

FERN TREE PARK VISITOR NODE MASTER PLAN



Wellington Park
Management Trust



City of **HOBART**



Prepared by
for Wellington Park Management Trust and City of Hobart
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Inspiring Place Pty Ltd
Environmental Planning, Landscape Architecture,
Tourism & Recreation
210 Collins St Hobart TAS 7000
T: 03) 6231-1818 E: info@inspiringplace.com.au
ACN 58 684 792 133

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EXECUTIVE SUMMARY

Fern Tree Park, on Huon Road opposite the Fern Tree Village, is one of the primary places through which visitors and locals access Wellington Park; it is also the only major entrance to Wellington Park accessible by public transport. The Fern Tree Park is linked by tracks to nearby features of interest including the Fern Tree Bower, Silver Falls, the heritage listed Pipeline Track, the Fern Glade Entry car park and the heritage listed St Raphael's Church.

Fern Tree Park contains facilities including tracks, toilets, picnic tables, barbeques, play equipment and shelters. The exotic landscape plantings in the park are mature in scale and contrast pleasantly with the adjacent bushland, making a vista of high scenic quality. The park is highly valued by the local community for family gatherings and play and for visitors it provides access to Wellington Park tracks for walking, bike riding and running.

The quality of the presentation of the park and areas nearby is not commensurate with their role as forming one of the primary access points to Wellington Park. Facilities are tired and in need of reconsideration and/or refurbishment. Safety for visitors entering the area and connecting between facilities along Huon Road is also of concern. For these and other reasons, the Wellington Park Management Trust and the City of Hobart engaged Inspiring Place Pty Ltd to prepare a master plan for the area.

The vision for the Fern Tree Park Visitor Node is:

The Fern Tree Park Visitor Node will be managed as a major entry node for visitors to Wellington Park, and as a highly valued local park and historic precinct. The protection of the natural, cultural heritage and contemporary social values within the Fern Tree Park Visitor Node will guide future enhancement and management of existing infrastructure, facilities and landscape.

Discussions with the community, stakeholders, City of Hobart officers and Wellington Park Management Trust representatives identified a range of consistent concerns that need to be addressed by the master plan for the vision for the area to be achieved.

These issues were:

the requirement to manage the area to protect its significant natural, heritage and cultural values;

the failure of the existing facilities to match the expectations of users for quality infrastructure commensurate with the significant values of the place and the role of the place as one of three key entry points to Wellington Park;

the lack of safe access to the Study Area and between its sub-precincts;

the location of the public toilet; and

the need for new development to be accordance with the Council's Fern Tree Urban Design Guidelines.

The opportunities to address these issues at Fern Tree Park were explored but limited by the local topography, placement of existing facilities, accessibility requirements and existing traffic functions and arrangements.

During the public review of the Draft Fern Tree Park Visitor Node Master Plan in 2016, the main concern was the proposed relocation of the toilet to the Fern Tree Tavern carpark. There was considerable community opposition based on concern about increased risk to park users having to cross at a difficult road location to visit the toilet, being too distant from the park and not being family friendly.

Further investigations were undertaken with access and waste water management consultants engaged to consider options. This resulted in a revised master plan recommending the construction of a new pump out toilet facility on the roadside but accessed from the Pipeline Track, combining a new bus shelter, tank, and toilets.

Site concept plans were prepared in the Master Plan for Fern Tree Park, the Fern Glade Entry car park, Fern Tree Tavern car park and the balance of the study area. The recommendations are listed below for each of these areas.

FERN TREE PARK RECOMMENDATIONS

Extend the southern traffic island to improve pedestrian crossing

Construct new pathway from Fern Glade Entry car park to Fern Tree Park with vehicle bollards

Remove existing public toilet and picnic shelter

Construct new picnic shelter with barbeque and picnic tables

Construct new toilet facility at bus stop near the Pipeline Track

Construct new central gravel path through the Park

Remove existing play equipment and install new nature-based play features

Reinstate grassed areas on the terraced spaces

Upgrade new entry into the Park including installing wayfinding signs

Install new fence on existing stone wall of the Park

Construct new shared use track link from Pillinger Drive Track to the Pipeline Track

Install speed limit sign and advanced warning sign on Huon Road (approach from south)

Install new picnic tables and barbeque at northern end of the Park

Improve safety for crossing Huon Road to bus shelter (southern end of Fern Tree)

Install steps from bus shelter to join Pipeline Track

Remove barbeque platform adjacent to Pipeline Track

FERN TREE TAVERN CAR PARK RECOMMENDATIONS

Negotiate lease or purchase of land for the car park at the rear of the Tavern.

Construct new public car park at rear of Tavern

FERN GLADE ENTRY CAR PARK RECOMMENDATIONS

Construct car park with new entries and vehicle bollards

Install new entry signs for entry and egress to and from the car park

Construct exposed aggregate concrete path

Reconstruct existing stone steps and install handrail

Rehabilitate area between quarry face and car park into grassed area

Install speed limit sign and advanced warning sign on Huon Road
(approach from north)

Install wayfinding signage

Install picnic table

BALANCE OF STUDY AREA RECOMMENDATIONS

Add directional signs at Silver Falls

Add/alter directional signs on Fern Glade Track

Apply MWSS guidelines to existing infrastructure at Silver Falls
and Fern Tree Bower sites

Harden and level viewing area at Silver Falls

Selectively remove understorey vegetation at Fern Tree Bower and
review vehicle turning area requirements to improve park setting

Further investigate the options for replacement of the existing hut
at Fern Tree Bower with a new hut more consistent with historic
design

Maintain the Pipeline Track and Silver Falls Track consistent with
MWSS guidelines

Maintain Silver Falls Track beyond Silver Falls and Fern Glade
Track as Class 3 tracks

Maintain Middle Track (below Silver Falls Track) for bushwalking
and emergency vehicles only given steep section.

