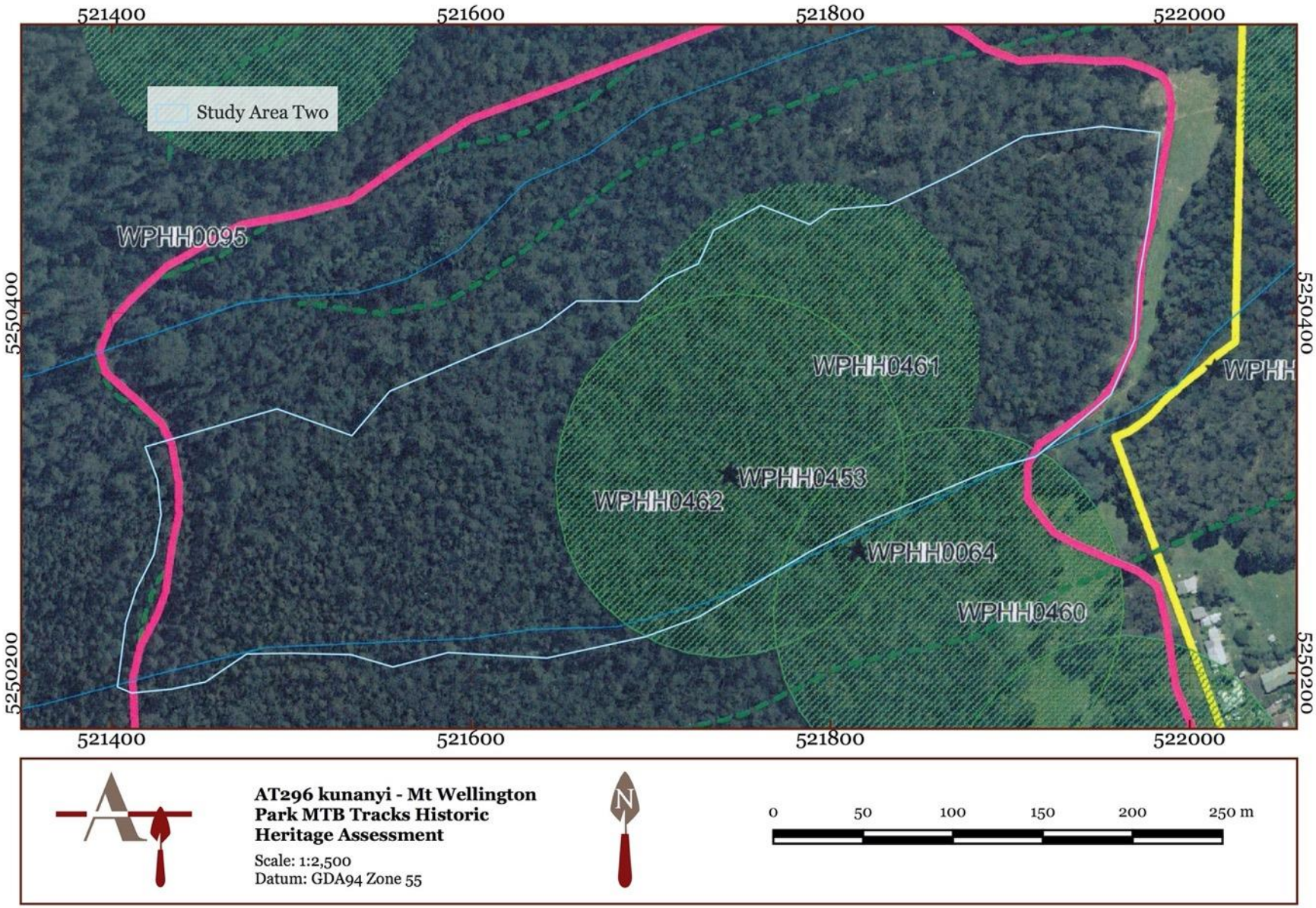

Figure 2.4.2 Items included on the Wellington Park Historic Heritage Inventory for Study Area Two (Basemap Composite: Listmap 2020).

2.5 Summary

Table 2.1 below summarises the various statutory mechanisms and identifies those in which part of the site is listed. As can be seen the primary guiding management framework for the investigation is the *Mount Wellington Management Plan 2013*. In addition to this, although the study area is within an Environmental Management Zone in the *Hobart Interim Planning Scheme 2015* and the *Glenorchy Interim Planning Scheme 2015,* there are no specific development standards that would apply to historic heritage.

Management Framework	**Applies**	**Statutory Implications**
National Heritage List	No	No
Commonwealth Heritage List	No	No
Tasmanian Heritage Register	No	No
Hobart Interim Planning Scheme 2015	Yes	No
Mount Wellington Management Plan 2013	Yes	Yes

Table 2.1: Summary of statutory and non-statutory mechanisms

3.0 METHOD

The historic heritage assessment component was conducted in accordance with the *Historic Cultural Heritage Act 1995*, Wellington Park Management Plan 2013 and, consequently, the Tasmanian Heritage Council's Practice Note 2: *Managing Historical Archaeological Significance in the Works Process*.

The project began with an historical overview, which summarises the historical development, land uses and potential heritage sites relevant to the study area. This was then further developed by an analysis of historical plans, charts, maps and aerial photography, and the review of readily available secondary sources relevant to the area.

It is worth noting that the historical maps encountered during research that show the mountain tracks were not all georeferenced for this project. Those maps that were not georeferenced were not of a level of detail that would have allowed them to be informative to field survey.

A systematic pedestrian archaeological field survey of the study area was carried out following the completion of historical research. Identified sites and features were subject to both written and graphic documentation. In addition to this the location of the site was recorded using a handheld GPS. In the case of large and complex sites, such as historic tracks, several GPS measurements were taken to record their alignment or position. The survey has documented the key characteristics of the study area, such as setting, views, landscape contribution and so on.

Sites or features identified during the field survey have been assessed for their heritage significance against the criteria of the *Historic Cultural Heritage Act 1995* and ascribed a level of significance, which assists in determining management responses. As required by the *Wellington Park Management Plan 2013*, the GIS data of any historic sites and areas will also be provided to the Wellington Park Management Trust.

4.0 LITERATURE REVIEW AND HISTORICAL BACKGROUND

4.1 kunanyi – South East Tribe and the Muwinina

Before European settlement, Ryan has described Tasmanian Aboriginal society as consisting of nine tribes, each containing multiple social units or bands. Tribal boundaries could vary between well-defined borders based on geographical features, to broader transitional zones existing between two friendly tribes.[7]

The western shore of the Derwent formed part of the lands of the South East Tribe. Their territory covered an area of approximately 3,100km^2 to encompass the western shore of the Derwent north to New Norfolk, the D'Entrecasteaux Channel and Bruny Island, and south to South Cape, extending west to the Huon Valley. Ryan writes that prior to European contact, the area probably contained seven bands, each with about 70 to 80 people. The Hobart area was home to the Muwinina band. Names for the mountain recorded by Joseph Milligan in 1859 were Unglianyahletta or Pooranetteié.[8] In contemporary palawa-kani the mountain is known as kunanyi.

Unlike other groups, the South East Tribe did not move inland during Spring and Summer. Their lands provided sufficient food throughout the year, travelling to various locations around the coast with the seasons, and to outlying islands using bark catamarans. Seasonal changes would also bring new food such as seals, mutton birds and swan eggs.[9] While no specific information relates to the present study area, in the hinterland, such as the Wellington Range, birds, possums, kangaroos and wallabies could be found, as too were edible plant and fungus species.

4.2 Mount Wellington after Colonisation

Noted by French and English explorers late in the eighteenth century,[10] George Bass was the first European to climb Mount Wellington in 1798. However, it was not until the founding of Hobart in 1804 that a sustained interest in the mountain developed.[11] Hobart and its proximity to the mountain has had a forceful influence on the historical development of the mountain after colonisation, particularly the part closest to Hobart, as Sheridan notes, "…the eastern face… was the flank of the mountain that was most intensively used…"[12] This historical overview will focus on the activities taking place along the eastern slopes of Mount Wellington that were likely to leave material traces.

The mountain was a rich source of 'timber, stone, slate, food, ice, skins, ferns and seed'[13] and was exploited as such throughout the nineteenth century. From 1825 a variety of water supply projects were undertaken on the mountain, with the convict built diversion of the Hobart Rivulet commencing in 1825 and completed in 1831.[14]

From the early nineteenth century, the mountain was used as a source of eucalypts to provide timber for the nearby town. There is an historical record of a convict timber-getting station on the slopes of Mount Wellington,[15] although the location is unspecified. It is possible that this station would have been on the lower slopes of Mount Wellington and in proximity to either of the study areas. Further timber-getting activity appears to have been concentrated on the land granted to Peter Degraves,[16] which contained Study Area Two and the eastern extent of Study Area One. However, there is also some evidence that timber-getting and processing may have been taking place around the west of Study Area

[7] Ryan, L., *The Aboriginal Tasmanians*, Allen & Unwin: St Leonards, 1996, p.12
8 Milligan, J., On the dialects and language of the Aboriginal Tribes of Tasmania, and on their manners and customs. *Papers & Proceedings of the Royal Society of Tasmania*, 1859 3 (2). pp. 239-282.
[9] Ryan, *op. cit*, pp.39-43; Officer, I, *Survey of Derwent River Aboriginal Midden and Quarry Sites*, unpublished dissertation to the Environmental Department of the Division of Teacher Education, October 1980, no page numbers; Maynard, L, *A Report on the Social, Cultural & Historical Connection of Aboriginal People to Hobart and it's Surrounds*, unpublished report for Housing Tasmania, TALSC, TAC, AHT, July 2010, pp.3-5
[10] Wellington Park Management Trust, Mount Wellington Historical Notes, n.d. URL: https://www.wellingtonpark.org.au/assets/wellingtonpark_historicalnotes.pdf
[11] de Quincey, E. and Cannon, J., Mount Wellington. In *The Companion to Tasmanian History,* 2005 A. Alexander (ed.) p.245
[12] Sheridan, G., The Historic Landscape Values of Mount Wellington, Hobart: An evolution across time, place and space 2010 Unpublished report for the Wellington Park Management Trust 2010 Vol. 1 p.18
[13] de Quincey, E. and Cannon, J., 2005, p.245
[14] Wellington Park Management Trust, Mount Wellington Historical Notes, n.d. URL: https://www.wellingtonpark.org.au/assets/wellingtonpark_historicalnotes.pdf
[15] McConnell, A. and Scripps, L., *Focus on the fringe: layered use & meanings in a natural context: Wellington Park Historic Heritage Inventory & Audit Project*. Prepared for the Wellington Park Management Trust, Hobart 2005 p.15
[16] Sheridan, G. 2010 Vol. 2, p.54

One. The 1830s plan notes a site called Kings Sawpits which was noted by James Backhouse in the early 1830s and is located close to the south of Study Area Two.[17]

To the south of the study area there was also the construction of water supply structures for Hobart while to the south a triangulation station was constructed during the 1830s.[18] Early roads had begun to be built by this time, again to the southeast of the study area.[19] Both water supply structures and road building required quarries and in some cases these were present within what is now Wellington Park.

From the middle of the nineteenth century the focus of the recreational use of the park was centred on 'major scenic attractions such as the Pinnacle, the Springs, Wellington Falls and Fern Tree Bower.'[20] From 1890 to 1920 there was a significant intensification in the recreational use of the park and a corresponding growth in the amount of huts and tracks that supported it.[21] These huts were generally constructed of timber and were often subsequently lost through bushfires. In 1906 large portions of Mount Wellington were declared a Public Park.[22]

McConnell[23] creates seven phases of track development on the mountain and provides a detailed summary in her consideration of the track network[24]. This summary indicates an early phase beginning with colonisation and lasting through to 1850, this period sees the formation of tracks for economic interest, and incipient tracks formed for recreational uses around The Springs and Junction Cabin area. At this time, Fingerpost Track, which is in close proximity to Study Area One, came into use. This phase was followed by a growing public interest in the area and the consolidation of public access to the mountain and lasted until 1890, with some industrial tracks being repurposed as recreational walking tracks. A short period followed this to 1906, covering the turn of the century and seeing increased consolidation of existing racks for recreational access, their improvement and the completion of Pillinger Drive in 1899. In the next phase, lasting until 1928, the City of Hobart begins to take an interest in track formation while public enthusiasm for the area continued to grow. The following phase was associated with the use of Depression era public works to construct and maintain tracks as well as the construction of Pinnacle Road to the summit. Tracks associated with this phase of development around the study area include the Shoebridge Track and the Featherstones Track. The next phase, lasting sixty years through to 1993, saw a decline in interest in the use of the mountain for recreation. The 1967 bushfires and the human response to the disaster saw a number of tracks destroyed or modified. The final phase, which continues to the current day is characterised by strategic track management, with focused government involvement, the creation of new tracks and repairs to old tracks.

Also during the Depression of the late 1920s and early 1930s mentioned above in the context of track development, unemployment schemes were used to upgrade the facilities of the park, which included the construction of stone structures as visitor shelters.[25] The tracks that were constructed during this period were also substantial and have largely remained through to the present day.[26] There was also little industrial use of the area at this time although the mountain continued in its role as an important water source for Hobart.[27] With the construction of Lake Fenton in the Mount Field National Park in 1930, the mountain became less important as a source of water for Hobart.[28]

Pinnacle Road was constructed during this time, 1930-1937, with work camps located at the Springs and then Big Bend.[29] The completed road apparently resulted in the abandonment of a number of earlier tracks that it intersected with, even those constructed relatively recently.[30] Up until the 1960s the focus of the park was still mainly recreational yet from this time there was also the addition of communications infrastructure on the plateau.[31] Despite an increasing variety of possible outdoor recreational locations for the people of Hobart, brought about by the popularisation of motor vehicles,

[17] McConnell, A. and Maitri, M., *Wellington Park, Tasmania – Junction Cabin Area Historic Heritage Survey, Analysis & Management Advice*, Unpublished report for the Wellington Park Management Trust, Hobart, Tasmania 2006, pp.13-14
[18] McConnell, A. and Scripps, L., 2005, p.14
[19] *Ibid*, 14
[20] McConnell, A. and Scripps, L., 2005, pp.14-15
[21] *Ibid*, pp.14-15
[22] de Quincey E. and Cannon, J., 2005, p.245
[23] McConnell A. 2012, pp.15-16
[24] McConnell A. 2012b, pp.5-6
[25] McConnell, A. and Scripps, L., 2005, pp.14-15
[26] *Ibid*, p.15
[27] *Ibid*, p.15
[28] *Ibid*, p.15
[29] *Ibid*, p.16
[30] *Ibid*, p.16
[31] *Ibid*, p.16

the Mountain has continued as a significant, if not as heavily used, recreational destination up until the present.[32]

With landslips in 1960 and a bushfire in 1967 a small number of historical heritage items were destroyed or damaged on the eastern face of the mountain.[33] This led to activities that were directed at rebuilding or rehabilitating damaged areas on one hand, while on the other, a number of unplanned fire trails were constructed.[34]

McConnell provides a succinct summary of the material form of heritage likely to be encountered on the mountain as a result of this development. It is worth quoting in full:

> ... there has been limited development within Wellington Park in the past, and the Park is essentially a natural area. Historical activities such as the construction of water supply systems, logging of the forested flanks and lower western plateau areas, minor quarrying, some scientific work (mainly weather observation), and 200 years of tourism and recreation have however left evidence in the landscape.
>
> The evidence of the historical activities is mostly in the form of archaeological sites which are visually minimally intrusive and often overgrown ruins which are quite aesthetic. Recreation and tourist activities have had the most long term, obvious impact, mainly in the eastern part of the Park. Recreation has resulted in a number of tracks (most of which are still in use today) and a small number of timber hut sites and later, extant stone huts. The tourist infrastructure is perhaps the most obvious in the landscape, and includes the Pinnacle Road, a lookout, shelter and toilets at the summit (Pinnacle), an extensive modified area at the Springs, and a small number of Park edge areas of recreational focus with shelter sheds and toilet facilities (Bower Park at Fern Tree and Myrtle Forest). [35]

As a result of this, well over half of all heritage places on the mountain are located on the eastern face.[36] This layer will be the focus of the next section of this report in a detailed consideration of the historical development of, and possible disturbances to, the study area.

4.3 Study Area History

The historical background of the study areas mirrors two key themes of historical development typical of the mountain, early economic use for timber-getting and later recreational use. All of Study Area Two was within the grant given to Degraves as was part of Study Area One. There is historical and archaeological evidence, see Section 2.0 above, that indicates that Study Area Two contained and was in close proximity to intense timber-getting activity and while it is likely that parts of this activity extended into Study Area Two it is clearly the former that is most deeply associated within this phase of development. Similarly, although historical tracks border the land around Study Area Two, it is Study Area One that contains the most substantial and complex evidence of the use of this area for recreational purposes. However, as both of these areas are in within close proximity to one another, they will be discussed together except where cases of specific activity can be demonstrated to relate to one area or the other.

There are four clear phases of use that can be identified in the historical background for the study area. In order of appearance they are; timber-getting, early recreational use, Depression era track formation and post-Depression recreational use of the mountain. Each of these phases will be considered in turn.

It is important to note that this section, like the rest of the historical background of this report, relies upon the wealth of historical information established by McConnell and others in order to understand the history of the study area. The principal documents that have been relied on in this case are *Focus on the fringe: layered use & meanings in a natural context: Wellington Park Historic Heritage Inventory & Audit Project* by McConnell and Scripps and the series of data sheets for heritage places within the study area. In addition to this the detailed information for each site location within the study area has been drawn from the individual Wellington Park Historic Heritage Inventory sheet for that item. The reader is recommended to refer to these documents if further information is required.

4.3.1 Timber-Getting 1815-1850

The earliest intensive use of the land around the study area by Europeans was known to have been timber-getting. A station for timber-getting by convicts was constructed between 1815 and 1820 on the lower slopes of kunanyi, likely within or around the study areas. It is difficult to establish any further

[32] *Ibid*, pp.16-17
[33] *Ibid*, p.17
[34] *Ibid*, p.17
[35] *Ibid*.
[36] *Ibid*, p.17

details about this convict timber-getting exercise as the secondary sources that refer to it do not refer to the primary source from which this is drawn. However, if the name 'Kings Pits' given to a sawmilling facility on the lower slopes of kunanyi, is indicative of a government established timber-getting station, then this site was located to the south of Study Area Two and is indicated in Figure 4.3.1 below.

In any case it seemed that large scale timber milling operations took place with a grant of land to Peter Degraves in 1824, followed by a second much larger grant a year later, and the construction of a water powered saw mill soon after.[37] The land that Degraves' held on the footslope of the mountain included the entirety of Survey Area Two and the easternmost extent of Survey Area One and is the most relevant early development associated with this project. Although not necessarily producing substantial structures, the effects of logging likely made themselves felt in the parts of Survey Area One that is outside the boundary of this land grant through tree felling and smaller scale structures.

Degraves' was an engineer and shipwright, who arrived in Hobart in April 1824 along with his business Partner Hugh McIntosh, who sailed again immediately to trade in the Pacific on their ship the *Hope*. Shortly after arrival Degraves received a grant of land, which originally did not include the Cascades site, as described by Jeffreys:[38]

> While the *Hope* was sailing the trading routes of Asia, Degraves was busy building the saw mill. He immediately saw that the most efficient way to power the mill was by water, rather than by steam as he had originally intended. Having surveyed the streams descending from Mount Wellington above Hobart, he determined the best site for his mill was at a place called the Cascades on the Hobart Rivulet, which lay just inside an adjoining block of land owned by a Mr. Robert Murray… Never one to let the possibility of a dispute stand in the way of his plans, Degraves simply surveyed the land and moved the boundary a little to the south and west so as to include the Cascades site in his grant rather than that of his neighbour. It then appears that he bribed a government surveyor to ratify the alterations. By the time Murray discovered the ruse, construction of the saw mill was well under way.

A protracted legal battle over the Cascades, throughout which Degraves or his business partners continued to operate the mill there, ended in 1832 with a decision that Degraves simply had to pay £300 to Murray but would retain the portion of the land around the saw mill. This decision was likely (at least in part) intended to maintain the supply of timber, and now flour, supplied by Degraves to Hobart Town.[39]

This saw mill was the first powered mill in the colony. It had been shipped on the same vessel as Degraves and McIntosh and was of Degraves own design.[40] The British government had subsidised the cost of freight for the mill and had promised six months rations for Degraves family as well as the assistance of three convict carpenters and a blacksmith in its construction.[41] Rockliff, working from the outstanding historian of the Tasmanian timber industry, writes:[42]

> In the sawmill were two rip sawing machines. One was a vertical saw which worked on a similar principle to a pit saw. It was set in a vertical wooden frame 6 feet wide and 9 feet high and it reciprocated in a vertical motion. It was prevented from movement in other directions by tubular guides. It was powered by a crank which was fastened to an eccentric on the end of the driving shaft. This saw was known as a frame saw and was used for breaking logs down into manageable flitches. A carriage set on small diameter wheels carried the log through the frame at a pre-set speed depending on the size of the log.
>
> The second machine was a circular saw set into a bench that had feed and tailing out rollers to facilitate the movement of a flitch passing through the saw. Finally a powered, swinging docking saw cut the timber into required lengths. A power winch made for easy movement of logs and the flitches were easily removed by placing flitch skids on a downward slope.

Within years of construction an overseer with twenty timber millers and getters were employed on the property and in 1832 a second sawmill had been constructed and among the other enterprises also taking place on the property fifty people were employed there.[43] There is some evidence that the sawyers lived in close proximity to their place of work, with Backhouse mentioning that at Kings Pits, a short distance to the south of the study area, that he held a meeting in the sawyers huts. The historical plans

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[37] Jefferys, G. Hugh Macintosh and Peter Degraves: the story of an Officer and a Gentleman, Mater's Thesis University of Tasmania, 2011, pp.110-117.
[38] *Ibid*, pp.115-116
[39] *Ibid*, p.116
[40] *Ibid.*
[41] *Ibid.*
[42] *Ibid.*
[43] Reid-Mcilreavy, M. 'Degraves, Peter (1778-1852) Australian Dictionary of Biography,' National Centre of Biography, Australian National University.

also show that a substantial network of tracks for timber-getting had also been established within the property at this time.

During this time Degraves had been incarcerated in regards to other financial strife, and his partnership dissolved to frustrate the claims of creditors, but the saw milling operation had continued under the stewardship of McIntosh and two of Degraves' nephews, with the partnership renewed on Degraves release from gaol. In 1834 McIntosh, Degraves business partner and close friend, died and Degraves took control of the businesses formerly managed by the partnership, with now included a flour mill and brewery at the Cascades. Degraves constructed and built the Theatre Royal in Hobart and it is likely that timbers drawn from within his land grant at the Cascades were used in the construction of this building.

In 1841 Degraves obtained a lease of land near Mulgrave Battery and had begun the operation of a shipyard, again likely using timber drawn from his own lands. This timber-getting taking place around Degraves land grant lasted into the middle of the nineteenth century, Degraves closed the shipyard in 1851 and used his ships to supply timber to the growing town of Melbourne.[44] After Degraves death in the 1850s, the sawmills continued to operate as late as 1859[45] but there are few later references to timber-getting within the property and it is likely that timber supplies had become exhausted towards the middle of the nineteenth century.

From the historical sources it is clear that this timber-getting and saw milling operation was substantial and it is likely to have extended across the whole of the property, as well as into the adjoining land. With timber not only being sold locally in Hobart, but used in ship construction and exported interstate, there is little doubt that any available timber would have been removed from the property.

The impact of this intensive timber harvesting, with substantial milling equipment and a considerable team of workers, would have led to the transformation of the land around the study area. The removal of suitable trees themselves would have been the key result but secondary effects would also have taken place. Movement of topsoil and changes in the wider ecosystem would have also taken place and there similarly would have been systematic or *ad hoc* construction of structures or features associated with timber harvesting. There is some evidence from the historical plans that a track or road was constructed along the northern border of Study Area Two during this phase. It is likely that this track shown in the historical plans is what is now known as Cascades Logging Road 4, the luge [WPHH0466].

As part of the significant activity occurring around the Degraves complex at Cascades, it is likely that the Fingerpost Track began to take shape at this time. The data sheet for this track in the Wellington Park Historic Heritage Management Database considers that the early fingerpost track began in the 1820s as a sawyers road from the Cascade mills to Fingerpost on the Huon Road. Subsequently it appears that the track was extended to the springs in the early 1830s at the latest, as part of the water supply scheme. It is likely that the section passing close to the south of Study Area One was formed during this period and that the first phases of the track were utilitarian. It is also possible that Pillinger Track, along the current alignment of Pinnacle Road to the south of Study Area One, was formed at this time, however, this will be considered in more detail in the following section.

This activity would have had an intrinsic time limit and once the natural timber supplies were exhausted along with the opportunities for expansion the timber-getting must have ceased. It is possible that the saw mill continued operation with timber from other locations but this is of little relevance for the study areas. The study area continued in private hands, with little evidence of extensive modification or use within either study area inside of Degraves grant after the early phase of timber-getting. The land was subsequently incorporated into Mount Wellington Park in 1930.

[44] *Ibid.*

[45] The Hobart Town Daily Mercury (Tas.: 1858 - 1860) Wed 10 Feb 1858 Page 2 SUBURBS OF HOBART TOWN.

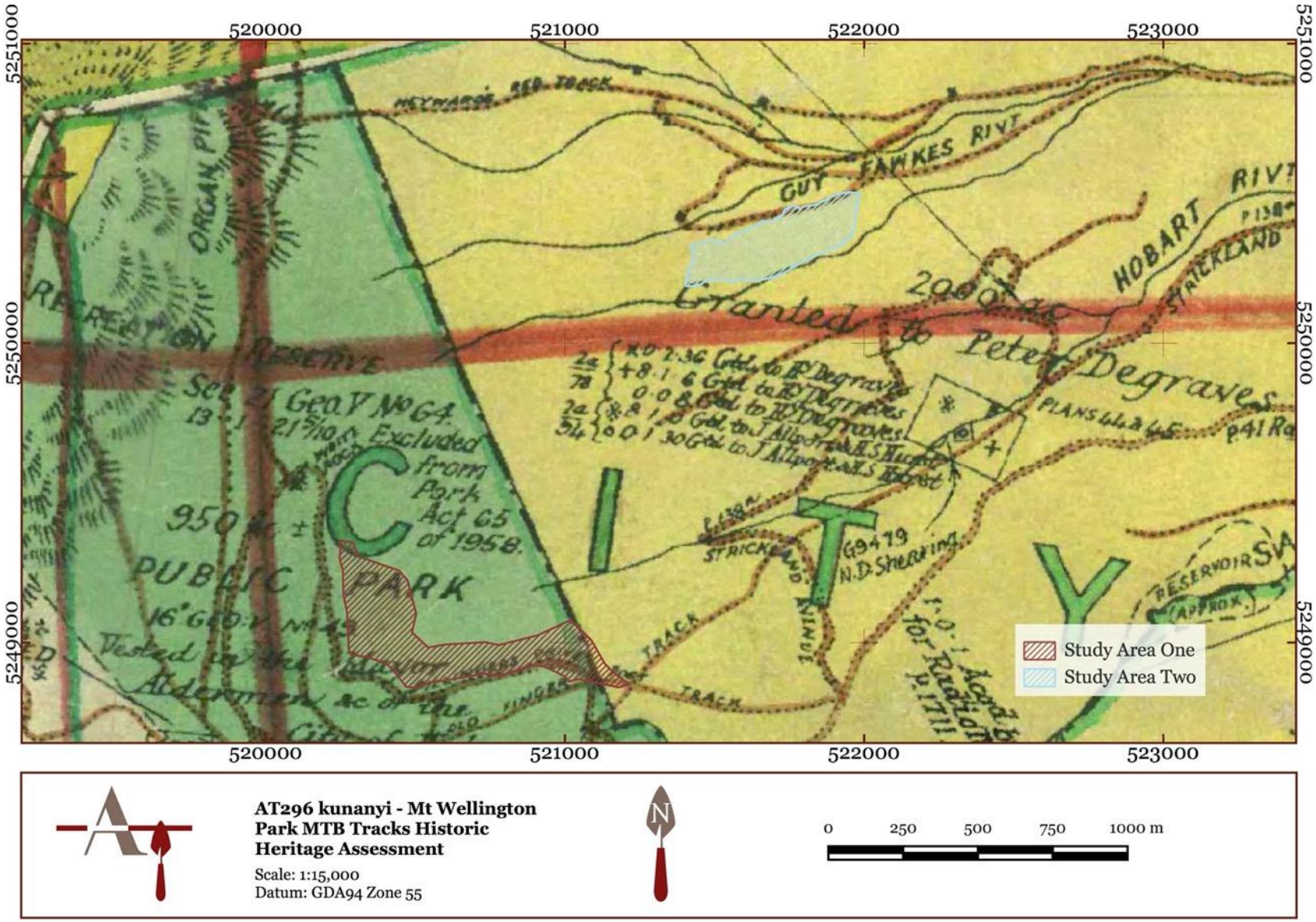

Figure 4.3.1 Detail of a plan showing the land ownership at the beginning of the twentieth century, tracks and the nineteenth century Wellington Park boundary are shown.