SECTION 1

CONTEXT

The suburb of Fern Tree is ~13 kms from the Hobart CBD. Fern Tree Park, on Huon Road opposite the Fern Tree Village, is one of the primary places through which visitors and locals access Wellington Park; it is also the only major entrance to Wellington Park accessible by public transport. The Fern Tree Park is linked by tracks to nearby features of interest including the Fern Tree Bower, Silver Falls, the heritage listed Pipeline Track, the Fern Glade Entry car park and the heritage listed St Raphael's Church (Map 1.1¹).

Natural values in the area are high, the surrounding bush being in good health and supporting a range of flora and fauna species, some of biological significance for their rarity. The general area has a clear social value to the community based on a long history of scenic tourism and recreational use by locals.

Fern Tree Park (hereafter, the park) contains facilities including tracks, toilets, picnic tables, barbeques, play equipment and shelters. The exotic landscape plantings in the park are mature in scale and contrast pleasantly with the adjacent bushland, making a vista of high scenic quality. The park is highly valued by the local community for family gatherings and play and for visitors it provides access to Wellington Park tracks for walking, bike riding and running.

The Fern Tree Bower, a short distance from the park, is historically important as a place for community recreation and scenic tourism and has noted aesthetic values due to the number and scale of the tree ferns planted there.

The quality of the presentation of the park and areas nearby is not commensurate with their role as forming one of the primary access points to Wellington Park. Facilities are tired and in need of reconsideration and/or refurbishment. Safety for visitors entering the area and connecting between facilities along Huon Road is also of concern.

For these and other reasons, the Wellington Park Management Trust and the City of Hobart engaged Inspiring Place Pty Ltd to prepare a master plan for the area. Map 1.1 identifies the Study Area and its features. Of the sites noted on the map, Fern Tree Park and the Fern Tree Entry Car Park were identified as areas that required detailed site assessment by the master plan.

¹ Note, the place names shown on Map 1.1 are used consistently through the text. Fern Tree Park is also referred to as the park. Fern Glade Entry Car Park is also referred to as the car park.



Project Sites

- 1 Fern Tree Park (High Priority Site)
- 2 Fern Glade Entry Car Park (High Priority Site)
- 3 Fern Tree Bower
- 4 Silver Falls

Key

- Study Area
- Wellington Park Boundary
- Pipeline Track
- Silver Falls track
- Fern Glade track
- Middle Track
- Fern Tree to Pillinger Drive

FERN TREE VISITOR NODE - WELLINGTON PARK
MAP 1.1 MASTER PLAN STUDY AREA

1.1 PURPOSE OF THE MASTER PLAN

The purpose of the master plan is to address a range of site issues and challenges in the Study Area and to provide the strategic direction required to guide future decisions about the use, development, management and maintenance of the area. Achieving these aims requires a well-designed master plan that:

- draws inspiration from the setting and maintains the natural and cultural values for which it is appreciated by the community;

- provides a vision and design themes including a planting and materials palette for landscaping works;

- improves connectivity, access and wayfinding;

- maintains recreational use and experiences;

- determines the need to retain, replace or develop new infrastructure;

- provides a playground concept for play experiences in the park; and

- conserves, and where appropriate, presents the natural, heritage and cultural values of the area.

The preparation of the Master Plan involved preliminary engagement with stakeholder groups at key events to allow community input. A broader four week period of community engagement was then undertaken when the Draft Fern Tree Park Visitor Node Master Plan was released for public exhibition in November 2016.

The Master Plan has now been amended and finalised responding to community and stakeholder comments and the results of further investigations.

1.2 PLANNING AND MANAGEMENT FRAMEWORK

The Study Area is freehold title held by the City of Hobart. St Raphael's Church is a privately owned freehold title.

Management responsibility for the Study Area (apart from the church) lies with the Wellington Park Management Trust. The City of Hobart is the relevant statutory planning authority. All works in the area are undertaken by the City of Hobart.

Various types of use and development, especially those involving the provision of structures and facilities, require permission from the Trust and also require permission from the Council as the planning authority.

Further detail follows, drawing in part on a Background Paper provided by the City of Hobart.

1.2.1 Wellington Park Management Trust

The Wellington Park Management Trust (the Trust) is the management authority for the Park, established pursuant to the *Wellington Park Act 1993*. The Trust's primary role is to provide a co-operative and effective management and planning structure, and to ensure the protection and maintenance of the values for which the Park is reserved.

Specifically, the Trust has the responsibility to:

provide for the management and maintenance of the Park in a manner that is consistent with the purposes for which it is set aside; and

give effect to any management plan in force for the Park.

The *Wellington Park Act (1993)* provides for the preparation of a Plan of Management for the Park (the WPMP). The *Wellington Park Management Plan* provides guidance for the use, development and management of land within Wellington Park.

The vision for Wellington Park is for

"Wellington Park to be a special place accessible and enjoyed by all for its prominent landscape, natural and cultural diversity, and community value."

The management principles adopted in the *Wellington Park Management Plan 2013* are based on two premises:

protection of environmental values provides the basis for sustainable community use and enjoyment of the Park; and

the community derives enjoyment and benefits from cultural, tourism and recreation values which respect the Park's environmental and water catchment values.

Amongst its many recommendations, the WPMP recommends preparation of a Master Plan for the Fern Tree Park and Fern Tree Bower.

The Study Area falls within two management zones of the WPMP.

The two main entry nodes, Fern Tree Park, the car park, the Pipeline Track, Fern Tree Bower, and Fern Glade Track are in the WPMP Recreation Zone, for which the following objectives apply:

provide for relatively high levels of nature based tourism and recreational day use and enjoyment of the area;

preserve environmental and cultural features and values;

develop key visitor services and facilities in the Zone appropriate to the permitted level and type of use; and

protect the scenic qualities of the Zone when viewed both from within the Zone and from outside the Park.

Silver Falls is located within the Drinking Water Catchment Zone, which is primarily concerned with limiting the risk of contamination of Hobart's water supply whilst permitting low-impact recreation and tourism activities. The following objectives apply to this Zone:

protect drinking water quality and quantity;

preserve the Zone in a relatively undisturbed condition except for necessary minimal disturbance associated with the supply of drinking water, fire management and approved recreation;

protect cultural features and values, plant and animal species and communities, geodiversity and the scenic qualities of the Zone when viewed from both within the Zone and from outside of the Park; and

compatible with the above objectives provide a variety of low impact, non-intrusive tourism and recreation opportunities specifically provided for in the Management Plan.