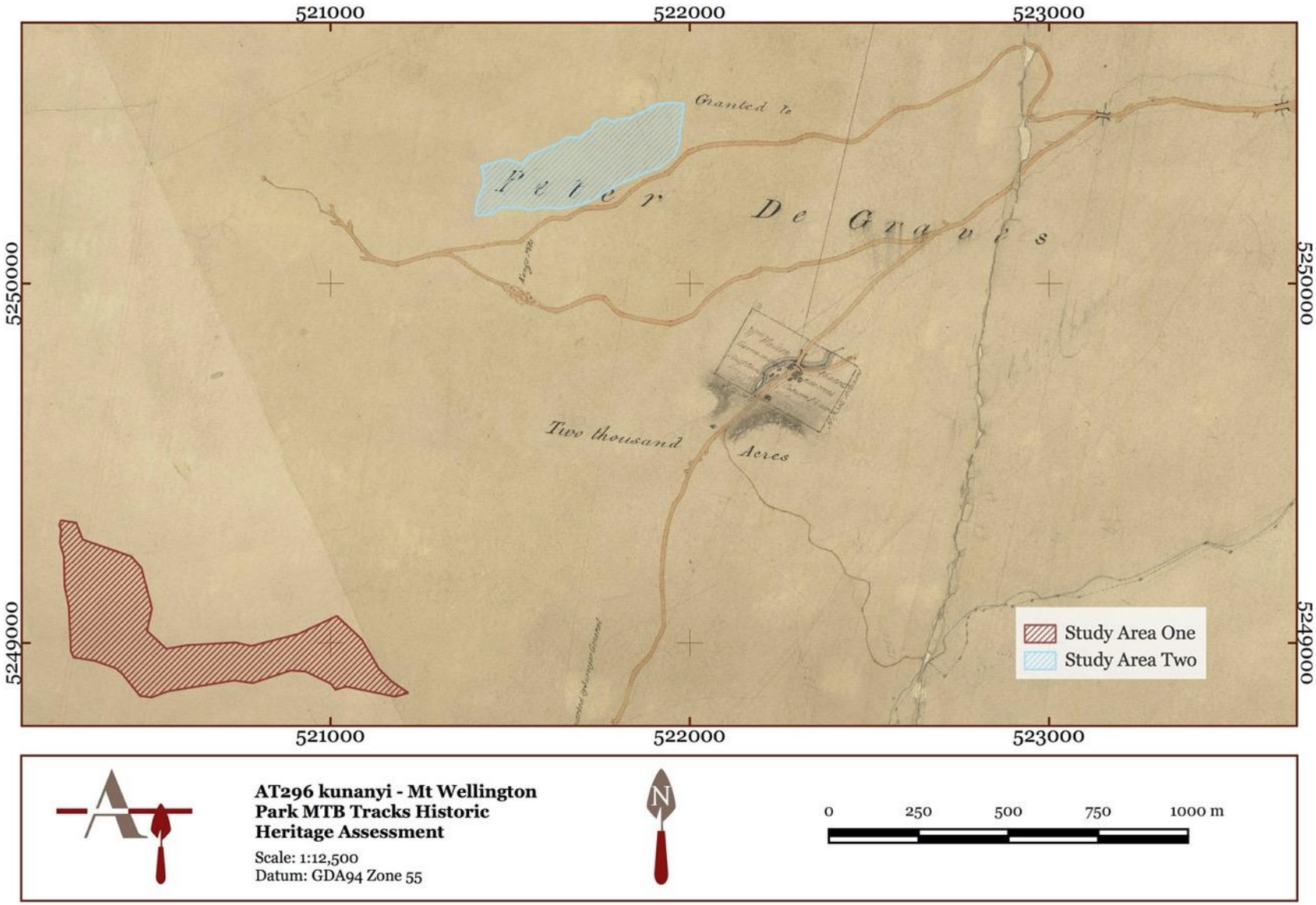

Figure 4.3.2 Overview of a plan showing the location of the study areas in relationship to the features present within Degraves' grant (Map - Buckingham 45 - parish of Hobart, grant to Peter De Graves (Degraves) - surveyor James Erskine Calder landholder WALTON W URL: https://stors.tas.gov.au/AF396-1-48).

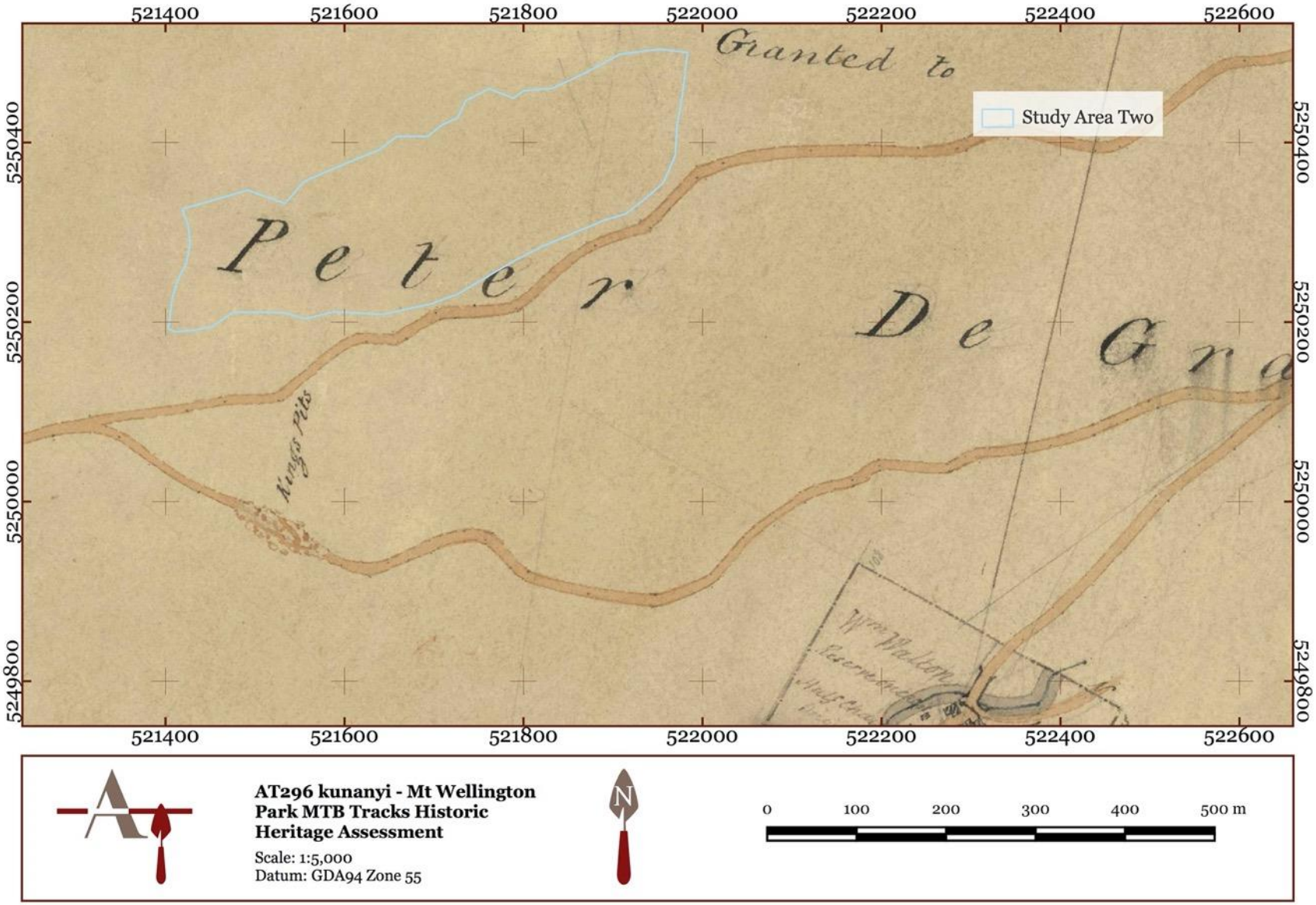

Figure 4.3.3 Detail of a plan showing Degraves grant in proximity to Study Area Two. Note the close proximity of the road to the south of the study area and the presence of Kings Pits a little distance further south. This map is not dated but it is likely that it is from between 1830 and 1850 (Map - Buckingham 45 - parish of Hobart, grant to Peter De Graves (Degraves) - surveyor James Erskine Calder landholder WALTON W URL: https://stors.tas.gov.au/AF396-1-48).

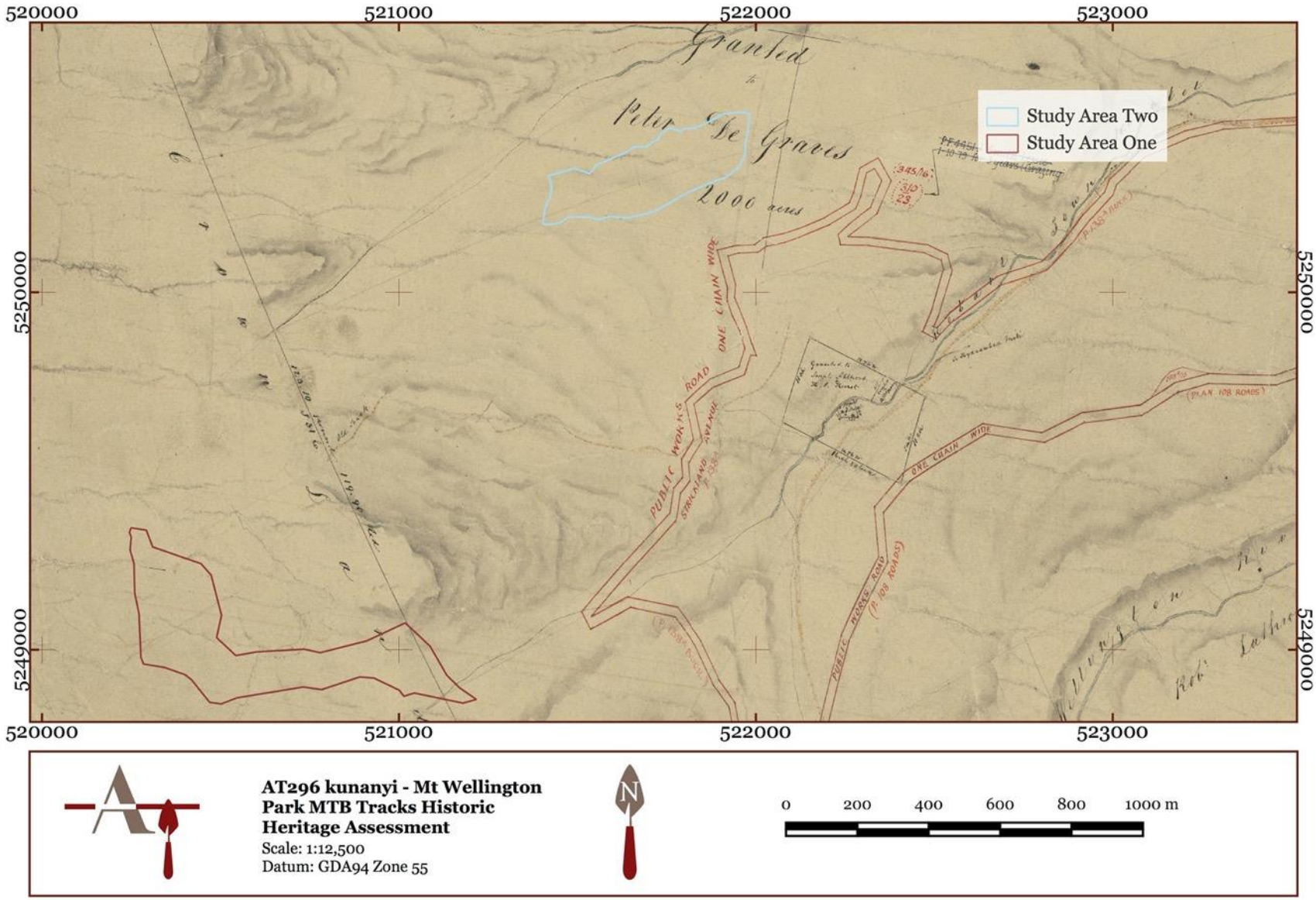

Figure 4.3.4 Detail of an 1846 plan showing Degraves grant with the route of Strickland Avenue later drawn in. Strickland Avenue is slightly skewed although the boundaries of the original grant are accurate (Map - Buckingham 44 - grant to Peter De Graves (Degraves), includes Guy Fawkes, Hobart and Sandy Bay Rivulets - surveyor James Sprent, ID: AF396/1/47, URL: https://stors.tas.gov.au/AF396-1-47).

4.3.2 Pinnacle Road and Tracks 1850 -1928

It is unlikely that Study Area Two was greatly altered as part of this phase of development, although there are early tracks near this study area, the focus on the Springs at this time means that there is little potential for the development of historical features in what must have been a deforested wasteland. In contrast to this, Survey Area One contains and is in close proximity to a number of historical features that are associated with this phase of use. While there is some evidence for timber-getting in the eastern parts of this study area, its proximity to the Springs, and the already existing Fingerpost Track, means that it was further imbricated within the track network growing around the mountain at this time.

The use of the Fingerpost Track likely continued at this time that, with its connection to the Icehouse Track, became part of a key route to the pinnacle of kunanyi. Although three other tracks also allowed access to the Springs by the 1890s, the Fingerpost Track was still popular for this purpose during the latter half of the nineteenth century. This use of the Fingerpost Track continued to change its form as well as the landscape around it, with established tracks forming a basis on which other tracks were planned and formed. The Springs were also central in the way tracks developed in the southeast of the mountain in the coming decades.

The Springs, a flat area with a number of uses for Europeans from the commencement of colonisation, is close but not within the study area and has made its presence felt on the cultural landscape around it.[46] The surrounding tracks have gravitated towards this site and Pinnacle Road is likely the reiteration of an earlier track that had connected it to Huon Road in the South. Favoured in the early nineteenth century by Hobartians as a place for social activity and a base for more distant activities in the park, the Springs has also had important practical value through its history. In 1831 water was diverted from the natural springs nearby to supply Hobart and the Springs served as a staging area for the construction works associated with this endeavour.[47] A Mr Woods and his family were living at the Springs as early as the 1850s and involved as guides and caretakers for the area. Through the later decades of the nineteenth century, huts were constructed here, memorials made to the departed and it served as a social venue for the people of Hobart. In 1907 a Hotel, now gone, was constructed there and during the construction of the road to the pinnacle of Mount Wellington it was used as a construction base. Throughout the nineteenth century the Springs continued as an important, and social, element of the mountain's cultural landscape.[48] All the reasons of attraction have imparted a distinctive radial quality to the tracks, and Pinnacle Road, around Study Area One.

Although it is likely that the alignment of Pinnacle Road reflects a track formed during the 1830s, it was in the latter half of the nineteenth century that this road was modified to achieve a more formal shape that reflects the nature of the current road. Shown in earlier plans from the middle of the nineteenth century, the road itself was only constructed in 1888, originally with prison labour then with free labour.[49] This road was at first called Pillinger Drive before being renamed in the twentieth century when the section to the summit was completed. There is some evidence to suggest that the initial road was not sealed until a later date.[50] The functional significance of this road and the hidden alignment of the early track can be seen in the shape of the currently proposed works and Study Area One, which are nestled downslope from this road as well as the alignment of the tracks within the study area.

It is possible that the Woods Track was formed during this period, with an important caveat that its date of construction and actual association with the Woods family remain in question, but there is so little information in regards to this track it is difficult to state this with any certainty. The WPHH Database summary for this track indicates that it lead between the Fingerpost Track (this section has been removed for a fire trail) and Rivulet Track, formed in the twentieth century as part of the suite of Depression area features on the mountain.[51] The late provenance of Rivulet Track may suggest a late date of construction for Woods Track also, however the 1934 plan of the walking tracks on the mountain indicate that the Woods Track originated at the Springs where the Woods family lived during the latter half of the nineteenth century and it may be that the Rivulet Track is a later iteration of an earlier part of the Woods Track or that the Woods Track joined it. The Woods Track is also shown on a 1931 plan that pre-dates the construction of the Rivulet Track, that is absent from the same plan. Although it appears that the Wood Tracks joins the Betts Track (Boundary Track) in the east, it is possible that this section is only a remnant of a longer track that extended further east and connected into the series of tracks in the southern portion of Degraves old grant. If this is the case then it is possible that the Woods

[46] McConnell, A. and Scripps, L., 2005, pp.73-74
[47] *Ibid.*
[48] *Ibid.*
[49] *Ibid, pp.59-60*
[50] *Ibid.*
[51] *Ibid.*

Track dates to around the middle of the nineteenth century although it may be as late as the early twentieth century.

It is also possible that further cultural modification of the land around Study Area Two was taking place at this time and it is almost certain that existing trails in the vicinity of this study area continued to be used with the possibility that *ad hoc* tracks were opened. However, the land had been substantially cleared during the early nineteenth century and the land itself was not included within Wellington Park until 1931. The likeliest estimation of its use during this period is that this land was allowed to rest, perhaps used for low intensity agricultural activity after the cessation of timber-getting, with the regrowth of native vegetation taking place.

In contrast, by the end of this period the shape of the cultural landscape around Study Area One had taken a definitive shape, with the early form of Pinnacle Road providing the key route through the landscape and a network of smaller tracks crossing the study area to important sites to the east, south and west. The coming decades would see an elaboration of this tendency, with government support accelerating the construction and development of new and existing routes.

4.3.3 Depression Era Construction 1928-1936

As with the later decades of the nineteenth century this brief period will concentrate on developments taking place around Study Area One, as although Study Area Two was brought in to the land of Wellington Park in 1931, there is no direct evidence of cultural modification until the late twentieth century. There is some evidence that the predecessor track to the Main Fire Trail was in place as a 'rough track' by 1930 and that the luge track, immediately to the north of the current study area, was still extant and in some sort of use as a 'cart track' (See Figure 4.3.3)

Alongside the development of the section of Pinnacle Road to the summit, and likely the modification and upgrade of this road as it extends along the southern boundary of the study area, track construction was an important source of work around Hobart during the lean years of the Great Depression. This period saw the construction or formalisation of three new tracks within the Study Area One, Featherstones Cascades Track, Boundary Track and Circle Track, as part of a scheme to provide employment during the Depression. All these tracks date to approximately the same time and, although little is known for certain, have closely linked functional characters.

While all of the tracks were likely constructed within years of one another, the northern section of Circle Track, to the north of its junction with Bett's Vale Track, was probably constructed as part of Betts Vale Track in the first instance, with the southern section added at a later point to provide easy access to Pinnacle Road. Although little is known about the details of construction for these tracks, and what is understood is more inferred than evidenced, from a thorough consideration in the Heritage Audit of Mount Wellington[52] it is possible to summarise a few pieces of information about them. Betts Vale Track may have been constructed by Dick Betts, Waterworks Caretaker and Mountain Superintendent, who was known to have constructed tracks on the mountain in 1929. The alignment of this track matched the former park boundary. As stated above, the northern half of Circle Track was probably constructed as part of this track with the southern section added to make a connection to Pinnacle Road. Similarly the Boundary Track in the east of the study area became Betts Vale Track at its northernmost extent.

Of a similar time of construction, was the Featherstones Cascades Track, also referred to as the New Fern Glade Track, that led to O'Grady's Falls from Pinnacle Road. This track was also constructed as part of unemployment relief and may have been named after Featherstone, a foreman in charge of track construction that continued work on track construction in his own time.

Together these three tracks, constructed within years of one another and forming part of a coherent network are indicative of this phase of recreational use of the mountain and government approaches to relieving the negative effects of the Great Depression. The next eight decades is a period of disuse and maintenance of the study areas punctuated by the 1967 bushfire.

4.3.4 Stability and Recent Modification 1936-2020

Through the rest of the twentieth century, little change took place in either study area and while the effects of the 1967 bushfire would have been devastating to the ecological communities of the mountain, it appears to have had very little direct impact on the material culture present within the study areas. Instead, disuse and disinterest, relating to specific sections of track has led to their obsolescence and obscurity within Study Area One and minor modifications to the track network around Study Area Two.

[52] *Ibid.*

By 1950 Featherstones Cascades Track had fallen out of use and the section of the Betts Vale/Boundary Track within the study area had already been left off maps and was possibly in disuse by 1942. Woods Track appeared to continue in use within the study area throughout this time but was bulldozed for a fire trail to the south of the study area.

Adjacent to Study Area Two are both the Main Fire Trail and Middle Island Fire Trail which were constructed in the 1960s in response to the bushfire. These mirror the alignment of earlier tracks that are now no longer extant in this area. In another plan, a track is shown in the approximate location of the Middle Island Fire Trail, but this track is absent from earlier plans of this area, and it is likely that the current form of the trail was the modification of a mid-twentieth century track for the purpose of fighting fires.

It is likely that minor levels of modification and upkeep took place on all the other tracks. During the bushfires of 1967 damage likely occurred to the extant historical features, while the historical tracks and roads that continued in use would have received repairs, except where they were bulldozed to create fire tracks.

4.4 Historical Summary

The changes taking place within the study areas are a microcosm of the events that have shaped the landscape of kunanyi - Mount Wellington since the early years of colonisation. Early uses for timber getting with the development of tracks for both economic and recreational purposes are typical of the first phase of development on the mountain. There is also potential that the earliest phase of European occupation on the mountain, government timber-getting undertaken by convict labour, has left traces within the study area. From the middle of the nineteenth century, the trajectory of each of the study areas diverge, with Study Area One becoming tightly enclosed within the recreational track network of Wellington Park and Study Area Two quietly recuperating from its ravaging on the peripheries of the mountain. With the inclusion of Study Area Two within Wellington Park in the 1930s the two study areas began again to share a similar regime of management and a comparative form of development. Fire control and recreation, with oversight and interest from government authorities, became the overriding concerns driving the coalescence of material culture. As will be seen in the survey results, these phases of development are well represented in the sites and features that are still present within the study areas.

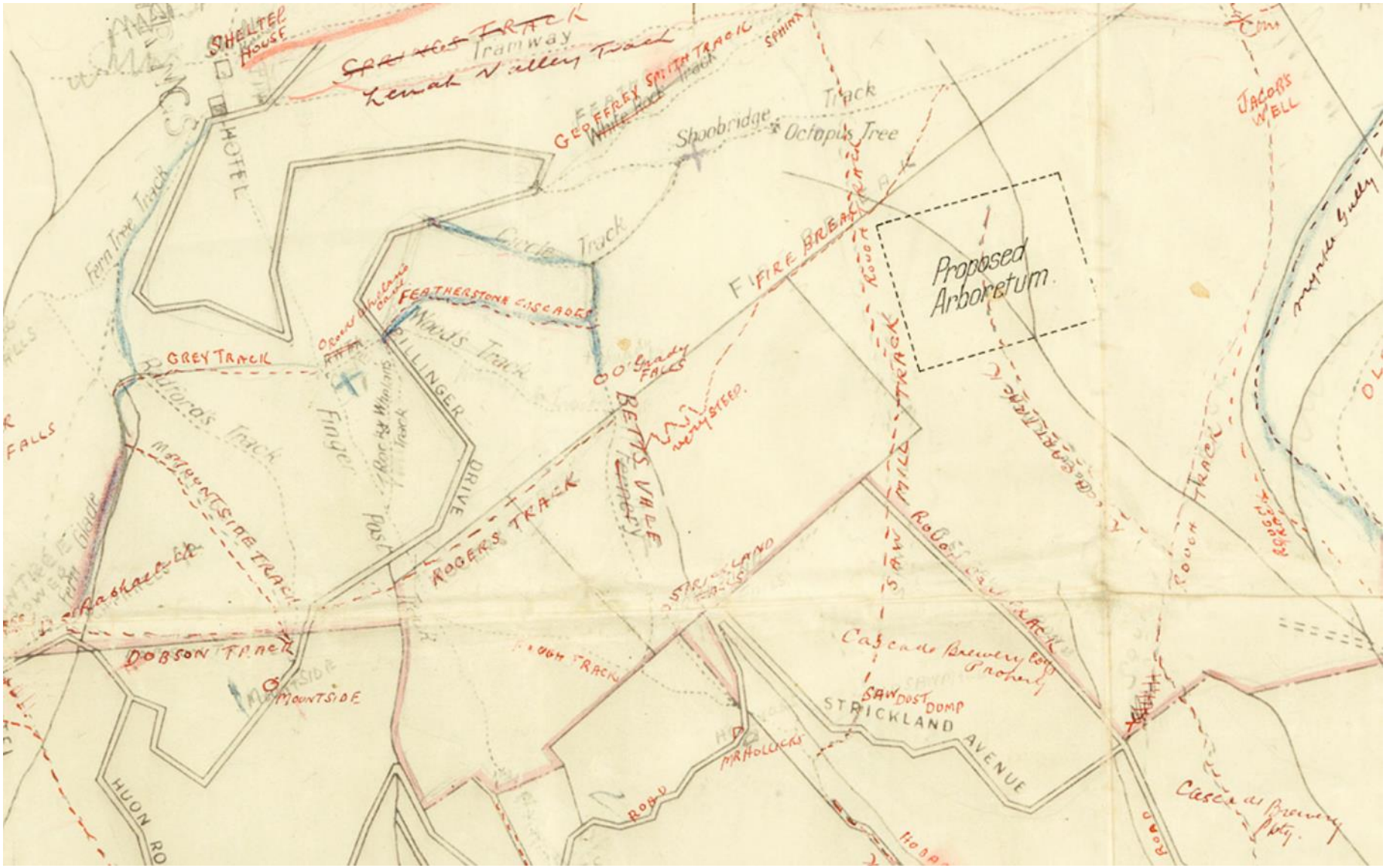

Figure 4.3.4 Detail of a schematic plan of the tracks present in 1930. This map is too figurative to be suitable for georeferencing, however, it is aligned roughly north and the track names give enough evidence to locate the study areas in relationship to the tracks that were present at this time. The location of Study Area One is roughly shown by Woods, Circle and Featherstone Tracks and Study Area Two is in the empty area to the south of the Proposed Arboretum (Roads Mt Wellington: Under Corporation Control. 1930 URL: https://stors.tas.gov.au/AF879-1-1).

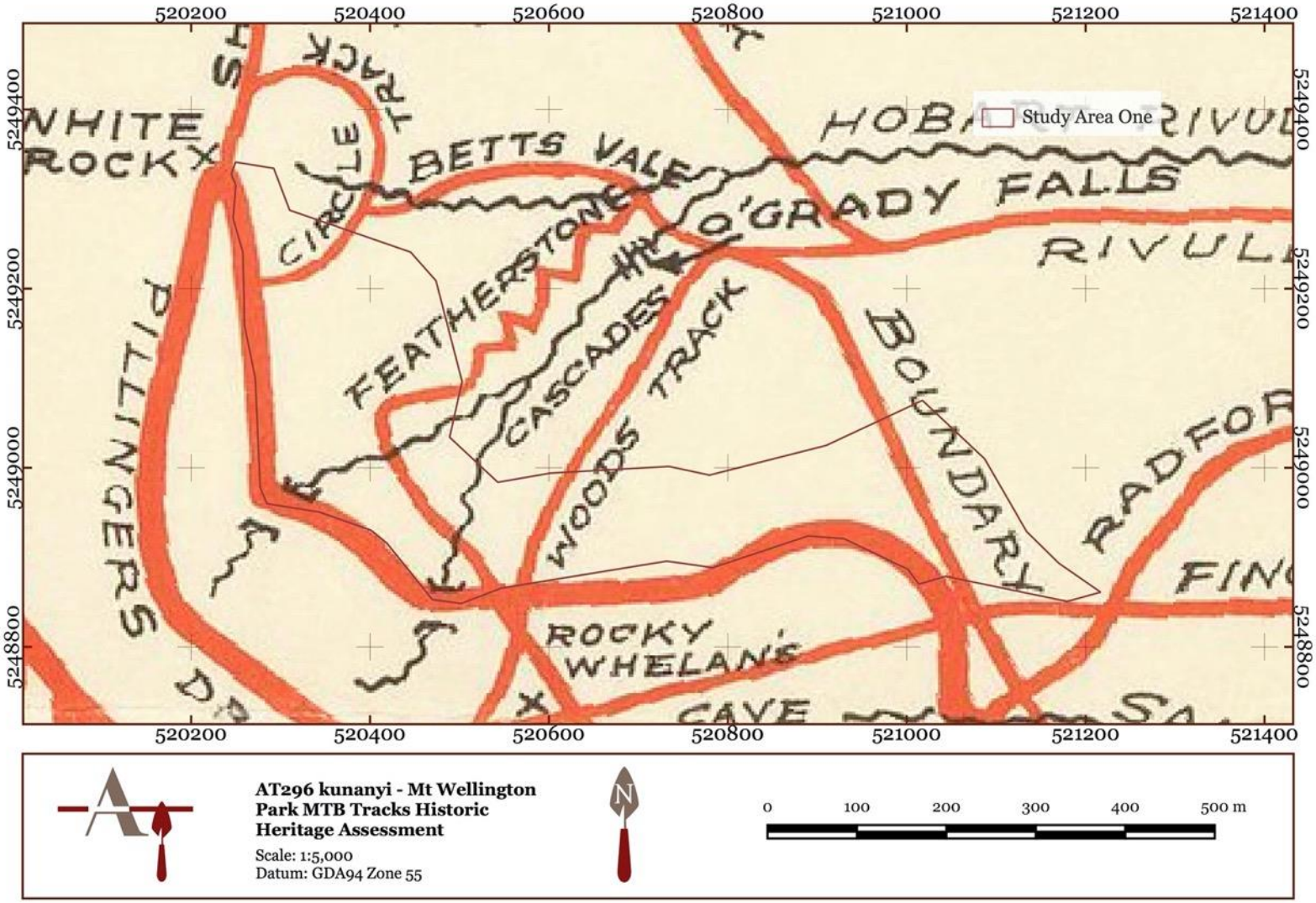

Figure 4.3.5 Detail of a sketch plan of the tracks present around Study area One in 1934 (Mt. Wellington Park map of roads, tracks, etc. compiled by V. W. Hodgman. 1937 ID SD_ILS:574024. URL: https://stors.tas.gov.au/AUTAS001131821340).