Table 3 of the WPMP establishes Permitted, Discretionary and Prohibited use and development in the various zones of the Park. An application for a permit under LUPAA will most always need to be submitted if the use or development proposed is Permitted or Discretionary.

Permitted applications mean the Planning Authority must grant approval for the specified use, however may refuse the application if it fails to meet all of the relevant Acceptable Solutions (refer section 8.5.3). Discretionary applications are advertised for public comment by the Planning Authority to ensure community review of the proposal.

The Planning Authority then assesses the proposal in accordance with the provisions of the Planning Scheme, including the relevant provisions of this Management Plan, and grants or refuses a Planning Permit. Section 8.5 of this Management Plan provides the application requirements and assessment procedures for applications for a LUPAA permit.

Of the issues addressed and recommendations made in the Master Plan, parking is Discretionary. All of the other proposals are Permitted.

1.2.2 City of Hobart

As stated, the City of Hobart is the relevant statutory planning authority responsible for assessing development proposals under LUPAA and other legal planning documents.

The Study Area is zoned Environmental Management under the *Hobart Interim Planning Scheme 2015*.

The relevant purposes of the Zone are 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;

only allow for complementary use or development where consistent with any strategies for protection and management;

facilitate passive recreational opportunities which are consistent with the protection of natural values in bushland and foreshore areas; and

recognise and protect highly significant natural values on private land.

Under Section 23(4) of the *Wellington Park Act*, the relevant provisions of the WPMP are taken to be included in the Planning Scheme and consequently the management zoning and provisions of the WPMP prevail over the zoning provided by the Interim Scheme.

A new toilet facility is proposed to be located in the road reserve outside of Wellington Park and will be required to be assessed under the Hobart Interim Planning Scheme.

1.2.3 Management and Operational Responsibilities

The land within the Study Area is managed on a daily basis by the City of Hobart.

TasWater manage the water catchment and water supply infrastructure at Fern Tree Bower, Silver Falls and along the Pipeline Track.

1.2.4 Relevant Policies and Reports

Policies (non-statutory) that provide guidance about the use, planning and design of facilities in the Study Area include:

Draft Fern Tree Urban Design Guidelines (2003);

Wellington Park Walking Track Strategy (2003);

Wellington Park Bike Strategy (2005);

Wellington Park Design and Infrastructure Manual (2007);

Greater Hobart Mountain Bike Master Plan (2011);

Mountain Water Supply System Design Guidelines (2013);

Wellington Park Signage Manual (2014); and

Mountain Water Supply Conservation Management Plan (2014).

A number of reports provide information about the natural and cultural values of the Study Area including:

Vincent, R. 1998. *Cultural Heritage Assessment of Fern Tree*;

Sheridan, G. 1998. *Landscape, Cultural History and Planning in Fern Tree*;

Andreusko, K. 2012. *Place Attachment and Visitation of Fern Tree Park and Bower*;

McConnell, A. 2013. *Wellington Park Historic Tracks & Huts Assessment* (Preliminary Draft – Vol 1 and relevant site records).

Evans, K. 2014. *Fern Tree Park Historical Research*; and

McConnell 2014. *The Fern Tree Entry Area Historic Heritage Assessment, Wellington Park*;

Of key importance to the master plan are the *Wellington Park Design and Infrastructure Manual 2006*, the *Fern Tree Urban Design Guidelines* and the documents guiding management of the Mountain Water Supply System.

The *Wellington Park Design and Infrastructure Manual 2006* presents three key objectives for the establishment of facility design and siting guidelines within the Park:

direct use and development of facilities to suitable locations, which fit the environmental constraints of the Park;

guide design so that it appropriately responds to the landscape character of the Park; and

manage the construction process to minimise its impacts on the values of the Park.

The *Draft Fern Tree Urban Design Guidelines 2003* is primarily concerned with preservation of the landscape character of the place as a natural setting through the sensitive design of civic works. Specific detail is provided about how this is to be achieved including identification of design principles for roads and footpaths, buildings and structures, recreational areas, materials selection and planting. The Guidelines emphasise the rustic vernacular building traditions of the place and the need for a simple, raw vocabulary of materiality in line with the *Wellington Park Design and Infrastructure Manual 2006*. The

Guidelines also stress avoidance of ‘suburban’ solutions to issues of urban infrastructure and the need to minimise the proliferation of urban elements that characterise those areas.

The *Mountain Water Supply System Conservation Management Plan*² provides a general conservation policy statement:

“The Hobart Mountain Water Supply System will be managed in a manner which recognises the cultural significance of the System, recognises that the System has multiple values for historical recreational and operational reasons and strives to balance these multiple values in a sympathetic manner. “

The *Mountain Water Supply System Conservation Management Plan* provides management policy direction in relation to:

- recognition of multiple values;
- conservation of significant fabric;
- promotion of the place and its values;
- active management; and
- interpretation of history and values.

The principles of the *Mountain Water Supply System Design Guidelines*³ define that introduced elements should:

- be functional and informal rather than decorative; robust in appearance and function;
- reflect the rural, natural and industrial character of the System;
- be low-key and harmonious with the character of the System;
- recognise that the character of the MWSS is variously rural and industrial/functional, sitting within a larger natural bushland area; and

² Futurepast Heritage Consulting Pty Ltd, 2012 Hobart Mountain Water Supply System Conservation Management Plan

³ Design Guidelines Hobart Mountain Water Supply System, Urban Initiatives and Arterial Design