5.0 HISTORIC HERITAGE SURVEY RESULTS

The archaeological survey of the study area was undertaken on 3 and 4 November 2020. The project contained two distinct study areas, Study Area One and Study Area Two. As Study Area Two was a relatively small area with a large number of linear features stretching across its length it is more effective to consider it as a whole whereas the lengthier form of Survey Area One is better understood through two smaller survey areas. This approach allowed the terrain within each area and its impact upon the potential for archaeological or historic materials to be summarised effectively for each survey area.

The entire centreline of the proposed tracks in both study areas were walked and the entirety of Survey Area Two was covered through a series of ten metre transects. While both tracks were walked in Survey Area One, transects across its length and width were not possible due to the steep terrain and thick vegetation. Instead, given the narrowness of this survey area, opportunistic surveys of less thickly vegetated, level areas were undertaken throughout, ensuring a comparative level of coverage to the transect method. Additionally the numerous switchbacks present in the proposed Tracks 1a and 1b provided an effective through sampling of the study area. In both cases, where historic heritage items were identified, a minimum 10m buffer around them was subjected to an intensive inspection with the buffer widening if additional items were encountered.

The survey commenced with Study Area Two as it was anticipated to have a greater amount of historic heritage items within it. On the second day Study Area One was surveyed and was divided in two survey areas (see Figure 5.0.4).

Summary datasheets relating to the findings specific to this assessment can be found in Appendix B, where they are available. It is important to note that in some cases substantial and detailed datasheets already exist within the Wellington Park Management Trust inventory system. These sheets are highly detailed and the reader is referred to these if further information is required. In these cases the summary datasheet includes an annotation indicating that these are available. Where these datasheets are still in the process of completion this too is indicated in the summary datasheet.

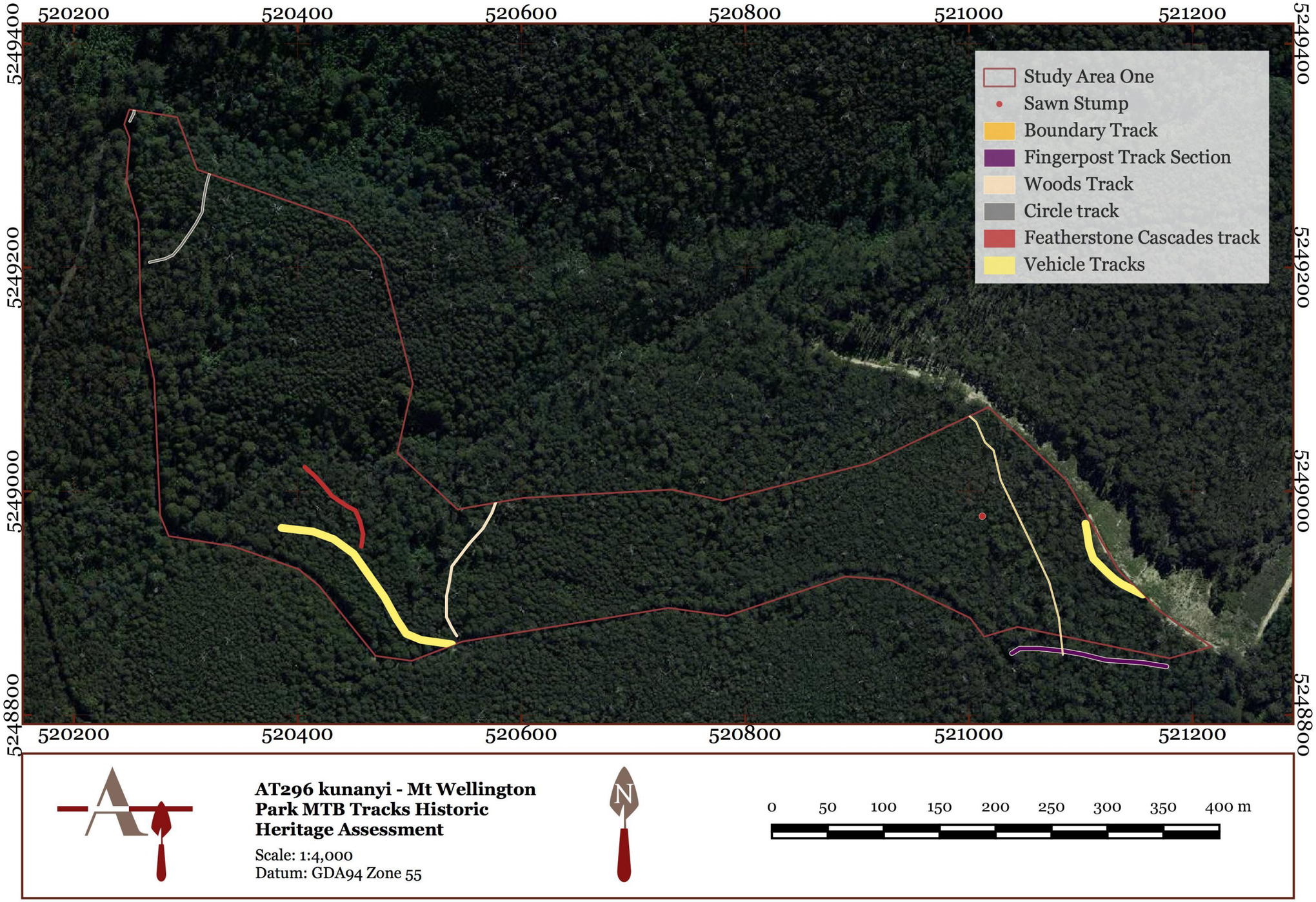

Figure 5.0.1 Overview of survey areas within Study Area One. (Basemap Composite: Listmap 2020).

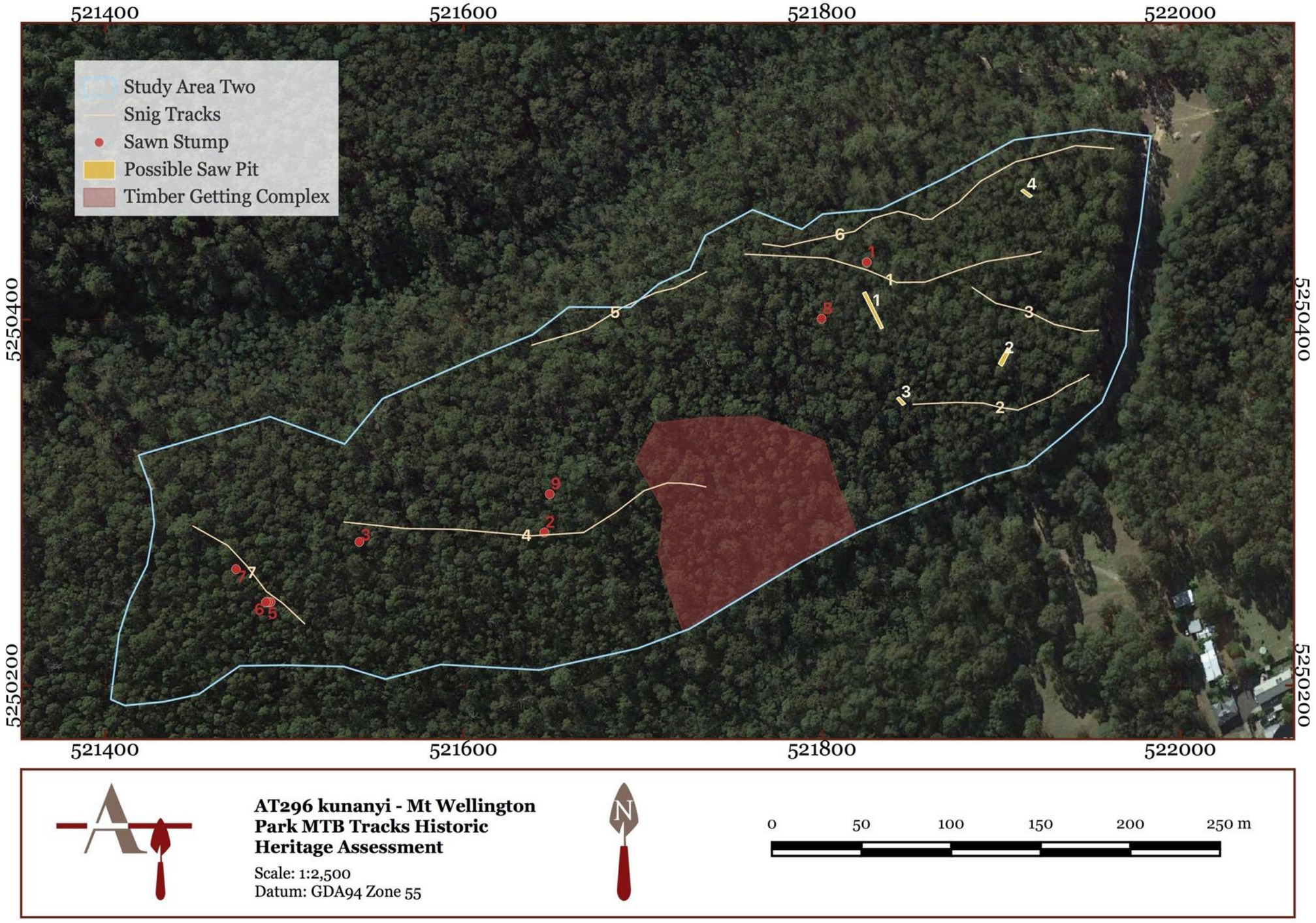

Figure 5.0.2 Overview of the results within the Timber-Getting Complex in Study Area Two. (Basemap Composite: Listmap 2020).

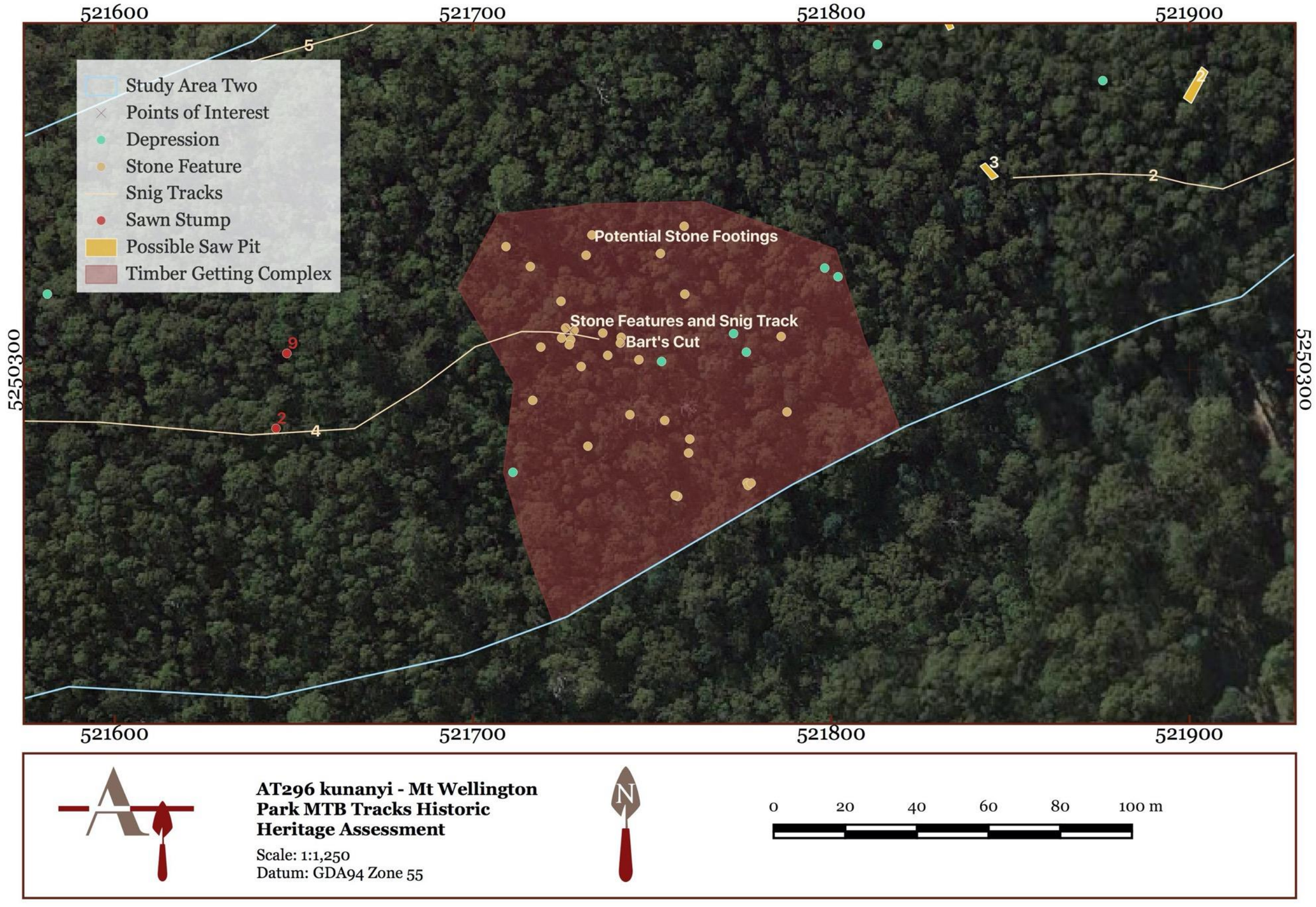

Figure 5.0.3 Overview of the results within the Timber-Getting Complex in Study Area Two. (Basemap Composite: Listmap 2020).

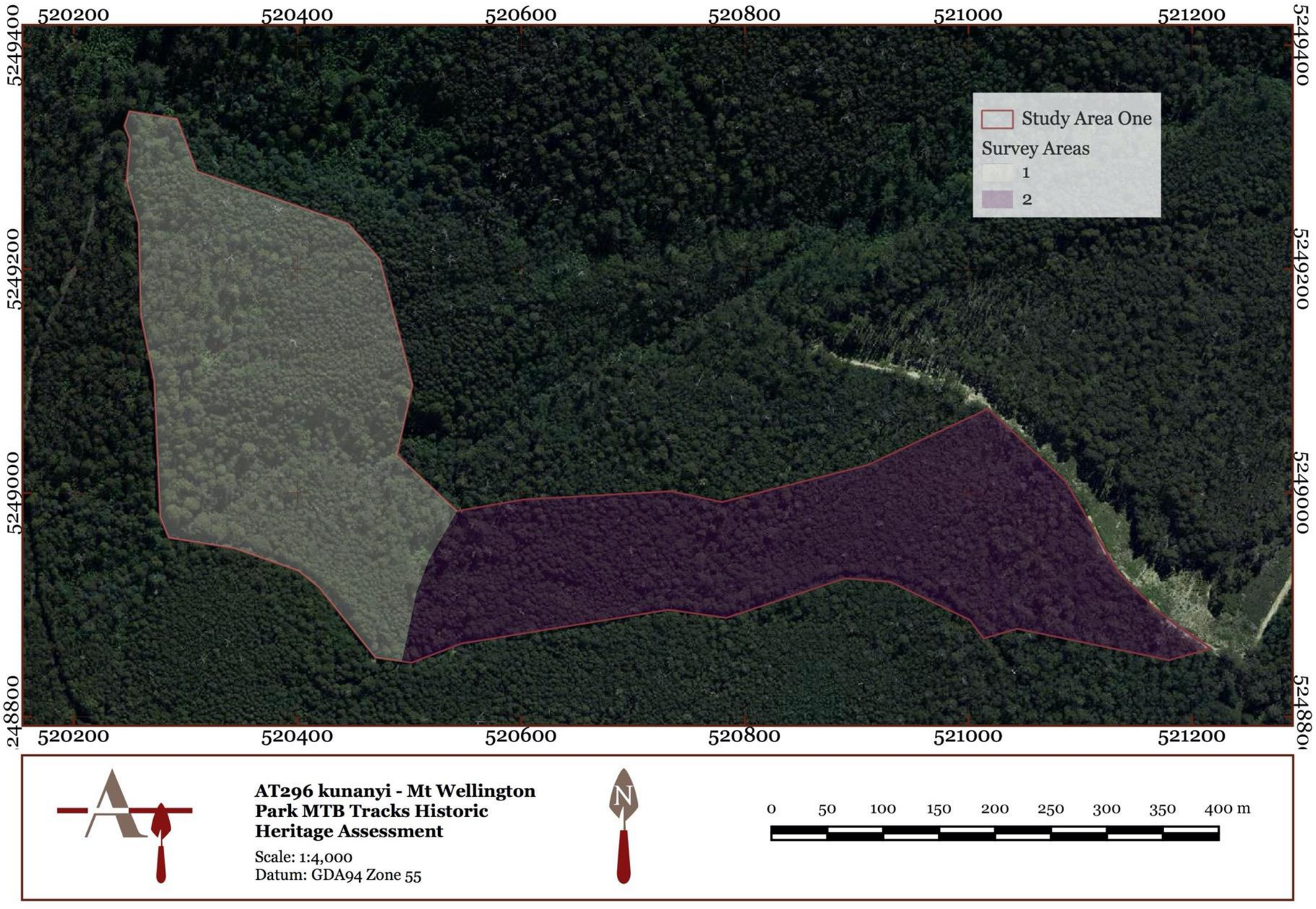

Figure 5.0.4 Overview of survey areas within Study Area One. (Basemap Composite: Listmap 2020).

5.1 Study Area One Description

Study Area One comprised two survey areas, Survey Area One in the west and Survey Area Two in the east. These reflect variation in topography and are roughly equal in size. Survey Area One contained wet Eucalypt forest and was much steeper in grade whereas Survey Area Two contained dry Eucalypt woodland and had a shallower gradient.

Cultural features (seen in Figure 5.1.1) within this study area included;

- Pinnacle Road
- Two tracks currently in use, the Woods Track and Circle Track
- An unnamed and currently used track, previously part of the Fingerpost Track
- A single cut tree stump
- The Boundary Track
- Two levelled areas formed by earth moving machinery.

Small artefacts were found throughout the study area, particularly in the vicinity of Pinnacle Road, but these were representative of mid to late twentieth century deposition from passing motorists and will not be discussed in detail.

Each survey area will be described briefly before the cultural features within it are detailed in the following sections.

5.1.1 Survey Area One

Survey Area One covered the western half of this study area; it commenced east of a hairpin turn of Pinnacle Road with one entrance to Circle Track and terminated along the western bank of a small stream in the centre of the study area. This survey area can be distinguished by a slightly more rugged topography and a different vegetation community to Survey Area Two. Although possessed of a similar overall gradient to Survey Area Two this area, had small sections of steep hill slope and obstacles compounded by large fallen trees. The canopy was formed by large, wet forest Eucalypts, the mid-story contained numerous *Dicksonia antarctica* and the understorey was dominated by various grass and fern species. The ground surface visibility in this area was uniformly less than <5% owing to an abundance of deadfall and leaf litter. In only one case was a large exposure present, torn up by the roots of a fallen tree, but the soil displayed was a rocky orange clay that was clearly culturally sterile. In the centre of this survey area was the New Town Rivulet, which the small creek along the eastern boundary of this study area fed into further to the north.

Parts of the Circle Track and vehicle track were observed within this survey area. The proposed Tracks 1a and 1b both intersect with the Circle Track and Track 1b is within the vehicle access track. The intersection of the proposed Track 1a occurs with Circle Track both close to Pinnacle Road and at some distance to the east whereas Track 1b is likely to cross the Circle Track only close to Pinnacle Road. At this location Circle Track is an approximately 1m wide clay pad with either a rough stone rubble border or where raised above the slope slightly, supported by random coursed rubble.

Track 1b will likely pass through the centre of a disused or infrequently used vehicle access track. This track leads nowhere and may be a set down area for maintenance vehicles or may have been part of road construction activity. This track is partly within this survey area but meets Pinnacle Road near the entrance to Woods Track, within Survey Area Two.

Figure 5.1.1 Typical vegetation and ground surface visibility within Survey Area One; visible in the photograph is pink flagging tape marking the location of proposed Track 1a.

Figure 5.1.2 Looking to the east and showing the dolerite and orange clay soil exposed by the fallen tree.

5.1.2 Survey Area Two

This survey area extended from the eastern bank of a small creek feeding into New Town Rivulet and terminated adjacent to O'Grady's Falls Fire Track. It was characterised by a more even topography than was present in Survey Area One and a more open dry woodland vegetation community. Ground surface visibility was higher in this area, especially in its eastern extent, and was sometimes as high as 10% although large amounts of leaf litter and deadfall meant that it was still low. Exposures took the form of game trails and small erosion scars. The vegetation here was primarily dry Eucalyptus woodland with thick stands of small trees and shrubs and an understorey comprised of native grasses.

Within this survey area the proposed track commenced with small switch backs on a shallow valley slope above the creek, extended as a linear corridor through the centre of the survey area and concluded with sweeping switchbacks leading down to the termination of the survey area.

Woods Track, an unnamed track, formerly part of Fingerpost Track, two vehicle access tracks, a sawn stump and an unnamed and unused walking track were present within this survey area. It is important to note that as Track 1b was added to the consultant brief after the formulation of the initial Study Areas, it appears partly outside of this survey area in the associated mapping, however, the entire extent of the proposed Track 1b was surveyed including the section of track that was formerly part of Fingerpost Track.

One of the vehicle access tracks is discussed in Section 5.1.1 above, as it is present in both survey areas, and will not be considered in detail here. The second vehicle access track is present immediately adjacent to O'Grady's Falls Fire Track and is in a clear state of disuse with small trees and large saplings growing across its surface. It also lacks any clear working access points to the fire trail and it is likely that it was only a temporary feature used in the construction of the fire trail as a set down area. Woods Track is in current use and well documented.

The proposed Track 1a only crosses Woods Track once at a close to right angle approach. Track 1b may cross Woods Track twice or three times, it had not been flagged at the time of the survey and the accuracy of handheld GPS did not allow the line of the track to be determined with great accuracy but overlay mapping shows a switch back near the junction of Woods Track and Pinnacle Road. Woods track at these locations is an approximately 1-1.2m wide clay pad with or without a rough stone border.

Track 1a avoids a small track, formerly part of Fingerpost Track, leading from O'Grady's Falls Fire Track to Pinnacle Road however it appears that Track 1b enters into this track several times at the acute angles of its switchbacks. This unnamed track is 1-1.4m wide and is formed on a rocky clay surface, which likely represents the wearing down of this track into the natural strata of this area. This track intersects with another track, unused but more formally constructed about half way up its length.

This other track, referred to here as the remnant track, extends north to south across the study area following the slope of the hill with a slight curve to the west as it goes north. This track is formed of a combination of benching, uncoursed random rubble facing beneath and a clay surface. However, this track is in varying states of repair with 5-10m stretches no longer being visible on the surface and possibly entirely removed. This track is most distinct at its junction with the former section of the Fingerpost Track. Track 1a crosses this remnant track only once at an oblique angle after its final descending switchback, however the putative location of Track 1b appears to closely align with this feature and may also cross twice along the southern border of the survey area.

A single sawn tree stump, offset ~10m from the proposed Track 1a was also present within the survey area. However, due to its age and state of decay no specific manner of sawing could be observed on the surface of this stump.

Figure 5.1.3 Looking east and showing an open area within Survey Area Two with the typical form of deadfall and leaf litter obscuring ground surface visibility.

Figure 5.1.4 View to the east showing the typical vegetation in Survey Area Two.

5.2 Study Area One - Historic Heritage

The six items within Study Area one were Pinnacle Road, Woods Track, Circle Track, an unnamed and currently used track, previously part of the Fingerpost Track, a single cut tree stump, and an unnamed and disused track. Two levelled areas formed by earth moving machinery were also within this study area but are not considered to be significant historical heritage, and will not be discussed here, the reasons for this are examined in the Discussion and Interpretation section (Section 6.0) below.

5.2.1 Pinnacle Road [WPHH0269]

An inventory data sheet exists for Pinnacle Road as part of the Wellington Park Historic Heritage Inventory (although not the remnant under consideration here) and that data sheet should be referred to for further information.

Only a small part of Pinnacle Road is within this study area at its extreme western extent. A full description of Pinnacle Road is not warranted here. However, a few brief details of the road at this location are necessary. The road is currently a sealed modern asphalt road with reflective posts within the verge. It is likely that this hairpin section of the road, a distinctive feature of the roads route, closely matches the nineteenth century alignment of this section of the road.

5.2.2 Circle Track [WPHH0041]

An inventory data sheet exists for the Circle Track as part of the Wellington Park Historic Heritage Inventory (although not the remnant under consideration here) and that data sheet should be referred to for further information.

This section of the Circle Track consists of a northeast aligned benched track up to 1.5m in width, with stones forming part of the tracks structure as a footing in areas of steeper grade or as edging, possibly pushed to the side during construction, along the length of the track. The surface of this track is a natural clay pad. In some places within the study area the track is less distinct or covered with debris. It is likely that this track was constructed in the early twentieth century to connect existing tracks and is therefore not a primary element in the historical track network of the mountain.

Figure 5.2.1 View west showing the entrance to the Circle Track adjacent to Pinnacle Road. Shown in the centre of the photograph is the random coursed rubble supporting structure below the track. The scale has 100mm marks.

Figure 5.2.2 View to the west over the centre of the Circle Track showing the pink flagging tape marking the line of the proposed Track 1a visible in the right of the photograph.

5.2.3 Woods Track

An inventory data sheet exists for Woods Track as part of the Wellington Park Historic Heritage Inventory and that data sheet should be referred to for further information.

This feature consists of a linear path that runs north to south across the study area. It varies in width between 1-1.2m and the grade varies along the length of the track. Within the study area the track is formed of a clay pad with occasional areas of rough coursed rubble edges. It is likely that as this track connects the Rivulet Track and the Fingerpost Track. It is part of late twentieth century construction or reconstruction. Little additional information is known about this track.

Figure 5.2.3 Looking north along Woods Track from the point where Track 1a is proposed to intersect with it. The scale has 100mm marks.

Figure 5.2.4 View to the west over the centre of the track. The scale has 100mm marks.

5.2.4 Boundary Track- [Betts Vale WPHH010]

No independent inventory data sheet exists for Woods Track as part of the Wellington Park Historic Heritage Inventory but this track is closely linked to the Betts Vale Track [WPHH010] and that data sheet should be referred to for further information.

This track is formed of a combination of benching, uncoursed random rubble facing beneath and a clay surface. However, this track is in varying states of repair with 5-10m stretches no longer being visible on the surface and possibly entirely removed. Throughout the length of the track small trees and saplings are growing and in some sections the track is no longer passable due to large trees that have fallen across the way. This track is most distinct at its junction with the former section of the Fingerpost Track. However some sections of this track where it crosses low points in the terrain exhibit up to 400mm of random uncoursed rubble beneath the track surface. The track is reasonably level with benching in parts of the hill side in order to continue the curve of the track around the hill face. This track is at least 200m in length within the study area and continues further to both the north and the south.

Figure 5.2.5 Looking north along the unnamed remnant track. The scale has 100mm marks.

Figure 5.2.6 Detail view of the uncoursed stone rubble forming the base of the track. The scale has 100mm marks.

5.2.5 Fingerpost Track [WPHH0088]

An inventory data sheet exists for the Fingerpost Track as part of the Wellington Park Historic Heritage Inventory (although not the remnant under consideration here) and that data sheet should be referred to for further information.

This feature is an approximately 120m long section of the former Fingerpost Track formed of natural clay and rock. It is 1-1.4m wide and is formed on a rocky clay surface, which likely represents the wearing down of this track in the natural strata of this area. The track surface is within a slightly concave depression that likely indicates the length of time and the informal manner of formation that has created the current form of this track, with it likely being in use from the middle of the nineteenth century. This track intersects with another track, currently unused but more formally constructed, likely later than the Fingerpost Track, about half way up its length.

Figure 5.2.7 Looking south along a former part of the Fingerpost Track, the scale in the right of the photograph indicates its intersection with the unnamed remnant track. The scale has 100mm marks.

Figure 5.2.8 Looking south along the former part of Fingerpost Track near its intersection with O'Grady's Falls Fire Trail.

5.2.6 Sawn Stump

As far is currently known there is no data sheet for this stump and it is not recorded within the Mt Wellington Heritage Database GIS layer.

This feature is a single sawn Eucalypt stump on a moderately graded slope within the study area. It consists of a single stump ~1m in diameter with a clear saw cut at its surface. However, it is not clear from any marks on the timber by what method the tree had been felled. No other similarly modified stumps were extent in this area.

Figure 5.2.9 Looking east at the sawn stump. The scale has 100mm marks.

Figure 5.2.10 Detail view of the surface of the sawn stump showing that its degradation precludes accurate identification of its method of sawing.

5.2.7 Featherstone Cascades Track - [WPHH073]

An inventory data sheet exists for the Fingerpost Track as part of the Wellington Park Historic Heritage Inventory and that data sheet should be referred to for further information. Featherstones Cascades Track it is not recorded within the Mt Wellington Heritage Database GIS layer.

The north-western alignment from the vehicle track below Pinnacle Road, which has removed part of this track, is all that is clearly evident of this track in the Study Area, with the track terminating on the southern bank of Hobart Rivulet. An extensive pedestrian survey was conducted along the banks of the rivulet but no further evidence of this track was identified. This may arise from several factors. Firstly the track may have been in close proximity to the rivulet and has been eroded during high flow events and secondly the sharp change to *D. Antarctica* with a thick understorey in the shallow valley above the rivulet from a more open wet Eucalypt forest to the south could have obscured evidence of the track below a more substantial layer of leaf litter and deadfall. It is also possible that the luxuriant vegetation on the banks of the rivulet in combination with the higher rates of erosion in the gully have caused severe disturbance to the remains of the track in this location and now the material traces are no longer present.

Where present the Featherstone Cascades Track varies from between 900-120mm in width, with stone rubble bordering either side, likely as a result of being moved out of the way during construction. The track is discernible on the northwestern approach but varies in its state of repair, with some sections heavily damaged by tree growth and deadfall. Generally only spindly mid-storey trees are growing in the surface of the track.

Figure 5.2.11 Looking north northwest along Featherstones Cascade Track. The scale has 100mm marks.

5.3 Study Area Two Description

Study Area Two was completed in a single survey area, with the variations in topography and vegetation being minimal. The study area is situated on a shallow ridge line in the rolling eastern foothills of kunanyi. Two small gullies are present to the north and south of the study area, with a small stream running through each. To the east the shallow ridge narrows while to the north it continues upwards to join with the rising hills closer to the base of the mountain.

The vegetation throughout the study area was principally that of dry sclerophyll forest. *Gahnia grandis* has colonised some sections of the study area, displaying a particular affection for snig tracks. Although not very thick some large areas of deadfall, up to 15m in diameter obscure the ground surface and made survey difficult. The ground was generally stony with a thin topsoil over clay but was difficult to observe due to the large amounts of leaf litter present. There was a very sparse or absent understorey, where present consisting principally of native grasses. The southern portion of the study area was on the upper slope of a small gully with a southerly aspect and exhibited thicker growth with a greater amount of moss present. This difference was brought out clearly in the variation between the felled stumps that were obviously fire blackened in the north and moss covered in the south. Small artefacts were found throughout the study area, particularly in the vicinity of Pinnacle Road, but these were representative of mid to late twentieth century deposition.

The study area is bordered on the north by the Middle Island Fire Trail and on the south by the Main Fire Trail or an arm thereof. At some distance, not specified in the Wellington Park Historic Heritage Database GIS layer provided is the Luge Track and to the south is network of historic sites along the bottom of the gully.

The archaeological features within this study area were complex in their pattern of arrangement, not necessarily obvious in their function and largely obscured by decaying vegetation. These features all relate to the logging of the eastern slopes of the mountain from the late 1810s to the 1850s and include the stumps of felled trees, snig tracks, stone features and sawpits. Of particular significance and complexity, albeit one without ready interpretation, was a complex of stone features, clearly of cultural origin, snig tracks and ground surface modification in the south centre of the study area. This area includes what had been previously registered as Barts Cut (WPHH0453), Golden Gully Sawpit (WPHH0461) and the Golden Gully North Stone Mounds (WPHH0463). Within this study area 52 distinct features were identified in association with the early phases of logging and timber-getting on the mountain, although all of the stone features are not considered individually in the context of this report. Therefore the cultural features (seen in Figure 5.0.3) within this study area included;

- Seven sections of snig track.
- Four potential sawpits.
- Nine felled tree stumps.
- An extensive complex of stone features and footings and cuts.

These features will be considered in turn, with the complex of features and footings grouped together as cohesive whole. The series of logging features will also be considered in turn with each item in the series individually identified but viewed in the context of this report as forming a suite of related items.

5.3.1 Snig Tracks

No inventory datasheet or entry in the historic heritage audit exists for the snig tracks within the study area and they are not referred to by WPHH number in the 2016 heritage inspection of the Study Area by the Wellington Park Management Trust.

As with other features in the study area the snig tracks were in some cases ill-defined, intermittent and heavily obscured by vegetation. It is likely that these tracks were in reality part of a network that veined the ridge but of which now only parts are visible. The most visible sections of snig track are those in close proximity to the Upper Luge Track 1, 5 and 6 whereas the other four sections are intermittent at best and difficult to discern for considerable parts of their length. From the western commencement of Track 6 until the eastern end of the study area it can be considered that the Upper Luge Track is consistently interwoven with a snig track. The western extent of the Upper Luge Track also appears to have been formed from a snig track but given that *ad hoc* mountain bike tracks and snig tracks look remarkably similar after some time of disuse, which is which is not now observable with perfect clarity. Only clearly distinct sections of snig tracks have been recorded in this assessment although it is likely that the western end of the Upper Luge Track was formed from such a track.

It is possible that connecting elements of these snig tracks have been completely concealed by deadfall and are no longer visible. The shortest visible snig track section was ~50m and the longest extended over 400mm, with only a small break caused by the Upper Luge Track.

The width of these tracks varies but is generally ~1m in width and less than 500mm in depth, however with over a century and a half since these tracks have fallen into disuse, consistent and substantial aggradation is likely to have occurred within them. As noted above, parts of these tracks were intermittent but in their designation as a snig track they all exhibited a narrow breadth and no evidence of cut walls, such as were present in the sawpit features, transverse to the alignment of the track. Only in the case of Snig Tracks 4 and 6 were there additional contemporaneous features present in close association with it, see below and Section 5.3.4, but they rather formed part of a network of timber-getting features spread throughout the study area.

It is likely that these features fed the logging roads to the north and south and, possibly, east of the study area as their orientation is consonant with the formation of snig tracks in general, leading away from the higher ground and towards the timber processing facilities downslope.

The snig track sections by number are:

- Snig Track 1 is 175m in length and leads down and across the shallow ridge in an easterly direction. It is likely to have formed part of a branch of a network with Tracks 5 and 6, which are essentially the same track but truncated by the Upper Luge, and Track 2 and 3 to its south. This track appears very shallow due to the large amount of leaf litter which is present within it.
- Snig Track 2 is approximately 100m in length and leads eastwards downslope in the south-eastern part of the study area. This track may have connected to Track 3 outside the bounds of the study area and would thus have formed part of the same network as 1, 5 and 6 also. This track is associated with a small potential sawpit (no.3) at its western end through very close proximity although there is no visible physical connection between the two.
- Snig Track 3 is a 75m long section that was likely connected to Track 2 during their time of use. This snig track appears very shallow through a large amount of deadfall within it and it leads down the shallow slope above the fire trail.
- Snig Track 4 is approximately 200m in length and appears independent from the group of snig tracks in the northeast of the study area although it was possibly associated with Snig Track 7 to the southwest. This snig track is intermittent and substantial sections of it have been colonised by *G. grandis* but its overall alignment is very clear. The eastern end of this snig track appears to terminate at the feature denominated Barts Cut in the WPHH inventory and there is some evidence that the final 20m of this track is associated with a number of stone features that have been placed deliberately in proximity to it. This will be considered further in Section 5.3.4 below.
- Snig Track 5 runs for approximately 100m along the northern boundary of the study area and is partly truncated by the Upper Luge Track.
- Snig Track 6 is 250m in length and can be considered the continuation of Track 5 and part of Network with Track 1 as well, from which it diverges. The snig track is threaded by the Upper Luge Track and while some sections of this track are pronounced, some are buried beneath substantial amounts of leaf litter.
- Snig Track 7 is a small track, less than 100m in length that runs south east from the highest point of the study area. This track is intermittent and colonised by *G. grandis* for at least 20% of its length. Given the thicker vegetation in this part of the study area and the large areas of deadfall, it is possible that this track is much larger but has been occluded or destroyed.

Generally the snig tracks display an arrangement consistent with an early nineteenth century phase of timber-getting and a distribution network that relied on logging roads to the south and east of the study area. Strikingly, there is very little indication that the snig tracks were leading northwards to the Luge Track immediately to the north of the study area. This will be discussed further in Section 6.0 below but it is possible to state that this indicates that these tracks may have predated the formation of this track.

Figure 5.3.1 Looking east along the Upper Luge Track, left of photograph, and a snig track, right of photograph. The snig track is partially obscured by a large amount of deadfall and leaf litter. The scale has 100mm marks.

Figure 5.3.2 Looking southeast along the line of Snig Track 1.

5.3.2 Potential Sawpits

As far is currently known there is no data sheet for these sawpits and they are not recorded within the Mt Wellington Heritage Database GIS layer.

Four potential saw pits were identified within the study area with Sawpit 1 being the clearest and the remaining three having lesser potential. It is worth considering the criteria by which these features were considered to be sawpits and comment on how they were distinguished from more probably smaller depressions in the ground surface, of which they were many.

Sawpits, even temporary smaller scale sawpits have been excavated and are generally selected or constructed with requirements for not only the pit itself but also the storage and handling of timber nearby. During the construction the spoil from the sawpits can be expected to be deposited downslope, in bush sawpits on hill sides, to help form the sides of the pit. Characteristically then, it can be expected that sawpits are likely to possess level areas adjacent to the pit itself and there is likely to be also a deformation of the natural topography with a sharper slope immediately downhill of any sawpit. Given the manner of their operation, sawpits are also linear in form and tend to possess a regular outline, although given the taphonomic factors affecting these features in a wooded area, it is likely that these alignments were distorted. The potential sawpits identified possessed these characteristics to a greater or lesser degree.

These sawpits were distinguished from 'depressions' in the ground that in this case may or may not have had a cultural origin. In a different context these depressions would have been readily attributed to uprooted trees tearing the ground as they fell. However, the association of these depressions with areas of stone features meant that they could not be dismissed as natural in origin although they were also not considered to meet the criteria to be considered a sawpit. Some depressions within the study area were clearly the result of natural processes but there was also a possibility that they were in fact sawpits; where this was the case they were recorded as depressions and are discussed in the section on the Timber-Getting Complex below.

The four potential sawpits were present in the eastern third of the study area and did not share a common alignment but rather were aligned transverse to the fall of the slope where they were present. As mentioned above, Sawpit 1 was the most distinct of the four, while the other three were ambiguous at best. However on the balance of probability these features are likely to have been sawpits or similar features used in the initial processing of timber.

- Sawpit 1 was 20m in length and 2m wide at its greatest width. This pit was substantially filled by deadfall and leaf litter and it is assumed that much modification of its walls had taken place through taphonomic processes after its disuse. The greatest depth that could be measured was 750mm from the upper rim of the pit to the deadfall and humus filling its bottom. The ground around this pit is level but after 500mm to the south there was a slightly steeper slope down to the natural slope of the hill.
- Sawpit 2 was located in a shallow concavity in the face of the slope between Snig Track 2 and Snig Track 3. It was approximately 10m in length and 1.5m in width as well as at least 500mm in depth and substantially filled with leaf litter and debris. It is likely that the shape of the sawpit has undergone modification since its period of disuse.
- Sawpit 3 was a small sawpit measuring 7 x 1.5m in plan and not more than 500mm in depth, but as elsewhere a significant amount of organic matter had contributed to filling the bottom of this pit.
- Sawpit 4 was a small sawpit measuring 8 x 2m in plan and not more than 500mm in depth, but as elsewhere a significant amount of organic matter had contributed to filling the bottom of this pit.

With all of these features the taphonomic processes affecting them has rendered them less distinct and rounded the edges of the cut and filled in sections of the cut.

Figure 5.3.3 View to the southwest along Sawpit 1, note the distinct hard clay soil in the bottom of the photograph indicating that this was a pit and not a snig track. The scale has 100mm marks.

Figure 5.3.4 Looking to the south over potential Sawpit 4, although this feature is obscured by leaf litter and deadfall it is neither a snig track nor natural soil disturbance arising from an uprooted tree. The scale has 100mm marks.

5.3.3 Sawn Stumps and Timbers

As far is currently known there are no datasheets for these features and they are not recorded within the Mt Wellington Heritage Database GIS layer.

Spread throughout this area were a series of stumps, clearly exhibiting notch cuts in most cases and occasionally accompanied by cut trunks lying on the ground nearby. These stumps varied in height from 1-1.2m and generally measured >1m in diameter. The stumps exhibited evidence of fire damage likely caused by bushfires since their felling; some of these features were significantly decayed but in all cases evidence of felling was present. Although the surface of any of these features was not intact enough to discern cut marks, the notch cuts combined with the very level surface of the stumps were a clear indication that these trees had been felled. In some cases, as around Stump 2 and Stump 9 there were sawn trunks present on the nearby ground surface. These trunks exhibited square cuts on their distal ends but it is not clear in what manner these cuts were made and these features have not been recorded independently. Similarly within the Timber-Getting Complex there were a number of sawn logs that exhibited possible cut surfaces yet as these could not be clearly attributed to felling activity associated with timber-getting they have not been recorded as historical features.

A large sawn log was noted in vicinity of the Upper Luge Track but this tree has clearly been cut with a chainsaw and as such is not recorded as part of this group of historical features.

Figure 5.3.5 Detail view of Stump 7, the notch cut is clearly visible facing towards the viewer. The scale has 100mm marks.

Figure 5.3.6 Looking to the west and showing two of the three closely spaced stumps (Sawn Stump 4 to 6) in the centre of the study area. A notch cut is visible on the stump in the left of the photograph. The scale has 100mm marks.

5.3.4 Complex of Timber-Getting Features - [Includes Bart's Cut - WPHH0453 Golden Gully North Sawpit, WPHH0461 and Golden Gully North Stone Mounds - WPHH0462

Three data summary sheets exist for this site within the Wellington Park Historic Heritage Inventory. These formerly distinct sites are in fact part of a larger cultural landscape associated with the earliest phases of timber-getting on the mountain and at least two of these sites are certainly part of the same group of features.

In the centre south of the study area among its southern border was a large group of features consisting of uncoursed or roughly coursed unshaped stone footings or heaps, terraced areas, pits and the termination of Snig Track 4. The material culture of this area is complex in its distribution and opaque in its form. Although the stone features were clearly cultural in origin, their purpose, history of use and relationship to one another was unclear. Given the historical background of this study area and the nature of the other features present within it as well as the association of Snig Track 4 with some of these stone features, it is inferred that these features are related to the historical timber-getting and sawmilling that was known to have taken place in the area. The concentration of these features in the area together with their similarity, are strong indications that these features formed part of a cohesive complex. For the sake of clarity and simplicity, the stone features in this area will be referred to only as 'stone features' not footings or structures in the absence of a stronger demonstration of their purpose.

At least 32 individual stone features were observable in this area although it must be emphasised that this does not necessarily indicate the total nor is it even necessarily the lower limit of how many features there may be. This is the case as it is possible that a number of these features may have formed part of one whole with parts missing or now buried beneath the current ground surface. As the extent of this recording was constrained by the time available during this survey, these features not recorded with a high level of detail but rather to the extent that it was necessary to determine their extent and provide a preliminary assessment of their significance. This complex of features was spread from the shallow ridge crest down to the side slopes of the ridge above the rivulet. There was a comparatively greater frequency of stone features on the flatter crest than there was on the bank. Significantly, two of the most distinct sets of features, noted as points of interest in Figure 5.0.3, show shallow terracing of the hill slope for the placing of these stone features indicating that not only was the flatter surface of the ridge crest sought out but that it had been modified to create even flatter areas.

The stone features varied in morphology but were largely consistent in size, most being less than 2 x 2m in plan. In some cases the features displayed were formed from coursed rubble and in some cases from uncoursed rubble. Some of these features appeared simply as concentrations of rubble resting in a rough, but generally similar sized shape, pile on the ground surface. However, it must be emphasised that this appearance has been caused by taphonomic factors affecting this woodland site. Falling limbs and trees have likely damaged some of these structures and deadfall and leaf litter has also likely obscured large parts of these features and it is therefore likely that they are merely the surficial elements of more substantial structures that are now partially buried. None of these features exceeded a metre in height with coursed and uncoursed features being the tallest and the unordered piles of stone lying much closer to the ground. This is further evidence that in the more disturbed features that their disorganisation has resulted from taphonomic disturbance after construction.

The depressions in this area were shallow, <500mm deep, roughly circular concavities in the ground surface and measured between 1m and 2.5m in diameter. There was no clear evidence of structure in association with them and while it is possible that these are the result of natural phenomena their context and concentration in this group of features means that they have been considered as potential elements in this cultural landscape.

Three elements are considered as points of interest for this area as they are the better preserved elements of this complex with the more obvious surficial features. The first of these features was referred to as Bart's Cut in the WPHH inventory and was described as a terraced area with stone footings, possibly an incipient hut site. This is broadly correct but it is worthwhile noting some additional details about this area. Snig Track 4 terminates at this point, within 2m of the terraced area, which is aligned roughly north to south. The terracing was at a depth of 300mm above the current ground surface. The possibly terraced area extends over 3m in width and 10m in length. It is overgrown but there are two stone features within the terraced area, similar to those described above but not showing any evidence of coursing of other formation. Although referred to as a terraced area, the cut into the ground surface is distinct, and it is possible that this cut extended further in depth and this may have been a sawpit or other deep feature that has been filled in.

Extending further west and upslope along the line of the snig track at a distance of approximately 10m were two pairs of stone features mirroring each other on either side of the track. These features were

each 1.5 x 1.5m in plan, with roughly squared edges, although they may continue beneath the leaf litter or ground surface to make a single 4.8m long feature parallel to the track on either side. These features were set 1.8m distant from one another in matching sets on the sides of the snig track. They were clearly associated with the track, were not simply spoil heaps from its excavation and they are a key link in demonstrating the connection of the features in this area with the timber-getting activity that was taking place here.

To the north of both these groups of features at a distance of 30m was a second terraced area, in an already very level area of the ridge crest which measured approximately 10x5m in plan, were a set of coursed stone features that most closely approximate *in situ* footings in the whole complex. Three courses were evident in one of these features although less than a metre remained of its length.

The reality is that this complex represents an early phase of occupation in this area, in fact one of the earliest sustained European presences on the mountain altogether. It is almost certainly associated with logging but without further investigation, of a scale and cost well beyond the limits of this current investigation, few positive assertions can be made about the nature of use of this site.

Figure 5.3.7 Looking north to the partly coursed random rubble features in the area of possible stone footings. The scale has 100mm marks.

Figure 5.3.8 A rectilinear feature in the area of stone footings. Looking east at the sawn stump. The scale has 100mm marks.

Figure 5.3.9 Looking to the northwest over the stone features in the foreground and the snig track, heavily overgrown, immediately behind them in the centre of the photograph. A corresponding set of stone features are just visible to the northwest of the snig track. The scales have 100mm marks.

Figure 5.3.10 Looking to the west over the stone feature and benched area in 'Bart's Cut.' The scale has 100mm marks.

Figure 5.3.11 Looking to the south at a clearly constructed stone feature, nearly a metre above the current ground surface; note that there is no additional evidence of bonding or other structural elements. The scale has 100mm marks.

Figure 5.3.12 Detail view of the surface of a stone feature. The scale has 100mm marks.

5.4 Survey Results Summary

The investigation included two study areas, both which contained substantial and radically different suites of historic heritage items. Study Area One comprised two survey areas, Survey Area One in the west and Survey Area Two in the east. These reflect variation in topography and are roughly equal in size. Survey Area One contained wet Eucalypt forest and was much steeper in grade whereas Survey Area Two contained dry Eucalypt woodland and had a shallower gradient. Cultural features within this study area included;

- Pinnacle Road
- Two tracks currently in use, the Woods Track and Circle Track
- An unnamed and currently used track, previously part of the Fingerpost Track
- A single cut tree stump
- The Boundary Track
- Two levelled areas formed by earth moving machinery.

Small artefacts were found throughout the study area, particularly in the vicinity of Pinnacle Road, but these were representative of mid to late twentieth century deposition from passing motorists and will not be discussed in detail.

Study Area Two was completed in a single survey area, with the variations in topography and vegetation being minimal. The study area is situated on a shallow ridge line in the rolling eastern foothills of kunanyi. Two small gullies are present to the north and south of the study area, with a small stream running through each. To the east the shallow ridge narrows while to the north it continues upwards to join with the rising hills closer to the base of the mountain.

The archaeological features within this study area were complex in their pattern of arrangement, not necessarily obvious in their function and largely obscured by decaying vegetation. These features all relate to the logging of the eastern slopes of the mountain from the late 1810s to the 1850s and include the stumps of felled trees, snig tracks, stone features and sawpits. Of particular significance and complexity, albeit one without ready interpretation, was a complex of stone features, clearly of cultural origin, snig tracks and ground surface modification in the south centre of the study area. This area includes what had been previously registered as Barts Cut (WPHH0453), the Golden Gully North Saw Pits (WPHH0460) and the Golden Gully North Saw Pits (WPHH0461). Within this study area 52 distinct features were identified in association with the early phases of logging and timber-getting on the mountain, although all of the stone features are not considered individually in the context of this report. Therefore the (seen in Figure 5.1) cultural features within this study area included;

- Seven sections of snig track
- Four potential sawpits
- Nine felled tree stumps
- An extensive complex of stone features and footings and cuts

The following section expands upon the discussion of these features and places them within an historical and cultural heritage management context.

6.0 DISCUSSION AND MANAGEMENT CONTEXT

This section will consist of two parts in order to comply with the brief, a discussion of the results in context and an analysis of management practice of track construction in relation to historic heritage in Tasmania. These two sections are necessary in order to formulate conservation and mitigation advice in the following sections.

6.1 Discussion

The two study areas have presented starkly contrasting sets of historical heritage that reflect two very different types of use in the mountain's history. Study Area One represents the development of the mountain for recreation in the late nineteenth and early twentieth century while Study Area Two contains a set of heritage items related to the early phases of Hobart development and the economic use of the mountain.

The current project is within the same spirit that has moved the creation of much of the material culture that was encountered in Study Area One - recreation and access to the mountain for the people of Hobart and visitors. Strikingly, a wide date range is presented in the dates of track construction in the study area, ranging from the 1830s through to the middle of the twentieth century. It also reflects the changing use of the mountain with some tracks being abandoned and some having their use renewed and modified over time. The eastern end of the study area contains perhaps the only evidence for the early phase of economic use of the eastern slopes of the mountain, in the form of the tree stump and the section of the Fingerpost Track present just to the southeast of the study area. Even this track was soon given over to primarily recreational purposes.

The majority of features within Study Area One are distinct and easily recognisable. The two features that are incomplete are the Featherstones Cascades Track and the Boundary Track as these had fallen into disuse by the middle of the twentieth century. Even so, large portions of both these tracks are in a state of good preservation with only the presence of saplings within the clay pad of the track surface to distinguish these sections from a used and maintained track. This has arisen from the vegetation and topography of this study area, with the gradient of the mountains slope shallow enough to not invite landslips or rockfalls and the vegetation sparse enough to have a minimal impact to these tracks over the decades. It is also likely that the rocky clay topsoil is resistant to fluvial disturbance and this also assists in maintaining the form of these tracks. The exception to these conditions is the section of the Featherstones Cascades Track that followed the stream above O'Grady's Falls. This section of track has likely been removed or obscured by heavy rain events or vegetation.

Thus Study Area One is representative of nearly two centuries of the recreational use of the mountain by Europeans. It's cultural landscape is one of modification, reuse, reinvention and change within this context, it's old tracks disappeared from the maps but not from the landscape but have created overlapping layers of different perspectives on the recreational use of the mountain.

Study Area Two can be radically contrasted with Area One; all of the historic heritage items within it date from a sustained burst of economic activity in the first half of the nineteenth century and created a cohesive cultural landscape that is redolent of Tasmania's early timber industry. Omitted from detailed consideration in the previous sections is the possibility that the timber-getting features in Study Area Two predate Degraves sawmilling operations or at least form a continuum with the phase of activity that took place in the decade before he established control of the land. However several factors need to be assessed in determining the timing and origin of the timber-getting structures within the study area before any definite links can be made.

Kings Pits is shown on an early nineteenth century plan at a distance of 200m to the south of this study area. These pits are referred to by Backhouse in 1833 where he describes holding a meeting and distributing literature of the Religious Society of Friends there to the workers at their huts. These pits were known to be government sawmilling operations[53] and it is likely that they are the location of the early timber-getting operations on the mountain identified in the historical background. This tallies well with the story of Degraves entrance into Tasmania. If the British government was willing to subsidise the expense of shipping his water-powered sawmill to Tasmania and promise labour to assist in its construction, it is unsurprising that the area already established for logging would be handed over to him as appears to have been done in this case.

[53] Wellington Park Management Trust, Mount Wellington Historical Notes, n.d. URL: https://www.wellingtonpark.org.au/assets/wellingtonpark_historicalnotes.pdf

A lapse of a year takes place from the granting of Degraves small 200 acre grant to the 2,000 acre grant that was to include both the Kings Pits and Study Area Two. It is possible that this larger grant was consequent on the construction and success of his sawmill but it is clear that Kings Pits remained in operation until the 1830s and were likely formed in the late 1810s. This is over a decade of use, with at least seven years of operation of Kings Pits as a government sawmill.

The short distance of 200m from Kings Pits to the study area (for comparison there are snig tracks within the study area that are significantly longer than this distance) and the length of early operation of the early phase of government logging is suggestive of an early date for the origin of the cultural material recorded in Study Area Two. What also reinforces this position is the arrangement of the historical features themselves. To the north of this study area is the Cascades Logging Road 4 [WPHH0446] that extends along southern hill slope above the Guy Fawkes Rivulet towards the location of Degraves former sawmill. The snig tracks present within the study area do not appear to feed this road but instead fall away to the south and east. The best explanation for this is that this road was constructed after the study area had been significantly cleared and its intent was to access timber closer to the mountain. It seems, for example, that it would not be reasonable to extend a snig track hundreds of metres parallel and tens of metres above a feeder road to a sawmill then curve the track downslope in the opposite direction.

The presence of workers living at Kings Pits in 1833, in the year after Degraves had constructed a second sawmill at the Cascades, might indicate two alternatives - a harvesting strategy which saw the continued operation of these sawpits in conjunction with Degraves sawmills at Cascades or that Kings Pits had by this time been given over to domestic use only. It is worth noting that Backhouse does not refer to any active sawing at this location but that it is the habitation of the sawyers. It is a possibility that by this time the pits themselves were no longer active but that some of the large amount of sawyers that Degraves employed continued to live there. It is also possible that harvesting of timber in the surrounding area was continued as larger and trees may have been left in the early phase of works due to the difficulty of manipulating them across the terrain.

The snig tracks do appear to be oriented to offer access to the road linked to the Cascades but they are also directed to feed towards a linking track that led to Kings Pits. Several sawmilling complexes are located immediately to the south of the study area [WPHH060-061] and although not recorded in detail are suggestive of a cohesive landscape stretching to or containing Kings Pits (see Appendix D for details). It is also worth noting that tracks recorded in early plans immediately to the south of the study area have been given preliminary recording, without being completely entered into the historic heritage database for the mountain, and this idea reinforces the connection of the study area to the earlier phase of timber-getting on the mountain.