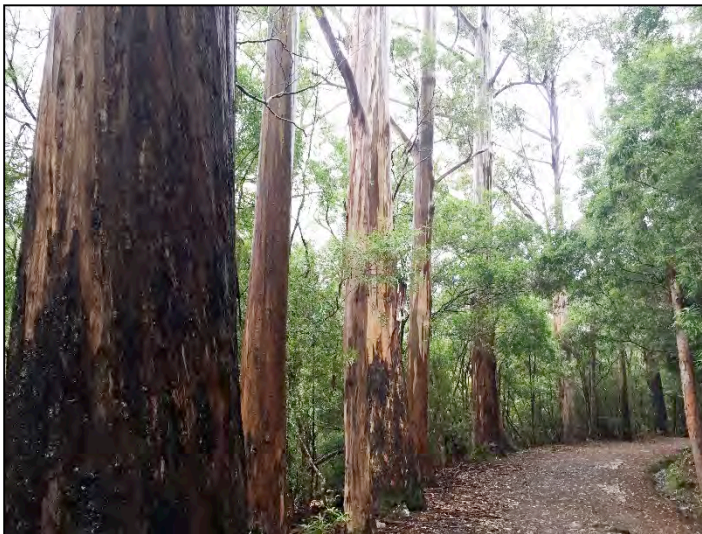
use appropriate materials (for example rough-cut sandstone, bush rock, iron, undressed timber) and modern materials (for example dressed timber, colour bonded metal, stainless steel, glass) should be avoided.

1.3 PLACE VALUES

1.3.1 Natural Values

This section summarises the natural values of the Study Area. The summary describes the general values of the forest vegetation within the region and provides information about the dominant vegetation community and threatened flora and fauna species at the site, and a brief summary of their habitat and likelihood of occurrence in areas proposed for upgrades. Weed issues are also identified so as to mitigate further spread as a result of the proposed works.

Plant Communities



Wet *Eucalyptus globulus* with broadleaf shrubs

The natural landscape surrounding the Fern Tree Park area is dominated by wet and dry forest vegetation communities. The vegetation of the Study Area continues west through reserved land out into Wellington Park and east into the Ridgeway Reserve.

Wellington Park and its surrounds are a well-documented refuge for a range of plant and animal species including some unusual, rare and threatened species.

The vegetation community, which extends southwest from the Fern Tree Park entry along the Pipeline Track to the Silver Falls junction and northeast of the Fern Tree Park entry to the quarry is mapped as *Eucalyptus obliqua* wet forest (WOU) according to TASVEG. This mapping unit is comprised of three sub-communities. The Study Area is dominated by *Eucalyptus obliqua* over broadleaf shrubs (WOB). This community is characteristic of many sites of moderate to high fertility throughout Tasmania and is not confined to any particular substrate. *Eucalyptus obliqua* wet forest is well represented within the reserve system and is not listed as a vulnerable community.

Eucalyptus obliqua wet forest is often found in pure stands, however the Study Area contains intermittent mature *Eucalyptus globulus* (Tasmanian blue gum). *Eucalyptus globulus* is quite abundant on the lower slope of the Pipeline Track extending out to the junction of the Silver Falls track. At the Silver Falls turn off, *Eucalyptus globulus* dominates the forest behind the row of planted Tree ferns on the southern side. *Eucalyptus globulus* is associated with the endangered *Lathamus discolor* (Swift parrot) as foraging habitat.

The wet forest here is a relatively species poor community though the forest is quite tall. The understorey vegetation is comprised of broadleaf shrubs, predominantly *Bedfordia salicina* (Blanket-leaf), *Olearia argophylla* (Musk), *Pomaderris apetala* subsp. *apetala* (Common dog wood), *Monotoca glauca* (Goldey wood) and *Nematolepis squamea* subsp. *squamea* (Satin wood). There are also a high proportion of ground ferns.

Threatened Flora and Fauna

There are four threatened species records from the area.

I SOLEPIS HABRA (W I S P Y C L U B S E D G E) – R A R E (S T A T E
L E G I S L A T I O N)

This clubsedge is limited to wet montane and riparian habitats on Mount Wellington and at sea level in various parts of the State. A local record from 1974 states its location as “the pipeline track”. The species ranges from 5-20cm in height and may be easily overlooked.

S E N E C I O V E L L E I O I D E S (F O R E S T G R O U N D S E L) – R A R E
(S T A T E L E G I S L A T I O N)

Forest groundsel is widespread in Tasmania in moist places on hills, particularly after disturbance by fire. A record from 1967 states its accuracy ±1500 metres meaning the plant could have been located anywhere in the immediate Fern Tree vicinity. It is unlikely that this *Senecio* will be found in the

wet forest within the Study Area, particularly given its preference for disturbance.

LISSOTES MENALCAS (MOUNT MANGANA STAG BEETLE) – VULNERABLE (STATE LEGISLATION)

This stag beetle inhabits rotting logs on the forest floor in wet forests. Its primary threat is clearing of forest habitat and the removal of rotting logs, through fire wood collection or burning. The distribution of the species is patchy within areas of suitable habitat. Implementation of the master plan is unlikely to affect the species given that minimal disturbance of vegetation will be required.

PERAMELES GUNNII (EASTERN BARRED BANDICOOT) – VULNERABLE (COMMONWEALTH LEGISLATION)

A relatively recent local record of the species in the area is likely to have been from the more open woodlands and forest with grassy understorey nearby. The wet forest in the Study Area is not considered suitable habitat for bandicoots.

EUCALYPTUS GLOBULUS (TASMANIAN BLUE GUM) AS FORAGING HABITAT FOR *LATHAMUS DISCOLOR* (SWIFT PARROT) – ENDANGERED (STATE & COMMONWEALTH LEGISLATION)

During the breeding season, nectar from Tasmanian blue gum and black gum flowers is a primary food source for swift parrots. Swift parrot's nest in hollows of mature trees within foraging range of a flower source. The main threats to swift parrots are a loss of foraging and nesting habitat. This proposal does not involve removal of Tasmanian blue gum and black gum, so no impact assessment is required.

Weeds

There are records along the Pipeline Track of *Hieracium aurantiacum* (orange hawkweed), which is a declared weed species in Tasmania. Its distribution is currently from a limited number of sites in southern Tasmania including Fern Tree and Neika. Hawkweed has been targeted as part of an eradication effort by the City of Hobart. It is a serious invader of alpine and highland areas.