There is some evidence to suggest that the complex of heritage items to the south of the study area as well as a good portion of the historic features within were the result early government run convict timber-getting in the area. It is certainly possible that the use of the study area took place during Degraves control of the land or that timber-getting in the area took place at both times but on the balance of evidence it seems likely that the timber-getting structures in this area are associated with the earliest phase of development.

The author's hesitancy in regards to assigning function to the 'stone features,' outside of the vague term of Timber-Getting Complex, in the results section of this report is due to professional caution. This is partly through the necessity of the simplistic recording of the features in this area which was surveyed over the course of a single day by a lone archaeologist, when to record in detail all of these features it would take several archaeologists over a considerably longer period. The focus in the present project was to identify the spatial boundaries of historic heritage to assist in the planning process. It can also be attributed to a lack of clarity in the features themselves. Some of the stone features could easily be the remains of collapsed chimneys or footings for logging structures. Terracing of the ground surface, integration of the snig track and the construction of all these features in a relatively small area indicates planning, site preparation and a concentration of effort. This site would richly reward a detailed archaeological investigation.

Backhouse's indication that Kings Pits was not just a place of work but of habitation also further complicates the situation. The association of a snig track with some of these stone features would suggest that they were at least in part used in the harvesting of timber. An absence of historical artefacts in this area is not decisive either as although there is a relatively sparse understorey, ground surface visibility was low to nil throughout owing to a thick layer of leaf litter covering the ground surface.

The absence of ready answers afforded by historical sources for this area speaks to both the complexity of its history and the potential for further investigation. There are large areas of historic heritage and

culturally modified sites within Study Area Two. In contrast Study Area One presents an easily interpreted and historically attested trajectory of development that continues to shape the cultural landscape of that area to the current day.

6.2 Historic Heritage and Track Construction

Part of the brief for this project requires contextual information for the management of historic heritage in the process of track development within other Tasmanian land management agencies and an analysis of whether the same approach could be applied to track development on kunanyi - Mount Wellington. Perhaps because of the historic significance of many of the tracks within Wellington Park the heritage management framework for this area has one of the more complete and nuanced approaches to the integration of new tracks within the context of historic heritage. However, it is possible to glean some further information from other agencies in Tasmania.

The most detailed consideration of historic heritage in the context of creating recreational tracks is the Tasmania Parks and Wildlife Service. In a review of their policies and practices relating to the Tasmanian Wilderness World Heritage Area they provide a detailed review of successful and unsuccessful practices from 1900 to 1999 along with suggestions for improvement.[54] This assessment of conservation practices in regards to managing tracks is helpful in the context of the current investigation. Although this document, like the majority of documents relating to the management of historic heritage in association with track construction in Tasmania, provides general comment, several key issues are raised that are relevant. These are limited maintenance of heritage items or cultural heritage research arising from funding constraints, uncontrolled visitor access to heritage locations and a lack of coordinated cultural heritage programs.[55] Some of the broad approaches suggested to ameliorate these issues included training Parks and Wildlife Service staff, community partnership programs and greater research into cultural heritage sites.

The Tasmania Parks and Wildlife Service has prepared a Walking Track Management Strategy for Tasmania's National Parks and Reserves 2011-2020.[56] This document provides an extremely in depth review of track grading, construction and management with regard to broader themes and concepts but does not consider the impact of track construction and maintenance on historic heritage specifically. They do describe hazards to the environment generally from walking track construction and use stating in regards to existing tracks:[57]

> The main environmental impacts associated with the existing walking track network are track erosion and track widening. These problems are exacerbated in many areas by steep terrain, fragile vegetation and soils, high rainfall, poor track siting (much of the track system having developed unplanned from walkers' routes) and water flow.
>
> Track erosion is generally irreversible, since soil accumulation rates are extremely slow. Track widening is potentially reversible, but the associated vegetation damage can take decades or even centuries to repair in alpine areas owing to extremely long vegetation recovery times. In boggy areas with low vegetation, track widening is often associated with braiding.

They go on to note that inconsistent track work standards, either too much or too little, leads to risk to the environment and possible wasteful use, and the behaviour of track users contribute to environmental degradation. Importantly they also consider in detail a range of management options for track maintenance, many of which are applicable to track construction as well. Not all of their management options are relevant here but a selection helps to give an understanding of the range of alternatives that are possible in managing tracks within the context of the current project.

- Track hardening is a favoured option, especially with local stone in the context of climate change making wooden materials vulnerable.
- Additional infrastructure to support a tracks purpose and minimise risk.
- The use of water bars and cross-drains to limit erosion, the realignment of tracks and building of new tracks.
- The modification of usage and walker behaviour through track notes and publicity campaigns.

[54] Parks and Wildlife Service State of the Tasmanian Wilderness World Heritage Area An evaluation of management effectiveness Summary Report No. 1 2004
[55] Ibid, pp117-118.
[56] Tasmania Parks and Wildlife Service has prepared a Walking Track Management Strategy for Tasmania's National Parks and Reserves 2011-2020. 2011
[57] Ibid, p.10.

- The regulation of use through registration systems.

Although not directed at historic heritage specifically this document helps to identify some of the risks and risk management strategies that are relevant to historical heritage.

The Works Guidelines of the Tasmanian Heritage Council, although directed at the maintenance of smaller scale properties, also includes practical advice in regards to the conservation of elements of hard landscaping and significant landscapes.[58] Where significant landscapes elements are to be altered they recommend that surviving elements should 'be retained, and form, materials and detailing of original landscape design should be maintained where possible. For example, original straight paths or drives should not be replaced with curvilinear, or vice versa. Where edgings such as tiles are to be replaced, like-for-like is the preferred option. Where other materials are used they should be sympathetic to the values of the place.' This raises an important issue in that managing impact to historic heritage in landscape not only involves a sensitive treatment of existing fabric but also a meaningful concern with broader issues of landscape and pattern.

The Tasmanian Reserve Code of Practice provides additional guidelines on managing historic heritage in park settings, noting specifically that:[59]

> Where public access to a cultural heritage site is likely to result in unacceptable impacts on site values, then access should be altered, limited or prevented as appropriate.
>
> Sites of cultural heritage significance will not be publicised or promoted where this could result in damage to site values.
>
> Sites of cultural significance that are publicised or promoted to the public should be managed to protect the values from threats arising from increased visitation.
>
> Minimal impact practices should be promoted to visitors.

As stated at the commencement of this section, Wellington Park Management Trust maintains a comprehensive Management Strategy for Walking Tracks within their park.[60] This strategy makes provision for interpretation to be included within the park and within the context of cultural heritage interpretation is often considered to be a form of mitigation to heritage sites where impact is considered unavoidable. This document lists specific criteria that interpretation should have

In review there is no specific document that describes appropriate techniques in constructing tracks in relationship to historic heritage other than in general terms or with recourse to wide ranging principles. This information does, however provide a level of awareness of the risk that walking tracks pose to historical heritage and provides a background for management options that may be presented to mitigate any harm that track construction or maintenance may cause to historic heritage values. Issues that need to be considered in the mitigation process include long term effects of track use, visitor behaviour and access, engineering and social controls to limit harm and a balance between interpretation and protection of heritage through not publicising its location.

[58] Tasmanian Heritage Council Works Guidelines For Historic Heritage Places November 2015
[59] Tasmania Parks and Wildlife Service The Tasmanian Reserve Management Code of Practice 2003, p.27
[60] Wellington Park Management Trust Wellington Park Walking Track Strategy June 2003 pp.2-28.

7.0 HISTORIC HERITAGE AND SOCIAL SIGNIFICANCE

7.1 Assessing the Significance of the Identified Sites

The assessment of cultural significance is a pivotal part of any heritage assessment. In this report significance is expressed in terms of the *Australia ICOMOS Burra Charter 2013* (the *Burra Charter*) definition of cultural significance and the eight criteria of the *Historic Cultural Heritage Act 1995 (HCH Act*). Article 1.2 of the *Burra Charter* defines:

> Cultural significance means aesthetic, historic, scientific, social, or spiritual value for past, present or future generations.
>
> Cultural significance is embodied in the place itself, its fabric, setting, use, associations, meanings, records, related places and related objects.[61]

In turn, the *HCH Act* identifies eight criteria for cultural heritage significance. The *HCH Act* defines 'historic cultural heritage significance' as 'its significance in terms of the registration criteria'. The eight criteria are:

a) the place is important to the course or pattern of Tasmania's history;

b) the place possesses uncommon or rare aspects of Tasmania's history;

c) the place has the potential to yield information that will contribute to an understanding of Tasmania's history;

d) the place is important in demonstrating the principal characteristics of a class of place in Tasmania's history;

e) the place is important in demonstrating a high degree of creative or technical achievement;

f) the place has a strong or special association with a particular community or cultural group for social or spiritual reasons;

g) the place has a special association with the life or works of a person, or group of persons, of importance in Tasmania's history;

h) the place is important in exhibiting particular aesthetic characteristics.

The *HCH Act* provides that the Tasmanian Heritage Register is to be an inventory of places having 'State historic cultural heritage significance'. This term is not defined, however Guidelines have been developed to assist in applying the criteria and determining the level of significance of a place at either State or local levels of heritage significance.[62] The Guidelines define this distinction between State and local significance as:

> A place is of historic heritage significance at a STATE level as being important to the whole of Tasmania, and therefore eligible for entry in the Tasmanian Heritage Register; or
>
> A place is of historic heritage significance at a LOCAL level as being important to a region or local community and eligible for listing in a heritage schedule of a local planning scheme.[63]

In applying this distinction, thresholds have been developed to define the minimum required value/s that a place must possess to be considered as having heritage significance at either State or local levels. This report has been prepared cognisant of the principles contained in these Guidelines and the determination of State and local level significance.

The evaluation of significance has a practical application as it provides the basis for determining how places, sites, items and/or features identified during the field survey should be managed. In general, terms, active management is recommended for those places assessed by the authors as having heritage significance at either State or local levels. No matter what the level of significance, the overarching intent of management is to conserve the values of the place or item.[64]

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[61] Australia ICOMOS *Burra Charter*, Art. 1.2

[62] Department of Primary Industries, Parks, Water and Environment, October 2011, *Assessing historic heritage significance for Application with the Historic Cultural Heritage Act 1995*

[63] *Ibid*, p.2

[64] Heritage Council of New South Wales, *Levels of Heritage Significance*, 2008, p.1; Department of Primary Industries, Parks, Water and Environment, *Assessing Historic Heritage Significance for application with the Historic Cultural Heritage Act*, October 2011, p.6

In addition, this report is to comply with the *Wellington Park Management Plan* policies in regard to managing cultural heritage. In the context of significance assessment this specifically requires the use of the 'Heritage Tasmania *Pre-development Assessment Guidelines* and any other relevant guidelines produced by Heritage Tasmania.'[65]

> 2.2 An assessment of the cultural heritage significance of all of the heritage places identified during the course of the desktop review and field survey. The history together with broader comparative information should be referenced to provide context for these assessments. Each place identified should be assessed against criteria in the *Historic Cultural Heritage Act 1995*.
>
> Each place should then be assessed as being of: nil or negligible significance; local significance; or State significance. An assessment of each place against each of the seven [now eight] criteria contained in the *Historic Cultural Heritage Act 1995* is desirable but not essential. The language used in describing significance should at least be consistent with the terminology and concepts that underpin the criteria.

7.1.1 Site Specific Social Values

Social values are referenced in the Wellington Park Management Plan and are expressed differently to other aspects of cultural significance; the Plan also specifies that identified social values are to be maintained. Within the context of the overall significance assessment of the study area it is important to consider the word 'identified' as providing additional requirements within the significance assessment framework. The Plan specifies that the values identified in *Wellington Park Social Values and Landscape: An Assessment* (2012) are given consideration in any social values assessment that are undertaken.

In assessing the social values of the study areas, the *Wellington Park Social Values and Landscape: An Assessment* (2012) report is the critical document as not only is it expansive in detailing these values of the park but also because it draws together the findings of earlier reports. It provides a comprehensive overview of the social values associated with Wellington Park as well as identifying specific places and activities that are also valued.

The Social and Landscape Assessment report found that personal, landscape or aesthetic values were of importance to the largest number of survey participants, with scientific or historical values being far less significant and of interest to only 1.8% and 12.1% of respondents respectively.[66] It is possible that this may have been the result of a bias in the collection method that emphasised the personal values of the park.[67] Nevertheless a wide range of historical sites were considered valuable specifically, if not necessarily for any specific scientific and historical significance.[68]

Social values are referenced in Section 5.3.4 of the Wellington Park Management Plan; the Plan also specifies that identified social values are to be maintained. These identified social values are derived primarily from the Social Values and Landscape Assessment produced by McConnell[69] and the key social value policy contained in the Management Plan states that the management of the park, and consideration of new uses and development, will take into account the Park's landscape and social values.

Within the context of the overall significance assessment of the study area it is important to consider the word 'identified' as providing additional requirements within the significance assessment framework. This principally means those social values already assessed in the Social Values and Landscape Assessment[70] will be considered and applied in the significance assessment of the cultural heritage present within the study area, which has been outline above in Section 6.0.

7.2 Site Specific Significance Assessment

Each of these items will be assessed against the above eight criteria as well as the established values of Wellington Park. The assessments will take the form of a statement of significance; where specific significance thresholds are met these will be annotated with reference to the *Assessing Historic Heritage Significance: for Application with the Historic Cultural Heritage Act 1995 (2011)*, for

[65] *Ibid*.
[66] McConnell, A. *Wellington Park Social Values & Landscape –An Assessment*. Unpublished report for Wellington Park Management Trust 2017, p.27
[67] *Ibid*, p.27
[68] *Ibid*, p.39
[69] McConnell, A. *Wellington Park social values and landscape: an assessment*. Unpublished report for the Wellington Park Management Trust, 2012.
[70] *Ibid*

example (C3) would indicate that the item satisfies Criterion C 'Contribution to Understanding, Significance,' Threshold 3, 'Potential to inform/confirm unproven historical concepts or research questions relevant to Tasmania's past.' These criteria and the specific thresholds referred to by the following significance assessment are contained in Appendix A and are there arranged by the alphanumeric designations that will be used in this section of the report.

As with much of this report, this draws on the work of McConnell either directly quoting already assessed significance or to formulate an understanding of significance where this has not been established already. Unfortunately owing to a change in the manner in which significance is graded due to the recent update of the HCH Act, these statements of significances cannot simply be restated here. However, the original significance assessments of McConnell will not be altered but will rather be reformulated in line with the new form required for significance statements.

Working within the context of the data sheet format, it is not simple to isolate and assess the significance of elements of a larger site, even if those elements are largely unrelated to the values for which the site is significant. To this end, where smaller elements of a larger site are involved, the overall significance of the site is stated but specific reference is made to the part of the element located within the study area which may be impacted in some way by the proposed work.

7.2.1 Pinnacle Road (WPHH0269)

Pinnacle Road has state significance primarily in strongly demonstrating the largest attempt at Government backed unemployment relief during the Great Depression era (A2). It has state historical significance in its demonstration of State level governance especially in conjunction with local government (A2). Its intended purpose to actively encourage tourism alongside the application of technology in a distinctive natural environment makes it an example of an important historical process with potential to yield further information (A4 and C5).

It must be noted that the site also has strong local significance to the local community given the number of individuals who worked on the project and whose descendants persist in the local area (F3).

This site has social significance and was noted as a special place within Wellington Park.

7.2.2 Circle Track (WPHH0041)

Circle Track can be considered to have local significance through its role in the development of the track network on the mountain (A4). It is well preserved and representative of a track construction on the mountain in the early twentieth century (D1 and D4) and due to its state of preservation and setting like many of the tracks on the mountain it possesses aesthetic significance (Hii). As a currently in use recreational track it can also be considered to have some local social significance (F4).

This site has no identified social significance.

7.2.3 Woods Track

Woods Track can be considered to have local significance as part of the development of the track network on the mountain as an example of a probably early track alignment (A4). Given its alignment to the Springs in early plans there is sufficient reason to expect that this track was associated with the Woods family who were significant local figures and important part of the mountains history (G1). As a currently in use recreational track it can also be considered to have some local social significance (F4).

This site has no identified social significance.

7.2.4 Boundary Track

The Boundary Track can be considered to have local significance through its role in the development of the track network on the mountain and it demonstrates the former extent of the park (A4). The site also has local historical significance as it demonstrates a Depression era employment scheme (A2) and its possible association with Dick Betts an important figure in the track construction of this period (G1). Due to its picturesque partially ruined state it possess local aesthetic significance (Hii).

This site has no identified social significance.

7.2.5 Fingerpost Track (WPHH0088)

The Fingerpost Track is an early track with a long and varied history of use over nearly two centuries and is a key element in the mountain's cultural landscape and as such it has both local and state

significance. Developed as an early logging route this track became a popular route for people from Hobart to visit significant sites on the mountain and not only does it demonstrate key aspects of these phases but is also emblematic of the changing use of the eastern slopes of the mountain (A1, A2 A4, A5, F2, F6 and G4). The state of preservation of this track is demonstrative of both early bridle and walking tracks in Tasmania (D1, D2 and D3) and possesses aesthetic value with its distinctive form in a natural bushland setting (Hiii). As a currently in use recreational track it can also be considered to have some local social significance (F4).

This site has no identified social significance.

7.2.6 Sawn Stump

The sawn stump demonstrates a common practice and land use in the vicinity of Hobart, logging and land clearance, which is now no longer practiced (B1 and D3).

This site has no identified social significance.

7.2.7 Featherstones Cascade Track

Featherstones Cascade Track can be considered to have local significance through its role in the development of the track network on the mountain and it demonstrates the former extent of the park (A4). The site also has local historical significance as it demonstrates a Depression era employment scheme (A2) and its possible association with Featherstone, Foreman-in-Charge of the track project for this period (G1). Due to its picturesque partially ruined state it possesses local aesthetic significance (Hii).

This site has no identified social significance.

7.2.8 Snig Tracks

The snig tracks can be considered to be locally significant. These tracks have the ability to provide information about the early practice of timber harvesting on kunanyi - Mount Wellington (C2) and assist in differentiating between the different phases of development that took place in the first half of the nineteenth century (C4). They demonstrate a common practice and land use in the vicinity of Hobart, logging and land clearance, which is now no longer practiced (B1 and D3).

This site has no identified social significance.

7.2.9 Potential Sawpits

The sawpits can be considered to be locally significant. These pits have the ability to provide information about the early practice of timber harvesting on kunanyi - Mount Wellington (C2) and assist in differentiating between the different phases of development that took place in the first half of the nineteenth century (C4). The demonstrate a common practice and land use in the vicinity of Hobart, wide scale logging and land clearance, which is now no longer practiced (B1 and D3).

This site has no identified social significance.

7.2.10 Sawn Stumps and Timbers

The sawn stumps and timbers can be considered to be locally significant. These pits have the ability to provide information about the early practice of timber harvesting on kunanyi - Mount Wellington (C2). The demonstrate a common practice and land use in the vicinity of Hobart, logging and land clearance, which is now no longer practiced (B1 and D3).

This site has no identified social significance.

7.2.11 Timber-Getting Complex

The timber-getting complex can be considered to be of state significance primarily because of its potential to contribute information about the early settlement of Tasmania and an important industrial aspect of the convict system (C1, C2, C3 and C4). Although some evidence can be gained through surface inspection of these features, excavation or other forms of subsurface investigation (C5) has the potential to contribute a large amount of information that would demonstrate the process involved in the first phases of land clearance and timber harvesting (A2, A3 and D2). This site can also be considered to demonstrate some aesthetic significance as it represents a cohesive early cultural landscape within a

woodland setting (Hiii). This site also has similar qualities to those discussed above in regards to illuminating aspects of Hobart's local history and as such possess local significance.

This site has no identified social significance.

7.3 Section Summary

The following table summarises the above statements of heritage significance and site specific social values.

Table 7.1 Identified sites and features and their historic heritage significance and social values identification.

Site/Feature	State Significance	Local Significance	Identified Social Value
Pinnacle Road	Yes	Yes	Yes
Circle Road	No	Yes	No
Woods Track	No	Yes	No
Boundary Track	No	Yes	No
Fingerpost Track	Yes	Yes	No
Sawn Stump	No	Yes	No
Featherstones Cascades Track	No	Yes	No
Snig Tracks	No	Yes	No
Potential Sawpits	No	Yes	No
Sawn Stumps and Timbers	No	Yes	No
Timber-Getting Complex	Yes	Yes	No

8.0 IMPACT ASSESSMENT AND CONSERVATION ACTION STATEMENTS

Rather than a typical impact assessment, which regards differing impacts over a relatively uniformly significant site, this impact assessment will consider a uniform impact across a number of widely differing sites. It is important to note that this consideration of impact relates to the proposed track as provided by the client in the form of a digital shapefile as opposed to how it was flagged by the surveyor on the ground. Where these two things are different will be discussed as relevant.

In order to make clear how the predicted impacts at each location will be mitigated by the recommended conservation actions, the two will be presented in conjunction, with the conservation action statement appearing as italicised text. Management recommendations already exist for a number of features included in the Wellington Park Historic Heritage Inventory. The conservation action statements will be restated at the end of this section in conjunction with a detailed plan.

8.1 Impacts and Detailed Conservation Action Statements

8.1.1 Impact and Conservation – Pinnacle Road

The impact to Pinnacle Road from the proposed work will be slight; minor modifications will occur within the road verge at the commencement of Track 1a and termination of Track 1b. There is likely to be minimal visual impact along the length of the road as any new track section will be below Pinnacle Road and out of sight from the road. Any visual impact is likely to occur adjacent to the road at the beginning or termination of the tracks.

Impact to Pinnacle Road can be mitigated by concentrating the track heads for the proposed work in proximity to existing tracks and by keeping track furniture to the minimum necessary at these locations. The current alignment of Track 1b has a minimum of visual impact to the setting of Pinnacle Road if track realignment is made it should maintain a similarly low level of impact.

8.1.2 Impact and Conservation – Circle Track

Circle Track will be intersected four times by the proposed work; two small sections are within the study area and Track 1a and Track 1b will both cross each once. These crossings will remove sections of the track fabric and provide a visual impact to the track within its setting. This will harm the heritage values that Circle Track possesses.

Track 1a and Track 1b should cross Circle Track at a location where the track consists currently of only a clay pad to lessen impact to the fabric of the track. Where possible the new materials for the mountain bike track should be simple in form and not contain any specific features, such as jumps etc., in the immediate vicinity of Circle Track. Switchbacks that would cross or recross this track should be avoided so that the impact to the track fabric is as limited as possible.

8.1.3 Impact and Conservation – Woods Track

Woods Track will be crossed twice by the proposed tracks, once by each; in Study Area One these tracks will have an impact on the fabric of the track and will also impact the aesthetic value of the track within its setting.

Track 1a and Track 1b should cross Woods Track at a location where the track consists currently of only a clay pad to lessen impact to the fabric of the track. This will not necessitate any major realignment as the track is principally only a clay pad with little stonework present. Where possible the new materials for the mountain bike track should be simple in form and not contain any specific features, such as jumps etc., in the immediate vicinity of Woods Track. Switchbacks that would cross or recross this track should be avoided so that the impact to the track fabric is as limited as possible.

8.1.4 Impact and Conservation – Boundary Track

The Boundary Track will be intersected once by Track 1a and once by Track 1b which will destroy any track fabric at this location where this fabric continues to exist.

Track 1a and Track 1b should cross Boundary Track at a location where the track consists currently of only a clay pad to lessen impact to the fabric of the track. Where possible the new materials for the mountain bike track should be simple in form and not contain any specific features, such as jumps

etc., in the immediate vicinity of Boundary Track. Switchbacks that would cross or recross this track should be avoided so that the impact to the track fabric is as limited as possible.

8.1.5 Impact and Conservation – Fingerpost Track

The provided provisional alignment of the proposed Track 1b will cross and recross Fingerpost Track several times, however, after the field investigation, discussion with Hobart City Council has established that the alignment is not intended to reach this far out of the study area and that Fingerpost Track will not be damaged by the proposed works. Knowing that Hobart City Council have committed to this change it is possible to formulate the following mitigation advice.

Fingerpost Track should not be impacted physically by the proposed work through the proximity of Track 1b to this historic feature. The location of Track 1b must be moved to a location that does not include Fingerpost Track within its route. Additionally as much as possible of the route of Track 1b must be out of visual range of the Fingerpost Track as its presence in close proximity will lessen the aesthetic value of this track. To this end it is advisable that Track 1b should be set back 15m from the existing track at its closest approach.

8.1.6 Impact and Conservation – Sawn Stump

The sawn stump within this area will not be impacted upon by the proposed work.

The presence of this sawn stump should be noted in works specifications and avoided if consideration of alterations to the proposed track take place. All staff and contractors should be given heritage inductions regarding historical archaeological features and deposits with specific reference to cultural traces left by timber-getting.

8.1.7 Impact and Conservation – Featherstones Cascade Track

It is unlikely that the Featherstones Cascade Track will be impacted upon by the proposed tracks in Study Area One. Track 1a passes to the north of the extant remnant of this track and 1b to the south along an old vehicle access track.

Featherstones Cascade Track should continue to be avoided and if the route of the proposed tracks are changed they should not intersect with this remnant of this track.

8.1.8 Impact and Conservation – Snig Tracks

Two forms of impact can be considered in terms of the snig tracks within the study area, the ongoing impact of the Upper Luge Track, either through use or stabilisation, to Snig Track 5 and Snig Track 6 and the intersection of Track 12 with Snig Tracks 1-4. The continued use of the Upper Luge Track has already been considered by the heritage officer of the Wellington Park Management Trust [71] who has observed:

> 1. It is considered advantageous from a heritage perspective that the historic benched section of timber industry track is no longer being used (i.e., use is not compromising the preservation of this track, and this section of track should remain unused as a formal walking or bike track.
>
> 2. The current track is having relatively limited impact on the heritage (snig tracks) it crosses, and hence the current route can continue to be used in the short-medium term. It is undesirable to continue to use this route in the longer term as formalising the route is highly likely to result in increased impact on the historic snig tracks (and hardening would also have an impact).
>
> 3. The preferred option from a heritage perspective is to re-locate the track to avoid all significant cultural heritage in the area or, if this is not possible, to re-locate the track to reduce actual and potential impacts. This option however will require systematic mapping of the spur to locate the heritage in the area to assist in the track re-location. It would also be desirable, and would assist future planning, to fully map the historic benched logging tracks in the area to determine how suitable they are for alternative uses such recreational tracks

The reality of the situation is that the creation of the *ad hoc* Upper Luge Track by the citizenry of Hobart, with some evidence that the location of this track has shifted back and forth over time causing damage to a range of heritage features,[72] means that either this track needs to be formalised or more drastic measures must be taken to exclude it from use. Working on the assumption that it is not possible to

[71] McConnell, A. 2016
[72] Ibid

cease the use of this area for mountain bike traffic it is possible to propose the following conservation action statement.

The Upper Luge Track should not be moved from its present location; any change in its current alignment will widen the extent of its impact and the further this track drifts southwards the likelier it is to cause impact to additional historic heritage features. Given the richness of the historic heritage in the surrounding landscape, the long term use of the Upper Luge Track in its current location should be considered to be the minimal impact approach. In making the Upper Luge Track fit for its current purpose within the context of safety, a minimum of modification should take place. However, whatever measures are necessary to maintain the alignment of this track without additional braiding should be used (e.g track hardening or water bars). Where possible run off should be channelled away from the adjacent sections of snig track and fanned out on the surrounding terrain to avoid accidental erosion and the creation of rills. Once again, given the difficulty of closing this track and the sensitivity of the surrounding terrain, the Upper Luge Track should be formalised and maintained as much as necessary as a sacrificial track to avoid the widening of already existing impact.

In terms of Snig Tracks 1-4 they will be impacted upon by the proposed route of Track 12 with damage occurring to the structure of these features. Any section of snig track intersected by Track 12 can be considered to be effectively destroyed within the footprint of Track 12. Additional impacts may occur through water run of and erosion as well as braiding or further *ad hoc* track creation reaching out from Track 12.

Track 12 should be rerouted to avoid the location of the four snig tracks in the centre of the study area. Where this is not possible care must be taken that Track 12 intersects these features at right angles and that structural features are in place to direct any water run off away from these features. Additionally management approaches should be considered that will prevent ad hoc track creation or braiding resulting from Track 12 as this will needlessly widen the impact of the proposed work.

8.1.9 Impact and Conservation – Potential Sawpits

The route of the proposed Track 12 intersects with Sawpit 1 and will likely have direct physical impact on this historical feature, including damage to the walls of the pit during construction and the aggradation of material within the pit during the use of the track. The other sawpits are avoided by the currently proposed route of Track 12.

The Location of Track 12 should be altered to avoid impact to Sawpit 1 and should be set back at least ten metres from this feature. Any proposed alignment changes of the proposed tracks should continue to avoid these features. All staff and contractors should be given heritage inductions regarding historical archaeological features and deposits with specific reference to cultural traces left by timber-getting.