1.3.2 Cultural Heritage Values

“Aspects of the Fern Tree Park Area are valued by the local community for their historic heritage⁴.

The *Wellington Park Historic Heritage Inventory and Audit Project (2005)* provides a comprehensive account of the historic heritage of Wellington Park with references to places within the Study Area including Fern Tree, the Mountain Water Supply System, Fern Tree Bower, Silver Falls and the network of walking tracks and huts. The report, *Fern Tree Park Historical Research*, adds to the understanding of the cultural heritage values of the place⁵.

Fern Tree

The Aboriginal history of the area is unknown but the Fern Tree area has been a focus of non-Aboriginal visitation since the 1850s when Huon Road and the Mountain Water Supply System pipeline were constructed. Numerous constructed elements and archaeological remains are to be found through the Study Area from these early times some of which have high historic heritage State and local significance⁶.

Fern Tree was identified as the site through which Hobart’s water supply would pass in the 19thC. The Mountain Water Supply System is a significant, largely intact water supply complex that was instrumental to the success of Hobart as a settlement. It is listed on the Tasmanian Heritage Register, and continues to supply water to Hobart today⁷. Its historic infrastructure is visible along the Pipeline Track and can be seen at the Fern Tree Bower and Silver Falls.

The construction of Huon Road established Fern Tree as a new entry point to Mt Wellington in the mid 18th century and led to the construction of new tracks (e.g. Fern Tree Bower Track) to access scenic attractions such as Fern Tree Bower. The recreational use of the mountain increased markedly during the 1890’s to 1920’s with Fern Tree growing its role as a major access point to the mountain.

⁴ Andrusko, K., 2012, Place Attachment and Visitation of Fern Tree Park and Bower, University of Tasmania. Note that Andrusko’s study is considered as independent research, and was not commissioned by the Wellington Park Trust

⁵ Evans, K. 2014. “Fern Tree Park Historical Research” a report to the Wellington Park Management Trust.

⁶ See McConnell, A. 2014. “The Fern Tree Entry Area Historic Heritage Assessment, Wellington Park, Tasmania” unpublished report to the Wellington Park Management Trust, Hobart for a list of individual sites and their significance.

⁷ Futurepast 2012. Hobart Mountain Water Supply System Conservation Management Plan (2012) unpublished report to the City of Hobart.

In 1967, Fern Tree was all but destroyed by bushfire, the effects of which are evidenced in the contemporary styles of most of the structures. St Raphael's Church is a notable exception. The foundation stone was laid in 1892 and the church consecrated in 1893 and has since has survived two devastating bushfires⁸. The church is listed on the Tasmanian Heritage Register.

Fern Tree Park

It is not known when Fern Tree Park was developed, although it is generally thought that the gardens have been in existence since the late 19th C, originally as grounds attached to the adjacent St Raphael's Church. Certainly, it was host to feasts and festivals since the 1890's.

The landscape design, like many early private gardens in the area, evidences the style of Edna Walling - Australian landscape designer from the early 20th C - such as informal terracing, the use of stone work within the landscape and use of plant form and texture to create a sense of enclosure and contrast against the native bush⁹.

Structures and buildings within the park - the shelters, toilets, picnic furniture, barbecues and play equipment - date to the 1970s following the 1967 fires. At the time, the work of the architect who designed the new structures was praised by the Fern Tree Progress Association¹⁰. None of the features in the park have heritage significance¹¹.

Fern Tree Bower

Fern Tree Bower was a popular recreation and picnic destination by 1884, attracting visitors from Hobart with its picturesque water features and fern glades, and due to its accessibility from the Huon Road. Huts were built at the site as retreats for Hobartians, landscaping works were undertaken, and festivals were regularly held. There are also recollections of see-saws and toilets at the Bower site.

Fern Tree Bower is a place of high social significance given its popularity throughout the 19th and early 20th century as a place for picnics and social gatherings. The establishment date of the Bower is unknown, but it was present c1860 when the water catchment was established. Water supply system infrastructure is visible at the Bower and Silver Falls.

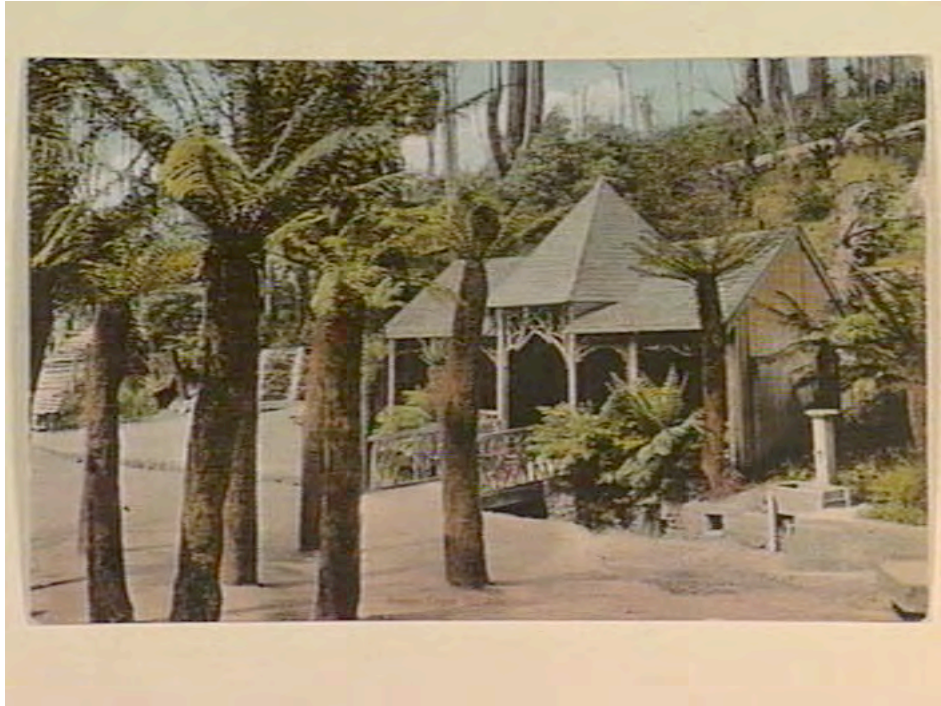
⁸ Evans, K. op. cit. Pg. 9.

⁹ Sheridan, G, 1998, Landscape, Cultural History and Planning in Fern Tree

¹⁰ Evans, K. op. cit. Pg. 9

¹¹ McConnell, A. op.cit. pf 22

Only archaeological traces of the scenic tourism and recreation uses remain. Extensive damage caused by a flood in 1960 and the 1967 bushfire and subsequent vegetation regrowth has significantly altered the earlier setting to what is seen in historic photos.



Fern Tree Bower ca 1907 (Source: State Library Victoria)

Mountain Water Supply System

The *Mountain Water Supply Conservation Management Plan (2014)* assesses the technological heritage of the supply system dating from 1860's to 1920's and its continuing operational role in supplying water and presents recommendations for the management of its heritage values.

Several sites and historic elements along the Pipeline Track (e.g. Fern Tree Bower, Silver Falls and other elements along the Pipeline Track) have been listed on the Tasmanian Heritage Register as part of the Hobart Mountain Water Supply System.

The *Mountain Water Supply System Design Guidelines (2013)* provides design principles and guidelines for park infrastructure, pipeline infrastructure, way-finding and interpretative signage.

Tracks and Trails

The preliminary *Draft Historic Track and Hut Network of the Hobart Face of Mount Wellington (2013) Volume 1 Heritage Assessment and Conservation Policy* documents information about the historic tracks and assesses their cultural heritage importance.

Construction of the Pipeline Track commenced in 1866 and was extended to St Crispins Well by the 1880's. Both the Fern Tree Bower Track and the Fern Glade Track (constructed to Radfords Track) are known from c1890 onwards. Middle Track was constructed by 1897 with the cutting of a walking track link to Silver Falls by 1909.

By 1932 all the historic tracks were in place. Although some of the early tracks were developed for resource extraction, most were developed for scenic tourism and recreation¹².

Fern Tree remains a major entry point to access historic tracks.

1.3.3 Social and Aesthetic Values

The *Wellington Park Social Values and Landscape – an Assessment (2012)* identified the diversity of social values associated with Wellington Park and the high importance given to landscape and place values.

The report identified 'ways' in which Wellington Park could be managed to respect the landscape and social values. Those 'ways' of particular relevance to the future management of the entry nodes in the Study Area included:

- maintain the (Wellington) Park essentially as a low intensity use space where people are easily able to enjoy the Park on their own or in small groups;

- continue to provide for family activities as at present;

- allow the current range of recreational activities and keep the (Wellington) Park accessible;

- allow for new compatible recreational activities, but limit infrastructure; and

¹² McConnell, A. 2013. "The Historic Track and Hut Network of the Hobart Face of Mount Wellington – Volume 1 Heritage Assessment and Conservation Policy" a preliminary draft report to the Wellington Park Management Trust and City of Hobart.

infrastructure should be kept to a minimum and be carefully planned to avoid loss of naturalness and to avoid visual impacts.

Andrusko¹³ assessed the considerable attachment to Fern Tree Bower and the Park, and that this derives from the natural quality of the place, the ability to experience solitude there, and the place's 'restorative' qualities. The most valued qualities of the area he identified were 'recreation' (primarily walking), 'vegetation' and the 'psychologically restorative attributes'.

He also found that activity type had little influence on the level of place attachment. Andrusko was also able to determine a difference in valuing between locals and visitors. He concluded that locals tended to value the site, its historical aspects of the place and its solitude, whereas visitors tended to value the 'visual aesthetics' more – the aesthetics being derived mainly from the vegetation and local setting.

In response to his findings, Andrusko's main management recommendation was to 'keep [it] as is'.

1.3.4 Contemporary Social Values

The Study Area holds values for the contemporary community of Hobart, Fern Tree and visitors to Wellington Park.

Stakeholders with an interest in outcomes for the Study Area, include community groups such as the Fern Tree Community Association, Fern Tree Playgroup and various recreation groups including local walking clubs. Other stakeholders include the City of Hobart, the Wellington Park Management Trust, TasWater, the Mountain Water Supply Heritage Working Group, the Fern Tree Tavern proprietors and St Raphael's Church.

Andrusko found that scenic qualities, characterized by the mountain landscape setting and historic patterns of development, provide a strong contrast to the urban areas of Hobart were at the core of their value. Additionally, the area was seen to offer high quality recreation opportunities, which in turn promotes physical and mental wellbeing¹⁴.

Local people refer to the broader sense of place values, often expressed in relation to the integration of natural, cultural and recreational use values in the

¹³ Andrusko, K. 2010 op.cit. Note: Andrusko's survey involved 40 visitors over a five day period in Spring and thus has limitations as regard sample size, mix of respondents and its focus on one time of year.

¹⁴ Andrusko, K, 2010, ibid.

area. The need to upgrade existing facilities and infrastructure is clearly recognized, but with a proviso that any such improvements should respect these sense of place values. For instance, the need for upgrading the play facilities was supported, but it was agreed that new play facilities should be 'natural' and not the 'off-the shelf' or 'brand' equipment found in suburban parks.

The adoption of the *Fern Tree Urban Design Guidelines (2003)* reflect the community desire for general infrastructure and facilities within Fern Tree to be cognizant of place values.

1.4 COMMUNITY AND STAKEHOLDER VIEWS

Attachment A provides a summary of the outcome of community and stakeholder engagement and the main issues of concerns. The principle concerns raised were around: the protection of the values of the area from inappropriate development or poor management, the poor quality of the facilities at Fern Tree Park relative to the value of the place and the need for safer access to the park.

During the public review of the Draft Fern Tree Park Visitor Node Master Plan in 2016, the main concern was the proposed relocation of the toilet to the Fern Tree Tavern carpark. There was considerable community opposition based on concern about increased risk to park users having to cross at a difficult road location to visit the toilet, being too distant from the park and not being family friendly.