8.1.10 Impact and Conservation – Sawn Stumps and Timbers

The proposed tracks have the potential to have a direct physical impact on some of these features although given the small size of some of these items and the inaccuracy of handhelds GPS devices under dense tree cover means that the extent is not clear with a level of precision. It is unlikely that the proposed track construction itself will have direct impact as the removal of these sturdy features seems beyond the scope of the construction method, however through proximity to the track in use cumulative impact may occur over time.

A ten metre buffer should be given to each of these sawn stumps and timber during the design and construction process with the proposed route of Track 12 placed at least this distance away from them. All staff and contractors should be given heritage inductions regarding historical archaeological features and deposits with specific reference to cultural traces left by timber-getting.

8.1.11 Impact and Conservation – Timber-Getting Complex

The currently proposed route of Track 12 will pass through the centre of the Timber-Getting Complex and this will have visual and physical impacts to a state significant site. The extent of this impact is difficult to predict given the potential for obscured or subsurface materials to be present.

The Timber-Getting Complex should be avoided by rerouting Track 12 away from its location and a buffer of at least 10m should be established around its edges. All care should be taken that no opportunities for ad hoc track creation into this area are allowed by the new route. All staff and contractors should be given heritage inductions regarding historical archaeological features and deposits with specific reference to cultural traces left by timber-getting.

8.2 Conservation Action Statement for Proposed Work

Having assessed the impact of the proposed Track 1a, Track 1b, Track 12 and modifications of the Upper Luge Track on the historic heritage and social values of the study area, it is now possible to formulate the following conservation action statements for the identified sites.

1. Impact to Pinnacle Road can be mitigated by concentrating the track heads for the proposed work in proximity to existing tracks and by keeping track furniture to a minimum necessary amount at these locations. The current alignment of Track 1b has a minimum of visual impact to the setting of Pinnacle Road if track realignment is made it should maintain a similarly low level of impact.

2. Track 1a and Track 1b should cross Circle Track at a location where the track consists of only a clay pad to lessen impact to the fabric of the track. Where possible the new materials for the mountain bike track should be simple in form and not contain any specific features, such as jumps etc., in the immediate vicinity of Circle Track. Switchbacks that would cross or recross this track should be avoided so that the impact to the track fabric is as limited as possible.

3. Track 1a and Track 1b should cross Woods Track at a location where the track consists of only a clay pad to lessen impact to the fabric of the track. This will not necessitate any major realignment as the track is principally only a clay pad with little stonework present. Where possible the new materials for the mountain bike track should be simple in form and not contain any specific features, such as jumps etc., in the immediate vicinity of Woods Track. Switchbacks that would cross or recross this track should be avoided so that the impact to the track fabric is as limited as possible.

4. Track 1a and Track 1b should cross Boundary Track at a location where the track consists of only a clay pad to lessen impact to the fabric of the track. Where possible the new materials for the mountain bike track should be simple in form and not contain any specific features, such as jumps etc., in the immediate vicinity of Boundary Track. Switchbacks that would cross or recross this track should be avoided so that the impact to the track fabric is as limited as possible.

5. Fingerpost Track should not be impacted upon physically by the proposed work through the proximity of Track 1b to this historic feature. The location of Track 1b must be moved to a location that does not include Fingerpost Track within its route. Additionally as much as possible the route of Track 1b must be out of visual range of the Fingerpost Track as its presence in close proximity will lessen the aesthetic value of this track. To this end it is advisable that Track 1b should be set back 15m from the existing track at its closest approach.

6. The presence of the sawn stump in Study Area One should be noted in works specifications and avoided if consideration of alterations to the proposed track take place. All staff and contractors should be given heritage inductions regarding historical archaeological features and deposits with specific reference to cultural traces left by timber-getting.

7. Featherstones Cascade Track should continue to be avoided and if the route of the proposed tracks are changed they should not intersect with the remnant of this track.

8. The Upper Luge Track should not be moved from its present location, any change in its current alignment will widen the extent of its impact and the further this track drifts southwards the likelier it is to cause damage to additional historic heritage features. Given the richness of the historic heritage in the surrounding landscape the long term use of the Upper Luge Track in its current location should be considered to be the minimal impact approach. In making fit the Upper Luge Track for its current purpose within the context of safety a minimum of modification should take place. However, whatever measures are necessary should be used to maintain the alignment of this track without additional braiding (e.g. track hardening or water bars). Where possible run off should be channelled away from the adjacent sections of snig track and fanned out on the surrounding terrain to avoid accidental erosion and the creation of rills. Once again, given the difficulty of closing this track and the sensitivity of the surrounding terrain, the Upper Luge Track should be formalised and maintained as much as necessary as a sacrificial track to avoid the widening of already existing impact.

9. Track 12 should be rerouted to avoid the location of the four snig tracks in the centre of the study area. Where this is not possible care must be taken that Track 12 intersects these features at right angles and that structural features are in place to direct any water run off away from these features. Additionally management approaches should be considered that will prevent *ad hoc* track creation or braiding resulting from Track 12 as this will needlessly widen the impact of the proposed work.

10. The Location of Track 12 should be altered to avoid impact to Sawpit 1 and should be set back at least ten metres from this feature. Any proposed alignment changes of the proposed tracks should continue to avoid the other features in this set. All staff and contractors should be given heritage

inductions regarding historical archaeological features and deposits with specific reference to cultural traces left by timber-getting.

11. A 10m buffer should be given to each of these sawn stumps and timber during the design and construction process with the proposed route of Track 12 placed at least this distance away from them. All staff and contractors should be given heritage inductions regarding historical archaeological features and deposits with specific reference to cultural traces left by timber-getting.

12. The Timber-Getting Complex should be avoided by rerouting Track 12 away from its location and a buffer of at least 10m should be established around its edges. All care should be taken that no opportunities for *ad hoc* track creation into this area are allowed by the new route i.e. no easy through route should be visible to cyclists. All staff and contractors should be given heritage inductions regarding historical archaeological features and deposits with specific reference to cultural traces left by timber-getting.

The relationship of the results of historic heritage investigation to the proposed works can be seen in Figure 8.2.1 through to Figure 8.2.3.

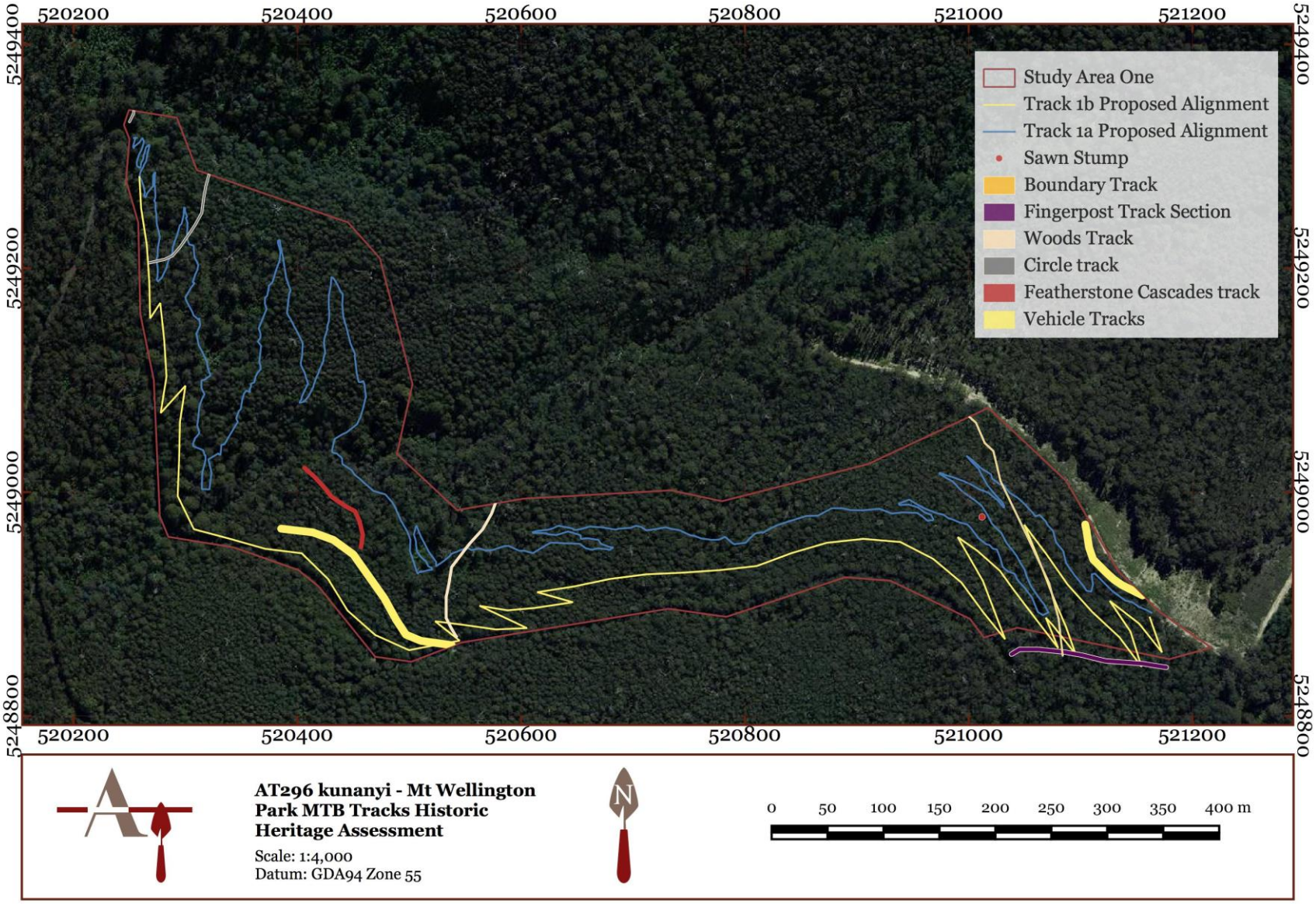

Figure 8.2.1 Overview of Study Area One show the relationship of the proposed works to the historic heritage identified within the study area 2 (Basemap Composite: Listmap 2020).

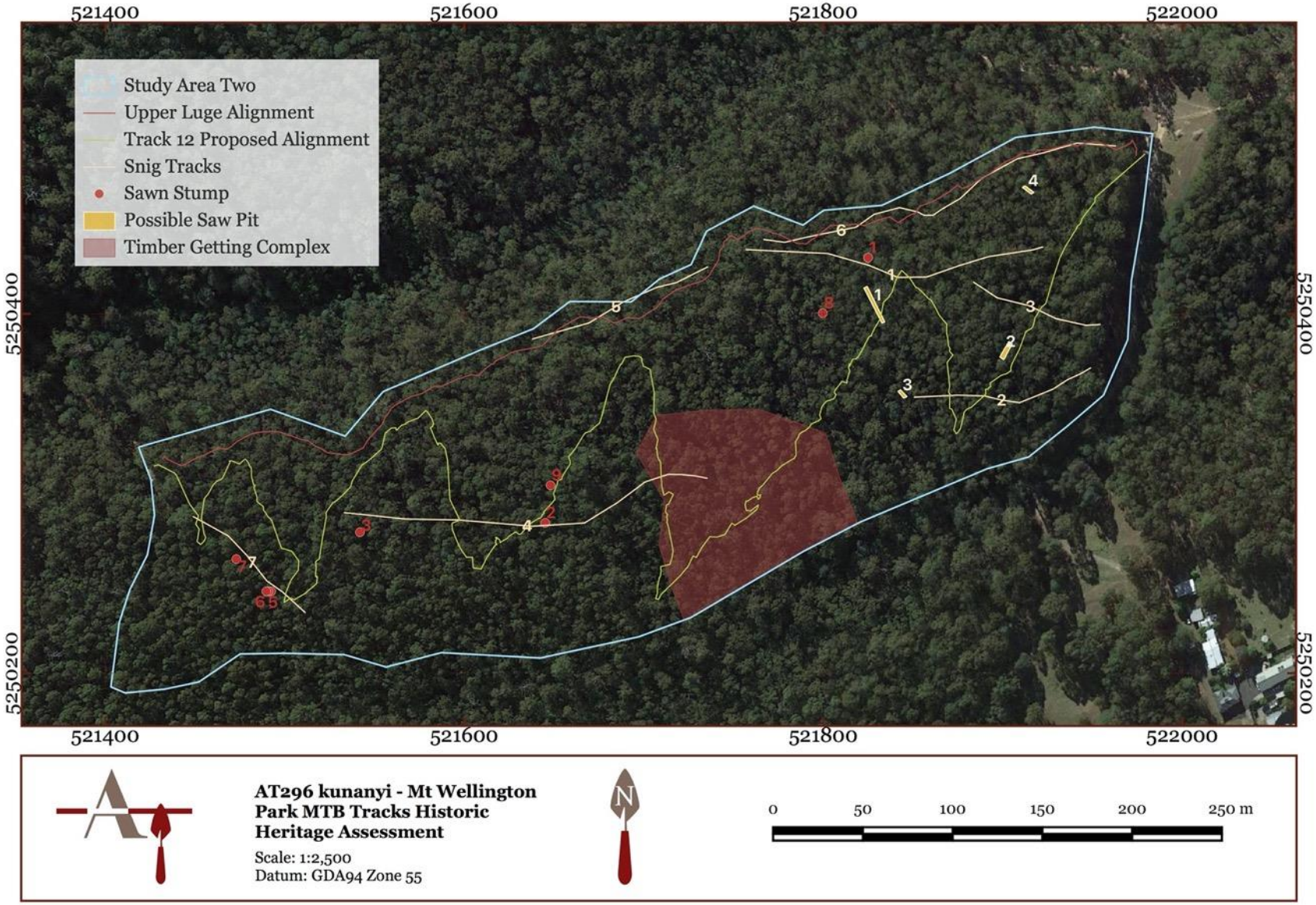

Figure 8.2.1 Overview of Study Area Two show the relationship of the proposed works to the historic heritage identified within the study area (Basemap Composite: Listmap 2020).

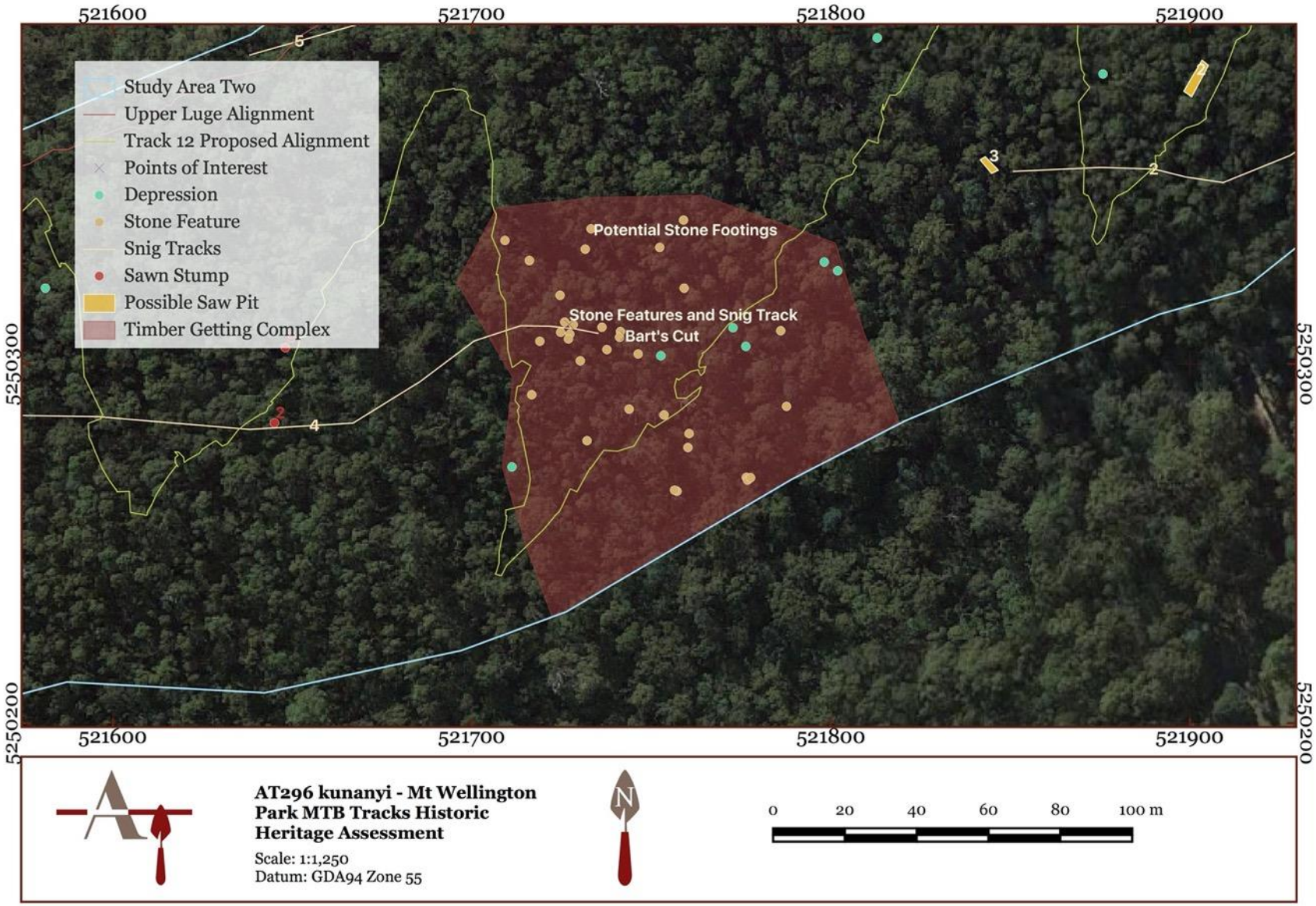

Figure 8.2.3 The results recorded in Study Area Two showing a detailed view of the Timber-Getting Complex in relation to the proposed work (Basemap Composite: Listmap 2020).

9.0 CONCLUSION AND RECOMMENDATIONS

9.1 Conclusions

The historic heritage investigation identified 12 sites or groups of features within the study areas. There is a sharp disparity between the two Study Areas in terms of the historic heritage items present. Study Area One contained a range of tracks dating from the 1830s through to the 1930s while Study Area Two held a complex cultural landscape dating to timber-getting in the area as early as 1817.

Four forms of disturbance arise from the proposed work (a) visual impact to currently used tracks or significant sites, (b) direct physical impact to historic heritage sites as a result of track construction activity, (c) ongoing damage to sites incidentally engendered by new track construction and (d) damage that may occur to historic snig tracks as the result of the formalisation of the Upper Luge Track. Although the impacts in Study Area One can be managed through a considered approach to track construction to avoid disturbance to highly significant sites, mitigation in Study Area Two would require the rerouting of the newly proposed Track 12 away from the southern borders of the study area and historical archaeological features identified during the survey. It is recommended that the Upper Luge Track remain where it is and be formalised as shifting its course is likely to cause more harm to nearby historic features that can otherwise be avoided.

However, with consideration of alternate routes and the implementation of active heritage management measures, it is considered that adverse impacts can be substantially avoided. Where the Conservation Actions recommended in this report can be fully achieved, the proposed mountain bike tracks are likely to have an acceptable level of heritage impact.

9.2 Recommendations

The following recommendations are made to ensure that heritage values are included in the broader assessment process and to mitigate potential impacts that may occur due to the proposed works.

1. Plan in response to the heritage values:

This report should form part of the preliminary feasibility assessment for the proposed kunanyi / Mount Wellington Mountain Bike Tracks 1a, 1b, 12 and Upper Luge and be included in any documentation supplied under the Wellington Park Management Trust Park Activity Assessment (PAA) process.

2. Recommended Conservation Actions:

The following conservation actions should be implemented:

1. Impact to Pinnacle Road can be mitigated by concentrating the track heads for the proposed work in proximity to existing tracks and by keeping track furniture to a minimum necessary amount at these locations. The current alignment of Track 1b has a minimum of visual impact to the setting of Pinnacle Road if track realignment is made it should maintain a similarly low level of impact.

2. Track 1a and Track 1b should cross Circle Track at a location where the track consists of only a clay pad to lessen impact to the fabric of the track. Where possible the new materials for the mountain bike track should be simple in form and not contain any specific features, such as jumps etc., in the immediate vicinity of Circle Track. Switchbacks that would cross or recross this track should be avoided so that the impact to the track fabric is as limited as possible.

3. Track 1a and Track 1b should cross Woods Track at a location where the track consists of only a clay pad to lessen impact to the fabric of the track. This will not necessitate any major realignment as the track is principally only a clay pad with little stonework present. Where possible the new materials for the mountain bike track should be simple in form and not contain any specific features, such as jumps etc., in the immediate vicinity of Woods Track. Switchbacks that would cross or recross this track should be avoided so that the impact to the track fabric is as limited as possible.

4. Track 1a and Track 1b should cross Boundary Track at a location where the track consists of only a clay pad to lessen impact to the fabric of the track. Where possible the new materials for the mountain bike track should be simple in form and not contain any specific features, such as jumps etc., in the immediate vicinity of Boundary Track. Switchbacks that would cross or recross this track should be avoided so that the impact to the track fabric is as limited as possible.

5. Fingerpost Track should not be impacted upon physically by the proposed work through the proximity of Track 1b to this historic feature. The location of Track 1b must be moved to a location

that does not include Fingerpost Track within its route. Additionally as much as possible the route of Track 1b must be out of visual range of the Fingerpost Track as its presence in close proximity will lessen the aesthetic value of this track. To this end it is advisable that Track 1b should be set back 15m from the existing track at its closest approach.

6. The presence of the sawn stump in Study Area One should be noted in works specifications and avoided if consideration of alterations to the proposed track take place. All staff and contractors should be given heritage inductions regarding historical archaeological features and deposits with specific reference to cultural traces left by timber-getting.

7. Featherstones Cascade Track should continue to be avoided and if the route of the proposed tracks are changed they should not intersect with the remnant of this track.

8. The Upper Luge Track should not be moved from its present location, any change in its current alignment will widen the extent of its impact and the further this track drifts southwards the likelier it is to cause damage to additional historic heritage features. Given the richness of the historic heritage in the surrounding landscape the long term use of the Upper Luge Track in its current location should be considered to be the minimal impact approach. In making fit the Upper Luge Track for its current purpose within the context of safety a minimum of modification should take place. However, whatever measures are necessary should be used to maintain the alignment of this track without additional braiding (e.g. track hardening or water bars). Where possible run off should be channelled away from the adjacent sections of snig track and fanned out on the surrounding terrain to avoid accidental erosion and the creation of rills. Once again, given the difficulty of closing this track and the sensitivity of the surrounding terrain, the Upper Luge Track should be formalised and maintained as much as necessary as a sacrificial track to avoid the widening of already existing impact.

9. Track 12 should be rerouted to avoid the location of the four snig tracks in the centre of the study area. Where this is not possible care must be taken that Track 12 intersects these features at right angles and that structural features are in place to direct any water run off away from these features. Additionally management approaches should be considered that will prevent *ad hoc* track creation or braiding resulting from Track 12 as this will needlessly widen the impact of the proposed work.

10. The Location of Track 12 should be altered to avoid impact to Sawpit 1 and should be set back at least ten metres from this feature. Any proposed alignment changes of the proposed tracks should continue to avoid the other features in this set. All staff and contractors should be given heritage inductions regarding historical archaeological features and deposits with specific reference to cultural traces left by timber-getting.

11. A 10m buffer should be given to each of these sawn stumps and timber during the design and construction process with the proposed route of Track 12 placed at least this distance away from them. All staff and contractors should be given heritage inductions regarding historical archaeological features and deposits with specific reference to cultural traces left by timber-getting.

12. The Timber-Getting Complex should be avoided by rerouting Track 12 away from its location and a buffer of at least 10m should be established around its edges. All care should be taken that no opportunities for *ad hoc* track creation into this area are allowed by the new route i.e. no easy through route should be visible to cyclists. All staff and contractors should be given heritage inductions regarding historical archaeological features and deposits with specific reference to cultural traces left by timber-getting.

3. Managing Potential Aboriginal Heritage:

The Unanticipated Discovery Plan for managing potential Aboriginal heritage (Appendix C) should form part of the project specifications.

4. Restriction of Access to Information:

All data that may be used to relocate a site should be redacted from this document prior to public distribution and that this data remains confidential to project staff.

5. Notifications Protocols and Unanticipated Historic Heritage Materials:

The project specifications should include notification protocols whereby archaeological advice is sought if features or deposits of an archaeological nature are uncovered during the works or where doubt exists concerning the provenance of any strata revealed during excavations. This may include but not be limited to the exposure of any structural material made from bricks, stone, concrete or timber and

forming walls or surfaces, or the presence of more than five fragments of artefacts such as ceramic, shell, glass or metal from within an area of no more than 1 square metre.

6. Further Work:

If it becomes apparent that the works associated with the proposed mountain bike tracks will extend beyond the nominated study area, a reassessment should be undertaken to ensure that known and/or potential historic heritage and social values in adjacent areas are fully articulated.

Specifically the heritage places and features identified as being extant in the area around the present study area should be included in further assessments associated with a broader study area.

7. Reregistration of Sites in the Wellington Park Historic Heritage Database

The three previously distinct sites Bart's Cut (WPHH0453) Golden Gully North Sawpit (WPHH0461) and Golden Gully North Stone Mounds (WPHH0462) should be reregistered as a single site along with the 'Timber Getting Complex" identified in this area. A more apt name than any of the above listed should be selected by the WPMT to identify this area. The site formerly registered as Kings Pits within the database should also be reviewed in the light of the new historical information presented in this report.

10.0 REFERENCES

10.1 Legislation

Environment Protection and Biodiversity Conservation Act 1999 (Cth)

*Aboriginal Relics Act 1975 (*Tas)

Glenorchy Interim Planning Scheme 2015 (Tas)

Historic Cultural Heritage Act 1995 (Tas)

Hobart Interim Planning Scheme 2015 (Tas)

Wellington Park Act 1993 (Tas)

10.2 Primary Materials

Giant gum tree, Mt. Wellington & Joseph Allport Photo by Morton Allport. Digitised item from: Allport Library and Museum of Fine Arts, Tasmanian Archive and Heritage Office. ID: SD_ILS:607365 URL: https://stors.tas.gov.au/AUTAS001125881821w800

The Mercury, Saturday 10 April 1915, p.4

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Mt. Wellington Park map of roads, tracks, etc. compiled by V. W. Hodgman. 1937 ID SD_ILS:574024. URL: https://stors.tas.gov.au/AUTAS001131821340

Mount Wellington Park showing the routes thereto, the tracks therein, shelter cabins, picnic grounds, and the principal objects of interest. Fuller, Oldham & Morris. ID: SD_ILS:570507. URL: https://linctas.ent.sirsidynix.net.au/client/en_AU/all/search/detailnonmodal/ent:$002f$002fSD_ILS$002f0$002fSD_ILS:570507/one

Sketch map of Mount Wellington surveyed by R.N. & B.J. Smith. ID: SD_ILS:833976. URL: https://stors.tas.gov.au/AUTAS001144589256

10.3 Secondary Materials

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Parks and Wildlife Service State of the Tasmanian Wilderness World Heritage Area An evaluation of management effectiveness Summary Report Report No. 1 2004

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Sheridan, Parks and Wildlife Service State of the Tasmanian Wilderness World Heritage Area An evaluation of management effectiveness Summary Report Report No. 1 2004

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Tasmanian Heritage Council, Practice Note 2: *Managing Historical Archaeological Significance in the Works Process*, November 2014

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Tasmania Parks and Wildlife Service has prepared a Walking Track Management Strategy for Tasmania's National Parks and Reserves 2011-2020. 2011

Wellington Park Management Trust, Mount Wellington Historical Notes, n.d. URL: https://www.wellingtonpark.org.au/assets/wellingtonpark_historicalnotes.pdf

Wellington Park Management Trust Wellington Park Walking Track Strategy June 2003

APPENDIX A – SIGNIFICANCE THRESHOLDS

In order to simplify the historic heritage assessment process by removing the need for repeated listing of heritage values the following significant thresholds are presented here. These thresholds are drawn from *Assessing Historic Heritage Significance: for Application with the Historic Cultural Heritage Act 1995 (2011)*, the reader is referred to this document for further information.

The expanded definitions of the significance criteria and their threshold indicators are as follows:

Criterion A: Importance to Tasmania's History

A place is of importance to the course or pattern of Tasmania's history if that place is the product of, or is an example of, or was influenced by, or has influenced, or is associated with, or has a symbolic association with, or is the site of – an event, phase, period, process, function, movement, custom or way of life (including values, aspirations, tastes and fashions) which has made a strong, noticeable or influential contribution to the evolution or pattern of the settlement and development of Tasmania.

Relevant values: Historical, archaeological, architectural, scientific, social, spiritual and technological.

The significance Thresholds for Criterion A are:

- (A1) Association with an event, or series of events, of historical significance.
- (A2) Demonstration of important periods or phases.
- (A3) Association with important cultural phases or movements.
- (A4) Demonstration of important historical processes or activities.
- (A5) Symbolism and influence of place for its association with an important event, period, phase or movement.
- (A6) Diversity of attributes – possessing multiple historical associations and physical qualities where the collective value is greater than the sum of the individual associations/qualities.
- (A7) Other attributes consistent with Historic Value as per the Burra Charter.

Criterion B: Rare and Uncommon Aspects

A place demonstrates rare or uncommon aspects of Tasmania's heritage if that place illustrates in its fabric an event, phase, period, process, function, movement, custom or way of life (including values, aspirations, tastes and fashions) which, or an aspect of which:

(i) was considered uncommon or unusual at the time of its origin;

(ii) is no longer practised AND is of special interest; or

(iii) was once commonplace but for which there is little surviving evidence in Tasmania.

It should be noted that a simple threat or a threatening process to a place does not enhance its claim as 'uncommon, rare or endangered'.

Relevant values: Aesthetic, archaeological, architectural, historic, social, spiritual and technological.

The significance Thresholds for Criterion B are:

- (B1) Rare surviving evidence of an event, phase, period, process, function, movement, custom or way of life in Tasmanian history that continues to be practised or is no longer practised.
- (B2) Evidence of a rare historical activity that was considered distinctive, uncommon or unusual at the time it occurred.
- (B3) Distinctiveness in demonstrating an unusual historical, architectural, archaeological, scientific, social or technical attribute(s) that is of special interest.
- (B4) Demonstrates an unusual composition of historical, architectural, archaeological, scientific, social or technical attributes that are of greater importance or interest as a composition/collection.

Criterion C: Contribution to Understanding

A place has the potential to yield information that will contribute to an understanding of Tasmania's history if, through analysis and further examination or research of the place and its fabric (including artefacts), it can provide information that could not be derived from any other source.

While this criterion in Tasmania is most often used to define archaeological research potential, it may also be used for the research potential of architectural design, construction techniques, historical gardens, etc.

Relevant values: Scientific and archaeological.

- (C1) Potential to improve knowledge of a little recorded aspect of Tasmania's past.
- (C2) Potential to fill gaps in our existing knowledge of Tasmania's past.
- (C3) Potential to inform/confirm unproven historical concepts or research questions relevant to Tasmania's past.
- (C4) Potential to provide information about single or multiple periods of occupation or use.
- (C5) Potential to yield site specific information which would contribute to an understanding of significance against other criteria.

Criterion D: Class of Cultural Places

This criterion is concerned with representativeness. A place included under this criterion should demonstrate the principal characteristics of a particular class of cultural place if that place displays the defining features, qualities or attributes of its type, where type or class of place illustrates a range of human activities including a way of life, a custom, an ideology or philosophy, a process, a land use, a function, a form, a design, a style, a technique or some other activity or achievement.

To be considered a good representative example, the place should have a high level of intactness.

Relevant values: Aesthetic, archaeological, architectural, historic, scientific, social and technological.

- (D1) Representative of a class of place/s that demonstrate an aesthetic composition, design, architectural style, applied finish or decoration of historical importance.
- (D2) Representative of a class of places that demonstrate a construction method, engineering design, technology or use of materials, of historical importance.
- (D3) Representative of a class of places that demonstrate an historical land use, function or process, of historical importance.
- (D4) Representative of a class of places that demonstrates an ideology, custom or way of life of historical importance.

Criterion E: Creative and Technical Achievement

A place is important in demonstrating a high degree of creative or technical achievement if that place illustrates artistic or technical excellence, innovation, accomplishment, extension or creative adaptation in a variety of fields of human endeavour including but not exclusive to art, engineering, architecture, industrial or scientific design, landscape design, evolved design, construction, fabrication, manufacture, or craftsmanship.

Relevant values: Aesthetic, architectural and technological.

- (E1) Recognition of artistic or design excellence.
- (E2) Represents a breakthrough or innovation in design, fabrication or construction technique.
- (E3) Distinctiveness as a design solution, treatment or use of technology.
- (E4) Adapts technology in a creative manner or extends the limits of available technology.

Criterion F: Social, Cultural or Spiritual Associations

A place has a strong or special meaning with a particular community or cultural group for social, cultural or spiritual association if that place has an acknowledged meaning or symbolic, spiritual or moral value that is important to a particular community or cultural group and which generates a strong sense of attachment.

The place can be where people gather for spiritual reasons (such as churches) or places of recreation and resort (such as sports fields and swimming pools). They can be places associated with community commemoration (such as war memorials) or annual community

Relevant values: Aesthetic, social and spiritual.

- (F1) Important to the community as a key landmark (built feature, landscape or streetscape) within the physical environment of Tasmania.
- (F2) Important to the community as a landmark within the social and political history of Tasmania.
- (F3) Important as a place of symbolic meaning and community identity.
- (F4) Important as a place of public socialisation.
- (F5) Important as a place of community service (including health, education, worship, pastoral care, communications, emergency services, museums, etc).
- (F6) Important in linking the past affectionately to the present.
- (F7) Other attributes consistent with social value as per the Burra Charter.

Criterion G: Social, Cultural or Spiritual Associations

A place has a special associational value if it is associated with a person, organisation or group of people who or which is of importance to the history of Tasmania. In this context, importance may relate not only to the great and well-known, but also to the influential, the exemplary, and the innovative.

Relevant values: Historical and social.

- (G1) A key phase(s) in the establishment or subsequent development of the place were undertaken by, or directly influenced by, the important person(s) or organisation.
- (G2) An event or series of events of historical importance occurring at the place were undertaken by, or directly influenced by, the important person(s) or organisation.
- (G3) One or more achievements for which the person(s) or organisation are considered important are directly linked to the place.
- (G4) Social or domestic events occurred at the place that are inseparable from the achievement(s) of the important person(s) or organisation, were a major influence upon an achievement(s) or

Aesthetic Characteristics

Owing to the recent update of the HCH the pre development assessment guidelines do not specifically deal with Criterion H, 'the place is important in exhibiting particular aesthetic characteristics', however a discussion under Criterion E within that document provides the basis on which to interpret the criterion as presented by the act, it is as follows:

Criterion H: Aesthetic Characteristics

This criterion may be interpreted as a place being important because of its aesthetic significance if that place exhibits sensual qualities that can be judged against various ideals including beauty, picturesqueness, evocativeness, expressiveness, landmark presence, symbolism or some other quality of nature or human endeavour.

Typical inclusion parameters include:

(i) the place being of landmark quality;

(ii) the place having, or contributing to, its setting or important vistas; and

(iii) buildings that sit well within their landscape due to the use

Relevant values: Aesthetic

In addition to this, the Wellington Park Management Plan specifies an additional level of consideration of landscape and aesthetic values for works undertaken within the park. However, within the context of this assessment which is solely focused on the historic heritage and social values present within the study area the broader values of cultural landscapes and aesthetic values will be considered through the prism of the identified cultural heritage within the study area.

APPENDIX B – SUMMARY DATA SHEETS

It is important to note that in some cases substantial and detailed datasheets already exist within the Wellington Park Management Trust inventory system. These sheets are highly detailed and the reader is referred to these if further information is required. In these cases the summary datasheet will include an annotation indicating that these are available. Where these datasheets are still in the process of completion this too will be indicated in the summary datasheet.

Spatial information will be presented in the form of GIS mapping collectively for each of these two groups. The individual datasheets will contain a physical description of the sites generally as they are present within the study area, a brief historical summary taken from Section 4.0 of this report, a significance assessment drawn from Section 7.0 of this report, with reference to the thresholds set out in Appendix A, and a discussion of any particular aspects of interest.

B.1 Study Area One Summary Data Sheets

The six items within Study Area one were Pinnacle Road, Woods Track, Circle Track, an unnamed and currently used track, previously part of the Fingerpost Track, a single cut tree stump, and an unnamed and disused track. Two levelled areas formed by earth moving machinery were all within this study area but are not considered to be significant historical heritage, and will not be discussed here, the reasons for this are examined in the Discussion and Interpretation section (Section 6.0) below.

B.1.1 Pinnacle Road [WPHH0269]

An inventory data sheet exists for Pinnacle Road as part of the Wellington Park Historic Heritage Inventory (although not the remnant under consideration here) and that data sheet should be referred to for further information.

Physical Description

Only a small part of Pinnacle Road is within this study area at its extreme western extent. A full description of Pinnacle Road is not warranted here. However, a few brief details of the road at this location are necessary. The road is currently a sealed modern asphalt road with reflective posts within the verge. It is likely that this hairpin section of the road, a distinctive feature of the roads outline, closely matches the nineteenth century alignment of this section of the road.

History

Although it is likely that the alignment of Pinnacle Road reflects a track formed during the 1830s, it was in the latter half of the nineteenth century that this road was made to achieve a more formal shape that reflects the nature of the current road. Shown in earlier plans from the middle of the nineteenth century the road itself was only constructed in 1888, originally with prison labour then with free labour. This road was at first called Pillinger Drive before being renamed in the twentieth century when the section to the summit was completed. There is some evidence to suggest that the initial road was not sealed until a later date. The functional significance of this road and the hidden alignment of the early track can be seen in the shape of the currently proposed works and Study Area One, which are nestled downslope from this road as well as the alignment of the tracks within the study area.

The construction of Pinnacle Road (WPHH0269) marks a temporal end point for the above Mt Arthur – Organ Pipes Track and Hunters Track and more broadly has been determinative in the way in which the mountain was accessed for recreation since completion. As part of its construction, a camp (WPHH0270) for construction workers was also relocated to near the Big Bend during the final phases of the construction of the road.

The section of Pinnacle Road above the Springs was constructed from 1934 to 1937 as unemployment relief during the Great Depression. Construction of the road employed a range of people including; engineers, surveyors, drillers, powder monkeys, leading hands and dole labourers. The work was largely done by hand but blasting and drilling also took place with a steam roller assisting in providing a level surface for the road. There were a number of temporary ancillary structures erected along the road as construction progressed. The work was structured into eight hour days for six days a week with a short morning and afternoon break.[73] The number of workers daily employed ranged between 47 and 185.

Significance

Pinnacle Road has state significance primarily in strongly demonstrating the largest attempt at Government-backed unemployment relief during the Great Depression era (A2). It has state historical

[73] *Ibid.*

significance in its demonstration of State level governance especially in conjunction with local government (A2). Its intended purpose to actively encourage tourism alongside the application of technology in a distinctive natural environment makes it an example of an important historical process with potential to yield further information (A4 and C5).

It must be noted that the site also has strong local significance to the local community given the number of individuals who worked on the project and whose descendants persist in the local area (F3). This site has social significance and was noted as a special place within Wellington Park.

B.1.2 Circle Track [WPHH0041]

An inventory data sheet exists for the Circle Track as part of the Wellington Park Historic Heritage Inventory (although not the remnant under consideration here) and that data sheet should be referred to for further information.

Physical Description

This section of the Circle Track consists of a northeast aligned benched track up to 1.5m in width, with stones forming part of the track's structure as a footing in areas of steeper grade or as edging, possibly pushed to the side during construction, along the length of the track. The surface of this track is a natural clay pad. In some places within the study area the track is less distinct or covered with debris. It is likely that this track was constructed in the early twentieth century to connect existing tracks and is therefore not a primary element in the historical track network of the mountain.

History

Constructed as part of the Depression era employment scheme, 1928 - 1936, it is likely that the northern section of Circle Track, to the north of its junction with Bett's Vale Track, was probably constructed as part of Betts Vale Track in the first instance. The southern section was probably added at a later point to provide easy access to Pinnacle Road.

Significance

Circle Track can be considered to have local significance through its role in the development of the track network on the mountain (A4). It is well preserved and representative of a track construction on the mountain in the early twentieth century (D1 and D4) and due to its state of preservation and setting like many of the tracks on the mountain it possess aesthetic significance (Hii). As a currently in use recreational track it can also be considered to have some local social significance (F4). This site has no identified social significance.

Figure B.1.1 View west showing the entrance to the Circle Track adjacent to Pinnacle Road. Shown in the centre of the photograph is the random coursed rubble supporting structure below the track. The scale has 100mm marks.

Figure B.1.2 View to the west over the centre of the Circle Track showing the pink flagging tape marking the line of the proposed Track 1a visible in the right of the photograph.

B.1.3 Woods Track

An inventory data sheet exists for Woods Track as part of the Wellington Park Historic Heritage Inventory and that data sheet should be referred to for further information.

Physical Description

This feature consists of a linear path that runs north to south across the study area. It varies in width between 1-1.2m and the grade varies along the length of the track. Within the study area the track is formed of a clay pad with occasional areas of rough coursed rubble edges. It is likely that as this track connects the Rivulet Track and the Fingerpost Track it is part of late twentieth century construction or reconstruction. Little additional information is known about this track.

History

It is possible that the Woods Track was formed during the 1850s, with an important caveat that its date of construction and actual association with the Woods family remain in question, but there is so little information in regards to this track it is difficult to state with any certainty. This WPHH Database summary for this track indicates that the track led between the Fingerpost Track (this section has been removed for a fire trail) and Rivulet Track, formed in the twentieth century as part of the suite of depression area features on the mountain. The late provenance of Rivulet Track may suggest a late date of construction for Woods Track also however the 1934 plan of walking tracks on the mountain indicates that the Woods Track originated at the Springs, where the Woods family lived during the latter half of the nineteenth century. It may be that the Rivulet Track is a later iteration of an earlier part of the Woods Track or that the Woods Track joined it. The Woods Track is also shown on a 1931 plan that pre-dates the construction of the Rivulet Track, that is absent from the same plan. Although it appears that the Wood Tracks joins the Betts Track (Boundary Track) in the east, it is possible that this section is only a remnant of a larger track that extended further east and connected into the series of tracks in the southern portion of Degraves old grant. If this is the case it is possible that the Woods Track dates to around the middle of the nineteenth century although it may be as late as the early twentieth century.

Significance

Woods Track can be considered to have local significance as part of the development of the track network on the mountain as an example of a probably early track alignment (A4). Given its alignment to the Springs in early plans there is sufficient reason to expect that this track was associated with the Woods family who were significant local figures and an important part of the mountain's history (G1). As a currently in use recreational track it can also be considered to have some local social significance (F4). This site has no identified social significance.

Figure B.1.3 Looking north along Woods Track from the point where Track 1a is proposed to intersect with it. The scale has 100mm marks.

Figure B.1.4 View to the west over the centre of the track. The scale has 100mm marks.

B.1.4 Boundary Track- [Betts Vale WPHH010]

No independent inventory data sheet exists for Boundary Track as part of the Wellington Park Historic Heritage Inventory but this track is closely linked to the Betts Vale track [WPHH010] and that data sheet should be referred to for further information.

Physical Description

This track is formed of a combination of benching, uncoursed random rubble facing beneath and a clay surface. However, this track is in varying states of repair with 5-10m stretches no longer being visible on the surface and possibly entirely removed. Throughout the length of the track small trees and saplings are growing, in some sections the track is no longer passable due to large trees that have fallen across the way. This track is most distinct at its junction with the former section of the Fingerpost Track. However some sections of this track where it crosses low points in the terrain exhibit up to 400mm of random uncoursed rubble beneath the track surface. The track is reasonably level with benching in parts of the hill side in order to continue the curve of the track around the hill face. This track is at least 200m in length within the study area and continues further to both the north and the south.

History

Constructed in 1928 - 1936, the Boundary Track was part of a scheme to provide employment during the Depression. This track may have been constructed by Dick Betts, Waterworks Caretaker and Mountain Superintendent, who was known to have constructed tracks on the mountain in 1929. The alignment of this track matched the former park boundary. The northern portion of the nearby Circle Track was probably constructed as part of this track with the southern section added to make a connection to Pinnacle Road. Similarly the Boundary Track in the east of the study area became Betts Vale Track at its northernmost extent.

Significance

The Boundary Track can be considered to have local significance through its role in the development of the track network on the mountain and it demonstrates the former extent of the park (A4). The site also has local historical significance as it demonstrates a Depression era employment scheme (A2) and its possible association with Dick Betts, an important figure in the track construction of this period (G1). Due to its picturesque partially ruined state it possesses local aesthetic significance (Hii). This site has no identified social significance.

Figure B.1.5 Looking north along the unnamed remnant track. The scale has 100mm marks.

Figure B.1.6 Detail view of the uncoursed stone rubble forming the base of the Boundary Track. The scale has 100mm marks.

B.1.5 Fingerpost Track [WPHH0088]

An inventory data sheet exists for the Fingerpost Track as part of the Wellington Park Historic Heritage Inventory (although not the remnant under consideration here) and that data sheet should be referred to for further information.

Physical Description

This feature is an approximately 120m long section of the former Fingerpost Track formed of natural clay and rock. It is 1-1.4m wide and is formed on a rocky clay surface, which likely represents the wearing down of this track in the natural strata of this area. The track surface is within a slightly concave depression that likely indicates the length of time and the informal manner of formation that has created the current form of this track, with it likely being in use from the middle of the nineteenth century. This track intersects with another track, currently unused but more formally constructed, likely later than the Fingerpost Track, about half way up its length.

History

As part of the significant activity occurring around the Degraves complex at Cascades it is likely that the Fingerpost Track began to take shape at this time. The data sheet for this track in the Wellington Park Historic Heritage Management Database considers that the early Fingerpost Track began in the 1820s as a sawyers road from the Cascade mills to Fingerpost on the Huon Road. Subsequently it appears that the track was extended to the Springs in the early 1830s at the latest, as part of the water supply scheme. It is likely that the section passing close to the south of Study Area One was formed during this period. It is likely that the first phases of the track were utilitarian.

The use of the Fingerpost Track continued through the nineteenth century and with its connection to the Icehouse Track, became part of a key route to the pinnacle of kunanyi. Although three other tracks also allowed access to the Springs by the 1890s, the Fingerpost Track was still popular for this purpose during the latter half of the nineteenth century. This use of the Fingerpost Track continued to change its form as well as the landscape around it, with established tracks forming a basis on which other tracks were planned and formed. The track is still in use at the time of writing this data sheet.

Significance

The Fingerpost Track is an early track with a long and varied history of use over nearly two centuries and is a key element in the mountain's cultural landscape and as such it has both local and state significance. Developed as an early logging route this track became a popular path for people from Hobart to visit significant sites on the mountain and not only does it demonstrate key aspects of these phases but is also emblematic of the changing use of the eastern slopes of the mountain (A1, A2 A4, A5, F2, F6 and G4). The state of preservation of this track is demonstrative of both early bridle and walking tracks in Tasmania (D1, D2 and D3). and possesses aesthetic value with its distinctive form in a natural bushland setting (Hiii). As a currently in use recreational track it can also be considered to have some local social significance (F4). This site has no identified social significance.

Figure B.1.7 Looking south along a former part of the Fingerpost Track, the scale in the right of the photograph indicates its intersection with the unnamed remnant track. The scale has 100mm marks.

Figure B.1.8 Looking south along the former part of Fingerpost Track near its intersection with O'Grady's Falls Fire Trail.

B.1.6 Sawn Stump

As far is currently known there is no data sheet for this stump and it is not recorded within the Mt Wellington Heritage Database GIS layer.

Physical Description

This feature is a single sawn Eucalypt stump on a moderately graded slope within the study area. It consists of a single stump ~1m in diameter with a clear saw cut at its surface. However, it is not clear from any marks on the timber by what method the tree had been felled. No other similarly modified stumps were extent in this area.

History

The tree that this stump represents was likely felled during the middle decades of the nineteenth century with the granting of the land to Peter Degraves in 1825. Although timbergetting was taking place in this area from the late 1810s it is likely that this activity was concentrated northeast. It is likely that only when close by timber supplies were exhausted that more distant resources were sought out, which would have included this tree that was at the very limits of Degraves grant. So it is likely that this tree was felled towards the middle of the nineteenth century than in the earlier decades.

Significance

The sawn stump demonstrates a common practice and land use in the vicinity of Hobart, logging and land clearance, which is now no longer practiced (B1 and D3). This site has no identified social significance

Figure B.1.9 Looking east at the sawn stump. The scale has 100mm marks.

Figure B.1.10 Detail view of the surface of the sawn stump showing that its degradation precludes accurate identification of its method of sawing.

B.1.7 Featherstone Cascades Track - [WPHH073]

An inventory data sheet exists for the Featherstones Cascade Track as part of the Wellington Park Historic Heritage Inventory and that data sheet should be referred to for further information. Featherstones Cascades Track is not recorded within the Mt Wellington Heritage Database GIS layer.

Physical Description

The northwestern alignment from the vehicle track below Pinnacle Road, which has removed part of this track, is all that is clearly evident of this track in the Study Area, with the track terminating on the southern bank of Hobart Rivulet. An extensive pedestrian survey was conducted along the banks of the rivulet but no further evidence of this track was identified; this may arise from several factors. Firstly the track may have been in close proximity to the rivulet and has been eroded during high flow events and secondly the sharp change to *D. Antarctica* with a thick understorey in the shallow valley above the rivulet from a more open wet Eucalypt forest to the south could have obscured evidence of the track below a more substantial layer of leaf litter and deadfall. It is also possible that the luxuriant vegetation on the banks of the rivulet in combination with the higher rates of erosion in the gully has caused severe disturbance to the remains of the track in this location and now the material traces are no longer present.

Where present the Featherstone Cascades Track varies from between 900-120mm in width, with stone rubble bordering either side, likely as a result of being moved out of the way during construction. The track is discernible on the northwestern approach but varies in its state of repair, with some sections heavily damaged by tree growth and deadfall. Generally only spindly mid-storey trees are growing in the surface of the track.

History

Constructed as part of the Depression era employment scheme, 1928 - 1936, Featherstones Cascades Track, also referred to as the New Fern Glade Track, lead to O'Grady's Falls from Pinnacle Road. This track was also constructed as part of unemployment relief and may have been named after Featherstone, a foreman in charge of track construction that continued work on track construction in his own time.

Significance

The Featherstones Cascades Track can be considered to have local significance through its role in the development of the track network on the mountain and it demonstrates the former extent of the park (A4). The site also has local historical significance as it demonstrates depression era employment scheme (A2) and its possible association with Featherstone, Foreman-in-Charge of the track project for this period (G1). Due to its picturesque partially ruined state it possess local aesthetic significance (Hii). This track has This site has no identified social significance.

Figure B.1.11 Looking north northwest along Featherstones Cascade Track. The scale has 100mm marks.

B.2 Study Area Two Summary Data Sheets

B.2.1 Snig Tracks

No inventory datasheet or entry in the historic heritage audit exists for the snig tracks within the study area and they are not referred to by WPHH number in the 2016 heritage inspection of the study area by the Wellington Park Management Trust.

Physical Description

As with other features in the study area, the snig tracks were in some cases ill defined, intermittent and heavily obscured by vegetation. It is likely that these tracks were in reality part of a network that veined the ridge but of which now only parts are visible. The most visible sections of snig track are those in close proximity to the Upper Luge Track 1, 5 and 6 whereas the other four sections are intermittent at best and difficult to discern for considerable parts of their length. From the western commencement of Track 6 until the eastern end of the study area it can be considered that the Upper Luge Track is consistently interwoven with a snig track. The western extent of the Upper Luge Track also appears to have been formed from a snig track but given that *ad hoc* mountain bike tracks and snig tracks look remarkably similar after some time of disuse, which is which is not observable with perfect clarity. Only clearly distinct sections of snig tracks have been recorded in this assessment although it is likely that the western end of the Upper Luge Track was formed from such a track.

It is possible that connecting elements of these snig tracks have been completely concealed by deadfall and are no longer visible. The shortest visible snig track section was ~50m and the longest extended over 400mm, with only a small break caused by the Upper Luge Track.

The width of these tracks varies but is generally ~1m in width and less than 500mm in depth, however with over a century and a half since these tracks have fallen into disuse consistent and substantial aggradation is likely to have occurred within them. As noted above, parts of these tracks were intermittent but in their designation as a snig track they all exhibited a narrow breadth and no evidence of cut walls, such as were present in the sawpit features, transverse to the alignment of the track. Only in the case of Snig Tracks 4 and 6 were there additional contemporaneous features present in close association with them (see below and Section B.2.4), but they rather formed part of a network of timber-getting features spread throughout the study area.

It is likely that these features fed the logging roads to the north and south and, possibly, east of the study area as their orientation is consonant with the formation of snig tracks in general, leading away from the higher ground and towards the timber processing facilities downslope.

The snig track sections by number are:

- Snig Track 1 is 175m in length and leads down and across the shallow ridge in an easterly direction. It is likely to have formed part a branch of a network with Tracks 5 and 6, which are essentially the same track but truncated by the Upper Luge, and Track 2 and 3 to its south. This track appears very shallow due to the large amount of leaf litter which is present within it.
- Snig Track 2 is approximately 100m in length and leads eastwards downslope in the southeastern part of the study area. This track may have connected to Track 3 outside the bounds of the study area and would thus have formed part of the same network as 1, 5 and 6 also. This track is associated with a small potential sawpit (no.3) at its western end through very close proximity although there is no visible physical connection between the two.
- Snig Track 3 is a 75m long section that was likely connected to Track 2 during their time of use. This snig track appears very shallow through a large amount of deadfall within it and it leads down the shallow slope above the fire trail.
- Snig Track 4 is approximately 200m in length and appears independent from the group of snig tracks in the northeast of the study area although it was possibly associated with Snig Track 7 to the southwest. This snig track is intermittent and substantial sections of it have been colonised by *G. grandis* but its overall alignment is very clear. The eastern end of this track appears to terminate at the feature denominated Barts Cut in the WPHH inventory and there is some evidence that the final 20m of this track is associated with a number of stone features that have been placed deliberately in proximity to it. This will be considered further in Section B.2.4 below.

- Snig Track 5 runs for approximately 100m along the northern boundary of the study area and is partly truncated by the Upper Luge Track.
- Snig Track 6 is 250m in length and can be considered the continuation of Track 5 and part of the network with Track 1 as well, from which it diverges. The snig track is threaded by the Upper Luge Track and while some sections of this track are pronounced, some are buried beneath substantial amounts of leaf litter.
- Snig Track 7 is a small snig track, less than 100m in length that runs south east from the highest point of the study area. This track is intermittent and colonised by *G. grandis* for at least 20% of its length. Given the thicker vegetation in this part of the study area and the large areas of deadfall, it is possible that this track is much larger but has been occluded or destroyed.

Generally the snig tracks display an arrangement consistent with an early nineteenth century phase of timber-getting and a distribution network that relied on logging roads to the south and east of the study area. Strikingly, there is very little indication that the snig tracks were leading northwards to the Luge Track immediately to the north of the study area. This is discussed in Section 6.0 above but it is possible to state that this indicates that these tracks may have predated the formation of this track.

History

The timber getting features that form part of this group are likely associated with an early phase of government timber-getting after 1815 and a more intensive phase of sawmilling beginning in 1825, with the granting of the land to Peter Degraves, and ending in the late 1850s. The earliest phase of timber-getting in this area was associated with a site called Kings Pits that historical sources indicates are present 200m to the south. The arrangement of features on this shallow ridge all indicate their association with a logging road running south along the bottom of the ridge depicted in the early nineteenth century. This disposition is strong evidence of an early date for these features as the logging track immediately to the north is not so closely linked to this group of features. Nevertheless, this area was almost certainly used during Degraves tenure with the possibility that his water powered sawmill, and possibly more substantial team, was able to process timbers that would have been too substantial for the earlier timber-getters to handle. The area was visited by James Backhouse in 1833 who recorded sawyers still living at Kings Pits although not necessarily continuing to work at this location.

This activity would have had an intrinsic time limit and once the natural timber supplies were exhausted along with the opportunities for expansion, the timber-getting must have ceased. It is possible that a saw mill continued operation with timber from other locations but this is of little relevance for the study area. The study area continued in private hands, with little evidence of extensive modification or use within either study area inside of Degraves grant after the early phase of timber-getting. The land was incorporated into Mount Wellington Park in 1930.

Significance

The snig tracks can be considered to be locally significant. These tracks have the ability to provide information about the early practice of timber harvesting on kunanyi - Mount Wellington (C2) and assist in differentiating between the different phases of development that took place in the first half of the nineteenth century (C4). They demonstrate a common practice and land use in the vicinity of Hobart, logging and land clearance, which is now no longer practiced (B1 and D3).

Figure B.2.1 Looking east along the Upper Luge Track, left of photograph, and a snig track, right of photograph. The snig track is partially obscured by a large amount of deadfall and leaf litter. The scale has 100mm marks.

Figure B.2.2 Looking southeast along the line of Snig Track 1.

B.2.2 Potential Sawpits

As far is currently known there is no data sheet for these sawpits and they are not recorded within the Mt Wellington Heritage Database GIS layer.

Physical Description

Four potential saw pits were identified within the study area with Sawpit 1 being the clearest and the remaining three having lesser potential. It is worth considering the criteria by which these features were considered to be sawpits and comment on how they were distinguished from more probably smaller depressions in the ground surface, of which they were many.

Sawpits, even temporary smaller scale sawpits have been excavated and are generally selected or constructed with requirements for not only the pit itself but also the storage and handling of timber nearby. During the construction the spoil from the sawpits can be expected to be deposited downslope, in bush sawpits on hill sides, to help form the sides of the pit. Characteristically then, it can be expected that sawpits are likely to possess level areas adjacent to the pit itself and there is likely to be also a deformation of the natural topography with a sharper slope immediately downhill of any sawpit. Given the manner of their operation sawpits are also linear in form and tend to possess a regular outline, although given the taphonomic factors affecting these features in a wooded area it is likely that these alignments were distorted. The potential sawpits identified possessed these characteristics to a greater or lesser degree.

These sawpits were distinguished from 'depressions' in the ground that in this case may or may not have had a cultural origin. In a different context these depressions would have been readily attributed to uprooted trees tearing the ground as they fell. However, the association of these depressions with areas of stone features meant that they could not be dismissed as natural in origin although they were also not considered to meet the criteria to be considered a sawpit. Some depressions within the study area were clearly the result of natural processes but neither was there a possibility that they were in fact sawpits; where this was the case they were recorded as depressions and are discussed in the section on the Timber-Getting Complex below.

The four potential sawpits were present in the eastern third of the study area and did not share a common alignment but rather were aligned transverse to the fall of the slope where they were present. As mentioned before Sawpit 1 was the most distinct of the four, while the other three were ambiguous at best, however on the balance of probability these features are likely to have been sawpits or similar features used in the initial processing of timber.

- Sawpit 1 was 20m in length and 2m wide at its greatest width. This pit was substantially filled by deadfall and leaf litter and it is assumed that much modification of its walls had taken place through taphonomic processes after its disuse. The greatest depth that could be measured was 750mm from the upper rim of the pit to the deadfall and humus filling its bottom. The ground around this pit was level but after 500mm to the south there was a slightly steeper slope down to the natural slope of the hill.
- Sawpit 2 was located in shallow concavity in the face of the slope between Snig Track 2 and Snig Track 3. It was approximately 10m in length and 1.5m in width as well as at least 500mm in depth and substantially filled with leaf litter and debris. It is likely that the shape of the sawpit has undergone modification since its period of disuse.
- Sawpit 3 was a small sawpit measuring 7 x 1.5m in plan and not more than 500mm in depth, but as elsewhere a significant amount of organic matter had contributed to filling the bottom of this pit.
- Sawpit 4 was a small sawpit measuring 8 x 2m in plan and not more than 500mm in depth, but as elsewhere a significant amount of organic matter had contributed to filling the bottom of this pit.

With all of these features the taphonomic processes affecting them has rendered them less distinct and rounded the edges of the cut and filled in sections of the cut.

History

The timber getting features that form part of this group are likely associated with an early phase of government timber-getting after 1815 and a more intensive phase of sawmilling begining in 1825, with the granting of the land to Peter Degraves, and ending in the late 1850s. The earliest phase of timber-getting in this area was associated with a site called Kings Pits that historical soruces indicates are present 200m to the south. The arrangement of features on this shallow ridge all indicate their

association with a logging road running south along the bottom of the ridge depicted in the early nineteenth century. This disposition is strong evidence of an early date for these features as logging track immediately to the north is not so closely linked to this group of features. Nevertheless, this area was almost certainly used during Degraves tenure with the possibility that his water powered sawmill, and possibly more substantial team, was able to process timbers that would have been too substantial for the earlier timber-getters to handle. The area was visited by James Backhouse in 1833 who recorded sawyers still living at Kings Pits although not necessarily continuing to work at this location.

This activity would have had an intrinsic time limit and once the natural timber supplies were exhausted along with the opportunities for expansion the timber-getting must have ceased. It is possible that saw mill continued operation with timber from other locations but this is of little relevance for the study areas. The study area continued in private hands, with little evidence of extensive modification or use within either study area inside of Degraves grant after the early phase of timber-getting. The land was incorporated into Mount Wellington Park in 1930.

Significance

The sawpits can be considered to be locally significant. These pits have the ability to provide information about the early practice of timber harvesting on kunanyi - Mount Wellington (C2) and assist in differentiating between the different phases of development that took place in the first half of the nineteenth century (C4). The demonstrate a common practice and land use in the vicinity of Hobart, widescale logging and land clearance, which is now no longer practiced (B1 and D3).

This site has no identified social significance.

Figure B.2.3 View to the southwest along Sawpit 1, note the distinct hard clay soil in the bottom of the photograph indicating that this was a pit and not a snig track. The scale has 100mm marks.

Figure B.2.4 Looking to the south over potential Sawpit 4, although this feature is obscured by leaf litter and deadfall it is neither a snig track or natural soil disturbance arising from an uprooted tree. The scale has 100mm marks.

B.2.3 Sawn Stumps and Timbers

As far is currently known there are no datasheets for these features and they are not recorded within the Mt Wellington Heritage Database GIS layer.

Physical Description

Spread throughout this area were a series of stumps, clearly exhibiting notch cuts in most cases and occasionally accompanied by cut trunks lying on the ground nearby. These stumps varied in height from 1-1.2m and generally measured >1m in diameter. The stumps exhibited evidence of fire damage likely caused by bushfires since their felling some of these features were significantly decayed but in all cases evidence of felling was present. Although the surface of any of these features was not intact enough to discern cut marks, the notch cuts combined with the very level surface of the stumps were a clear indication that these trees had been felled. In some cases, as around Stump 2 and Stump 9 there were sawn trunks present on the nearby ground surface. These trunks exhibited square cuts on their distal ends but it is not clear in what manner these cuts were made and these features have not been recorded independently. Similarly within the Timber-Getting Complex there were a number of sawn logs that exhibited possibly cut surfaces yet as these could not be clearly attributed to felling activity associated with timber-getting they have not been recorded as historical features.

A large sawn log was noted in vicinity of the Upper Luge Track but this tree has clearly been cut with a chainsaw and as such is not recorded as part of this group of historical features.

History

The timber getting features that form part of this group are likely associated with an early phase of government timber-getting after 1815 and a more intensive phase of sawmilling begining in 1825, with the granting of the land to Peter Degraves, and ending in the late 1850s. The earliest phase of timber-getting in this area was associated with a site called Kings Pits that historical soruces indicates are present 200m to the south. The arrangement of features on this shallow ridge all indicate their association with a logging road running south along the bottom of the ridge depicted in the early nineteenth century. This disposition is strong evidence of an early date for these features as logging track immediately to the north is not so closely linked to this group of features. Nevertheless, this area was almost certainly used during Degraves tenure with the possibility that his water powered sawmill, and possibly more substantial team, was able to process timbers that would have been too substantial for the earlier timber-getters to handle. The area was visited by James Backhouse in 1833 who recorded sawyers still living at Kings Pits although not necessarily continuing to work at this location.

This activity would have had an intrinsic time limit and once the natural timber supplies were exhausted along with the opportunities for expansion the timber-getting must have ceased. It is possible that saw mill continued operation with timber from other locations but this is of little relevance for the study areas. The study area continued in private hands, with little evidence of extensive modification or use within either study area inside of Degraves grant after the early phase of timber-getting. The land was incorporated into Mount Wellington Park in 1930.

Significance

The sawn stumps and timbers can be considered to be locally significant. These pits have the ability to provide information about the early practice of timber harvesting on kunanyi - Mount Wellington (C2). The demonstrate a common practice and land use in the vicinity of Hobart, logging and land clearance, which is now no longer practiced (B1 and D3). This site has no identified social significance.

Figure B.2.5 Detail view of Stump 7, the notch cut is clearly visible facing towards the viewer. The scale has 100mm marks.

Figure B.2.6 Looking to the west and showing two of the three closely spaced stumps (Sawn Stump 4 to 6) in the centre of the study area. A notch cut is visible on the stump in the left of the photograph. The scale has 100mm marks.

B.2.4 Complex of Timber-Getting Features - [Includes Bart's Cut - WPHH0453 Golden Gully North Sawpit, WPHH0461 and Golden Gully North Stone Mounds - WPHH0462

Three data summary sheets exist for this site within the Wellington Park Historic Heritage Inventory. These formerly distinct sites are in fact part of a larger cultural landscape associated with the earliest phases of timber-getting on the mountain and at least two of these sites are certainly part of the same group of features.

Physical Description

In the centre south of the study area along its southern border was a large group of features consisting of uncoursed or roughly coursed unshaped stone footings or heaps, terraced areas, pits and the termination of Snig Track 4. The material culture of this area is complex in its distribution and opaque in its form, although the stone features were clearly cultural in origin, their purpose, history of use and relationship to one another was unclear. Given the historical background of this study area and the nature of the other features present within it as well as the association of Snig Track 4 with some of these stone features, it is inferred that they are related to the historical timber-getting and sawmilling that was known to have taken place in the area. The concentration of these features in the area alongside their similarity are strong indications that these features formed part of a cohesive complex. For the sake of clarity and simplicity the stone features in this area will be referred to only as 'stone features' not footings or structures in the absence of a stronger demonstration of their purpose.

At least 32 individual stone features were observable in this area although it must be emphasised that this does not necessarily indicate the total nor is it even necessarily the lower limit of how many features there may be. This is the case as it is possible that a number of these features may have formed part of one whole with parts missing or now buried beneath the current ground surface. As the extent of this recording was constrained by the time available during this survey, these features were not recorded with a high level of detail but rather to the degree that it was necessary to determine their extent and provide a preliminary assessment of their significance. This complex of features was spread from the shallow ridge crest down to the side slopes of the ridge above the rivulet. There was a comparatively greater frequency of stone features on the flatter crest than there was on the bank. Significantly, two of the most distinct sets of features, noted as points of interest in Figure 5.0.3 involved shallow terracing of the hill slope for the placing of these stone features indicating that not only was the flatter surface of the ridge crest sought out but that it had been modified to create even flatter areas.

The stone features varied in morphology but were largely consistent in size, most being less than 2 x 2m in plan. In some cases the features displayed were formed from coursed rubble and in some cases from uncoursed rubble. Some of these features appeared simply as concentrations of rubble resting in a rough, but roughly similar sized shape, pile on the ground surface. However, it must be emphasised that this appearance has been caused by taphonomic factors affecting this woodland site. Falling limbs and trees have likely damaged some of these structures and deadfall and leaf litter has also likely obscured large parts of these features and it is therefore likely that they are merely the surficial elements of more substantial structures that are now partially buried. None of these features exceeded a metre in height with coursed and uncoursed features being the tallest and the unordered piles of stone lying much closer to the ground. This is further evidence that in the more disturbed features that their disorganisation has resulted from taphonomic disturbance after construction.

The depressions in this area were shallow, <500mm deep, roughly circular concavities in the ground surface and measured between 1m and 2.5m in diameter. There was no clear evidence of structure in association with them and while it is possible that these are the result of natural phenomena, their context and concentration in this group of features means that they have been considered as potential elements in this cultural landscape.

Three elements are considered as points of interest for this area as they are the better preserved elements of this complex with the more obvious surficial features. The first of these features was referred to as Bart's Cut in the WPHH inventory and was described as a terraced area with stone footings, possibly an incipient hut site. This is broadly correct but it is worthwhile noting some additional details about this area. Snig Track 4 terminates at this feature, within 2m of the terraced area, which is aligned roughly north to south. The terracing was at a depth of 300mm above the current ground surface. The possibly terraced area extends over 3m in width and 10m in length. It is overgrown but there are two stone features within the terraced area, similar to those described above but not showing any evidence of coursing of other formation. Although referred to as a terraced area, the cut into the ground surface is distinct; it is possible that this cut extended further in depth and this may have been a sawpit or other deep feature that has been filled in.

Extending further west and upslope along the line of the snig track at a distance of approximately 10m were two pairs of stone features mirroring each other on either side of the snig track. These features

were each 1.5 x 1.5m in plan, with roughly squared edges, although they may continue beneath the leaf litter or ground surface to make a single 4.8m long feature parallel to the track on either side. These feature were set 1.8m distant from one another in matching sets on the sides of the snig track. They were clearly associated with the track, were not simply spoil heaps from its excavation and they are a key link in demonstrating the connection of the features in this area with the timber-getting activity that was taking place here.

To the north of both these groups of features at a distance of 30m was a second terraced area, in an already very level area of the ridge crest, which measured approximately 10x5m in plan, were a set of coursed stone features that most closely approximate *in situ* footings in the whole complex. Three courses were evident in one of these features although less than a metre remained of its length.

The reality is that this complex represents an early phase of occupation in this area, in fact one of the earliest sustained European presences on the mountain altogether. It is almost certainly associated with logging but without further investigation, of a scale and cost well beyond the limits of this current investigation, few positive assertions can be made about the nature of use of this site.

History

The timber getting features that form part of this group are likely associated with an early phase of government timber-getting after 1815 and a more intensive phase of sawmilling begining in 1825, with the granting of the land to Peter Degraves, and ending in the late 1850s. The earliest phase of timber-getting in this area was associated with a site called Kings Pits that historical soruces indicates are present 200m to the south. The arrangement of features on this shallow ridge all indicate their association with a logging road running south along the bottom of the ridge depicted in the early nineteenth century. This disposition is strong evidence of an early date for these features as logging track immediately to the north is not so closely linked to this group of features. Nevertheless, this area was almost certainly used during Degraves tenure with the possibility that his water powered sawmill, and possibly more substantial team, was able to process timbers that would have been too substantial for the earlier timber-getters to handle. The area was visited by James Backhouse in 1833 who recorded sawyers still living at Kings Pits although not necessarily continuing to work at this location.

This activity would have had an intrinsic time limit and once the natural timber supplies were exhausted along with the opportunities for expansion the timber-getting must have ceased. It is possible that saw mill continued operation with timber from other locations but this is of little relevance for the study areas. The study area continued in private hands, with little evidence of extensive modification or use within either study area inside of Degraves grant after the early phase of timber-getting. The land was incorporated into Mount Wellington Park in 1930.

Significance

The timber-getting complex can be considered to be of state significance primarily because of its potential to contribute information about the early settlement of Tasmania and an important industrial aspect of the convict penal system (C1, C2, C3 and C4). Although some evidence can be gained through surface inspection of these features excavation or other forms of subsurface investigation (C5) has the potential to contribute a large amount of information that would demonstrate the process involved in the first phases of land clearance and timber harvesting (A2, A3 and D2). This site can also be considered to demonstrate some aesthetic significance as it represents a cohesive early cultural landscape within a woodland setting (Hiii). This site also has similar qualities to those discussed above in regards to illuminating aspects of Hobart's local history and as such possesses local significance. This site has no identified social significance.

Figure B.2.7 Looking north to the partly coursed random rubble features in the area of possible stone footings. The scale has 100mm marks.

Figure B.2.8 A rectilinear feature in the area of stone footings. Looking east at the sawn stump. The scale has 100mm marks.

Figure B.2.9 Looking to the northwest over the stone features in the foreground and the snig track, heavily overgrown, immediately behind them in the centre of the photograph. A corresponding set of stone features are just visible to the northwest of the snig track. The scales have 100mm marks.

Figure B.2.10 Looking to the west over the stone feature and benched area in 'Bart's Cut.' The scale has 100mm marks.

Figure B.2.11 Looking to the south at a clearly constructed stone feature, nearly a metre above the current ground surface; there is no additional evidence of bonding or other structural elements. The scale has 100mm marks.

Figure B.2.12 Detail view of the surface of a stone feature. The scale has 100mm marks.

APPENDIX C – ABORIGINAL HERITAGE TASMANIA'S UNANTICIPATED DISCOVERY PLAN

Unanticipated Discovery Plan

Procedure for the management of unanticipated discoveries of Aboriginal relics in Tasmania

For the management of unanticipated discoveries of Aboriginal relics in accordance with the *Aboriginal Heritage Act 1975* and the *Coroners Act 1995*. The Unanticipated Discovery Plan is in two sections.

Discovery of Aboriginal Relics other than Skeletal Material

Step 1:
Any person who believes they have uncovered Aboriginal relics should notify all employees or contractors working in the immediate area that all earth disturbance works must cease immediately.

Step 2:
A temporary 'no-go' or buffer zone of at least 10m x 10m should be implemented to protect the suspected Aboriginal relics, where practicable. No unauthorised entry or works will be allowed within this 'no-go' zone until the suspected Aboriginal relics have been assessed by a consulting archaeologist, Aboriginal Heritage Officer or Aboriginal Heritage Tasmania staff member.

Step 3:
Contact Aboriginal Heritage Tasmania on **1300 487 045** as soon as possible and inform them of the discovery. Documentation of the find should be emailed to **aboriginal@heritage.tas.gov.au** as soon as possible. Aboriginal Heritage Tasmania will then provide further advice in accordance with the *Aboriginal Heritage Act 1975*.

Discovery of Skeletal Material

Step 1:
Call the Police immediately. Under no circumstances should the suspected skeletal material be touched or disturbed. The area should be managed as a crime scene. It is a criminal offence to interfere with a crime scene.

Step 2:
Any person who believes they have uncovered skeletal material should notify all employees or contractors working in the immediate area that all earth disturbance works cease immediately.

Step 3:
A temporary 'no-go' or buffer zone of at least 50m x 50m should be implemented to protect the suspected skeletal material, where practicable. No unauthorised entry or works will be allowed within this 'no-go' zone until the suspected skeletal remains have been assessed by the Police and/or Coroner.

Step 4:
If it is suspected that the skeletal material is Aboriginal, Aboriginal Heritage Tasmania should be notified.

Step 5:
Should the skeletal material be determined to be Aboriginal, the Coroner will contact the Aboriginal organisation approved by the Attorney-General, as per the *Coroners Act 1995*.

Aboriginal Heritage Tasmania
Department of Primary Industries, Parks, Water and Environment

Tasmanian Government

Guide to Aboriginal site types

Stone Artefact Scatters

A stone artefact is any stone or rock fractured or modified by Aboriginal people to produce cutting, scraping or grinding implements. Stone artefacts are indicative of past Aboriginal living spaces, trade and movement throughout Tasmania. Aboriginal people used hornfels, chalcedony, spongelite, quartzite, chert and silcrete depending on stone quality and availability. Stone artefacts are typically recorded as being 'isolated' (single stone artefact) or as an 'artefact scatter' (multiple stone artefacts).

Shell Middens

Middens are distinct concentrations of discarded shell that have accumulated as a result of past Aboriginal camping and food processing activities. These sites are usually found near waterways and coastal areas, and range in size from large mounds to small scatters. Tasmanian Aboriginal middens commonly contain fragments of mature edible shellfish such as abalone, oyster, mussel, warrener and limpet, however they can also contain stone tools, animal bone and charcoal.

Rockshelters

An occupied rockshelter is a cave or overhang that contains evidence of past Aboriginal use and occupation, such as stone tools, middens and hearths, and in some cases, rock markings. Rockshelters are usually found in geological formations that are naturally prone to weathering, such as limestone, dolerite and sandstone

Quarries

An Aboriginal quarry is a place where stone or ochre has been extracted from a natural source by Aboriginal people. Quarries can be recognised by evidence of human manipulation such as battering of an outcrop, stone fracturing debris or ochre pits left behind from processing the raw material. Stone and ochre quarries can vary in terms of size, quality and the frequency of use.

Rock Marking

Rock marking is the term used in Tasmania to define markings on rocks which are the result of Aboriginal practices. Rock markings come in two forms; engraving and painting. Engravings are made by removing the surface of a rock through pecking, abrading or grinding, whilst paintings are made by adding pigment or ochre to the surface of a rock.

Burials

Aboriginal burial sites are highly sensitive and may be found in a variety of places, including sand dunes, shell middens and rock shelters. Despite few records of pre-contact practices, cremation appears to have been more common than burial. Family members carried bones or ashes of recently deceased relatives. The Aboriginal community has fought long campaigns for the return of the remains of ancestral Aboriginal people.

Further information on Aboriginal Heritage is available from:

Aboriginal Heritage Tasmania
Natural and Cultural Heritage Division
Department of Primary Industries, Parks, Water and Environment
GPO Box 44 Hobart TAS 7001

Telephone: **1300 487 045**
Email: **aboriginal@heritage.tas.gov.au**
Web: **www.aboriginalheritage.tas.gov.au**

APPENDIX D – HERITAGE ADVICE RELATING TO THE UPPER LUGE TRACK IN 2016

UPPER LUGE INSPECTION, 8/11/2016

On Tuesday 8th November 2016, Lindsay Ashlin and I inspected the Upper Luge informal bike and walking track on the lower eastern slopes of kunanyi/Mt Wellington (ie, between Main Fire Trail and Middle Island Fire Trail) to look at the location of the track, its location relative to known historic heritage, and to look at impacts to the cultural heritage from the development and use of the track. No cultural heritage inspection or recording was carried out as part of the inspection.

The current track, which is very clear, runs down the crest of the spur on the north side, crossing one or more well formed historic log snigging tracks (log chutes) at several points.

Inspection Assessment

Observations from the inspection are as follow:

1. The track is not the original route. The original route started from Middle Island Fire Trail slightly to the north of the current start, sidled to the northeast, then used the historical benched formation in the area down to Main Fire Trail just north of the current crossing point, then continued down the old logging formation that runs along the ridge crest east of Main Fire Trail.
2. As the current track does not use the well preserved historical section of benched track that the earlier Upper Luge track did, the current route is considered to have less historic heritage impact than the previous route. It is good that the historic benched section of track is no longer being used as it was considered sensitive to impacts from ongoing bike use without hardening (hardening not being desirable from a heritage conservation perspective).
3. The current Upper Luge track however has had some impact on the historic snig tracks in the area. This is essentially where the track cuts across the snig track/s. Generally the impact is minor as the current track is not constructed and follows the contours, but there is some focused wear and erosion at the snig track crossings.
4. The level of impact is likely to increase with ongoing use and formalisation of the track as a greater degree of track modification is likely (some track modification is already happening in some locations).

[Note – Only the section uphill of Main Fire Trail was inspected; and no track recording was carried out].

Local Area Cultural Heritage

The general area is part of the historically well used lower eastern slopes of kunanyi/Mt Wellington, as a consequence of which it is very rich in historic heritage, primarily early-mid 1800s timber industry heritage (constructed logging 'roads', snig tracks/log chutes, sawpits, sawmills, hut foundations), early-mid 1800s to early 1900s recreational heritage (hut remains, tracks), and other miscellaneous heritage (eg, stone mounds). It is part of the relatively dense zone of historic heritage that stretches from east of the Park boundary west to the Junction Cabin - Lenah Valley Track – Springs level, and from the Springs – Hobart Rivulet in the south, north to approximately Brushy Creek, and in the Upper Luge area and environs the site density is particularly high. The area can be considered to have cultural landscape values given the historic modification of the landscape in this area and the continuing evidence of this (and could be considered as part of an eastern slopes historic cultural landscape).

The actual spur on which the Upper Luge track occurs has not been systematically surveyed, but it is known from public information (eg, John & Maria Grist and Bruce Davies) and a small number of inspections (the author) to contain a high density of sites, including some quite rare and highly significant sites. The location (approximate) of known sites is shown in Figure 1. It is probable that there are more sites in the area.

Of particular significance on the spur is the early –mid 1800s timber industry heritage which constitutes a very well preserved suite of early colonial timber industry sites. Such heritage is rare in a Tasmanian and Australian context, and as a well preserved suite is unique in the Tasmanian context and believed to be unique in the Australian context. Part of this suite of sites is a zone of dense sawpits and snig tracks which are believed to be one of the sets of government sawing stations

(Kings Pits) of which only two other such complexes are known in Tasmania (also in Wellington Park), and of which this is the best example.

Upper Luge Options & Cultural Heritage Considerations

The following comment is based on the difficulty experienced in trying to close the Upper Luge track and consequently the apparent need to allow for pedestrian and bike access through this area, as well as attempting to preserve the significant heritage values of the area (see above).

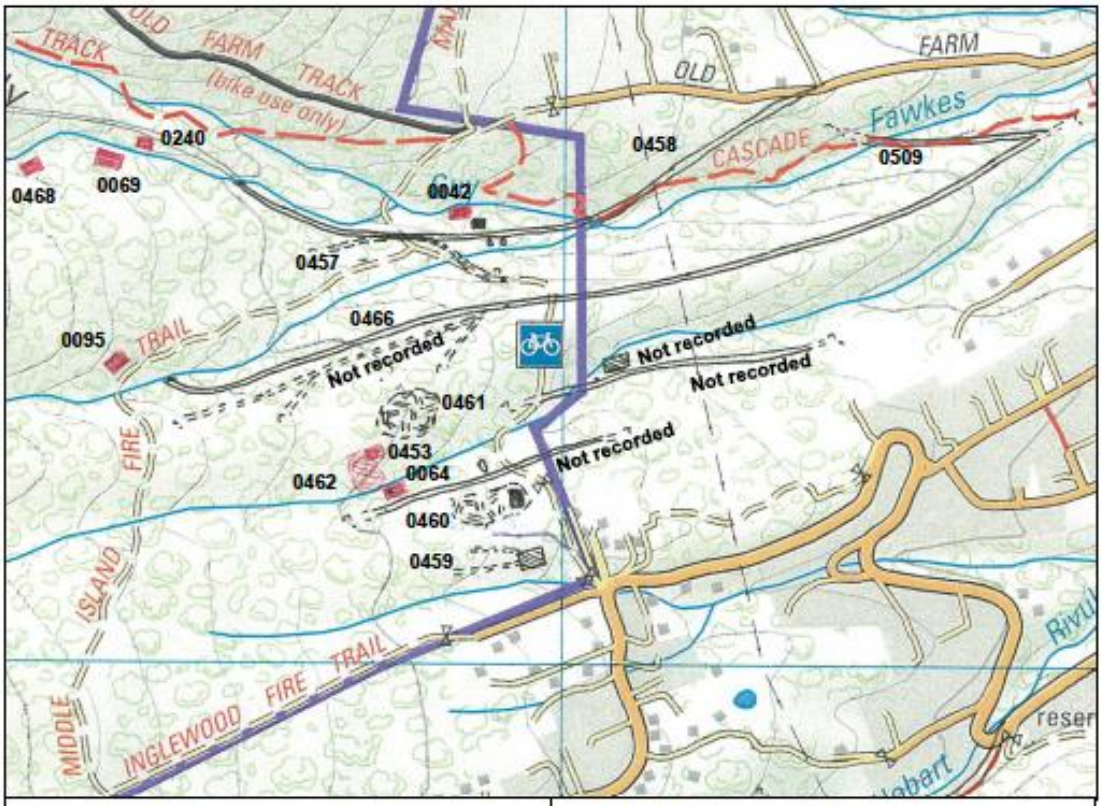
1. It is considered advantageous from a heritage perspective that the historic benched section of timber industry track is no longer being used (ie, use is not compromising the preservation of this track, and this section of track should remain unused as a formal walking or bike track.
2. The current track is having relatively limited impact on the heritage (snig tracks) it crosses, and hence the current route can continue to be used in the short-medium term. It is undesirable to continue to use this route in the longer term as formalising the route is highly likely to result in increased impact on the historic snig tracks (and hardening would also have an impact).
3. The preferred option from a heritage perspective is to re-locate the track to avoid all significant cultural heritage in the area or, if this is not possible, to re-locate the track to reduce actual and potential impacts. This option however will require systematic mapping of the spur to locate the heritage in the area to assist in the track re-location. It would also be desirable, and would assist future planning, to fully map the historic benched logging tracks in the area to determine how suitable they are for alternative uses such recreational tracks

Anne McConnell

29/11/2016

FIGURE 1 – SKETCH OF THE KNOWN HISTORIC HERITAGE IN THE AREA OF THE UPPER LUGE TRACK

[Note – 1. locations are approximate only; 2. there may be other historic heritage in the area that is not mapped]



Black sites – timber industry sites

Red sites – other sites

[*North is to the top of the map*]

Sites (included in the WP Database)

WP0042 – Clematis Hut
WP0064 – Ellis & Sansom Hut
WP0069 – Falls hut
WP0095 – Forest Hut
WP0240 – Nicholsons Hut
WP0453 – Barts Cut
WP0457 – Guy Fawkes Rivulet Logging Track 1
WP0458 – Guy Fawkes Rivulet Sawyers Road
WP0459 – Inglewood Road Sawmill
WP0460 – Golden Gully South Sawpit Complex
WP0461 - Golden Gully North Sawpit Complex
WP0462 - Golden Gully North Stone Mounds
WP0466 – Cascades Logging Road 4
WP0468 – Upper Guy Fawkes Rivulet hut 1
WP0509 – Guy Fawkes Logging Road 3