Further investigations were undertaken with access and waste water management consultants engaged to consider options, resulting in a reviewed master plan recommending the construction of a new pump out toilet facility on the roadside but accessed from the Pipeline Track, combining a new bus shelter, tank, and toilets.

SECTION 2

VISION

A number of factors influence the development of a vision for the study area including:

its location within Wellington Park and the vision for it to be enjoyed for its natural, cultural and community values and for the area to remain as a principal point of access for residents and visitors (Section 1.2.1);

the heritage significance of Fern Tree Village (Section 1.3.2);

the historic significance of and the management regime for the Pipeline Track, which traverses the site and the desire to balance multiple heritage, recreation and operational values in a sympathetic manner (Section 1.2.4);

the directives of the *Wellington Park Design and Infrastructure Manual 2006*, the *Fern Tree Urban Design Guidelines 2003* and the *MWSS Design Guidelines 2012* to maintain the rustic, naturalistic character of the area through avoidance of sub-urbanisation and the use of a simple, raw vocabulary of materiality (Section 1.2.4); and

the concerns of residents to maintain the natural and cultural features for which the study area is valued and for continued access to a quality local park.

On this basis the vision for the Fern Tree Park Visitor Node is:

The Fern Tree Park Visitor Node will be managed as a major entry node for visitors to Wellington Park, and as a highly valued local park and historic precinct. The protection of the natural, cultural heritage and contemporary social values within the Fern Tree Park Visitor Node will guide future enhancement and management of existing infrastructure, facilities and landscape.

SECTION 3

ISSUES TO BE ADDRESSED

Discussions with the community, stakeholders, City of Hobart officers and Wellington Park Management Trust representatives identified a range of consistent concerns that need to be addressed by the master plan for the vision for the area to be achieved.

The overarching issues to be addressed by the master plan were:

the requirement to manage the area to protect its significant natural, heritage and cultural values;

the failure of the facilities in the Study Area to match the expectations of users for quality infrastructure commensurate with the significant values of the place and the role of the place as one of three key entry points to Wellington Park;

the lack of safe access to the Study Area and between its sub-precincts;

the location of the public toilet; and

the need for new development to be accordance with the Council's Fern Tree Urban Design Guidelines.

These concerns present differently across the Study Area. For this reason, each area is dealt with separately in the following – Fern Tree Park, Fern Glade entry car park and the balance of the Study area.

3.1 FERN TREE PARK

Access to Fern Tree Park is fraught (Figure 3.1). Huon Road is a Council road and is subject to a 60kph speed limit. Site distances are poor relative to the speed limit, particularly from the south.

Road furniture is located opposite the Park and at the bus stop opposite. The latter provides some definition of the entry to the settlement. There is no traffic island designating entry to Fern Tree from the south.

Existing road furniture does not adequately protect people as it is poorly located in relation to the natural pedestrian desire line from Stephenson Place to the start of the Pipeline Track.

Access to the bus stop from residential areas and into the park is dangerous due to the absence of a safe crossing point from the east and the lack of a link from the bus stop to the park entry at the Pipeline Track.

Consultation with St Raphael's Church indicating several access problems for the church. This alignment and gradient of the driveway makes egress from the site is exceptionally difficult, and location of the traffic island does not allow vehicles to turn.

Fire and emergency vehicles exiting the site off Middle Track via the church access are similarly constrained.

Figure 3.1 identifies issues:

- the lack of a clear route through the Park between the church and the public toilets and other park facilities;

- the poor presentation of the entry to the Park at the Pipeline Track including trip hazards, conflicts with service vehicles, the presence of stairs that inhibit use by strollers and cycles; and

- cycle access through the park to connect safe cycling routes to north and south and along Middle Track (bikes are not permitted on the section of Middle Track within the study area).

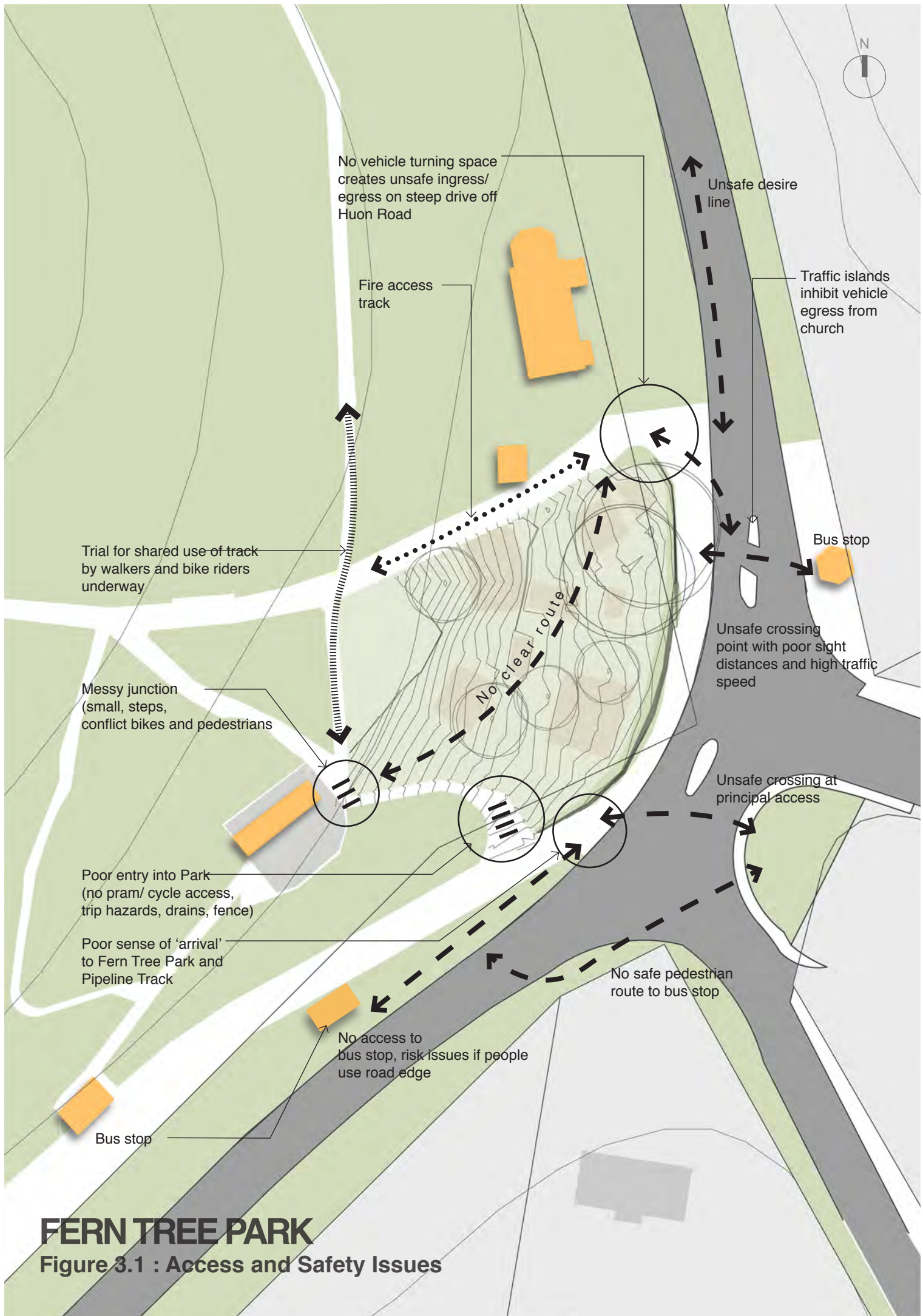
Figure 3.2 highlights the topographic challenges for use and development of the Park. The naturally steep slopes have resulted in:

- a hazardous fall condition at the boundary of the Park to Huon Road;

- the construction of numerous flights of steps;

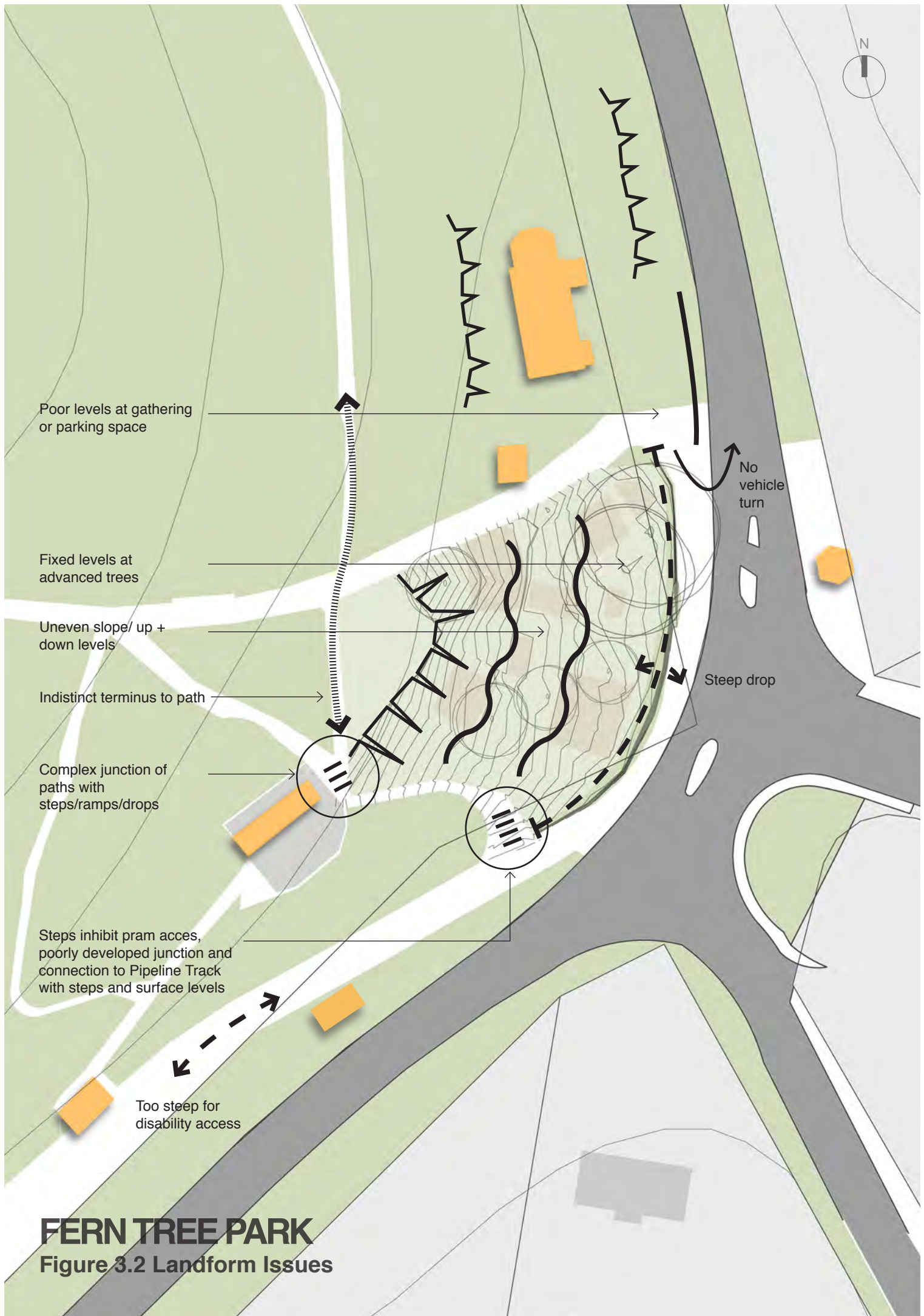
- make-do solutions to problems of drainage, retaining and pavements;

- poor access to and within the Park for those with mobility challenges; and



FERN TREE PARK

Figure 3.1 : Access and Safety Issues



FERN TREE PARK
Figure 3.2 Landform Issues

an *ad hoc* layout of facilities that are not well linked and little integrated.

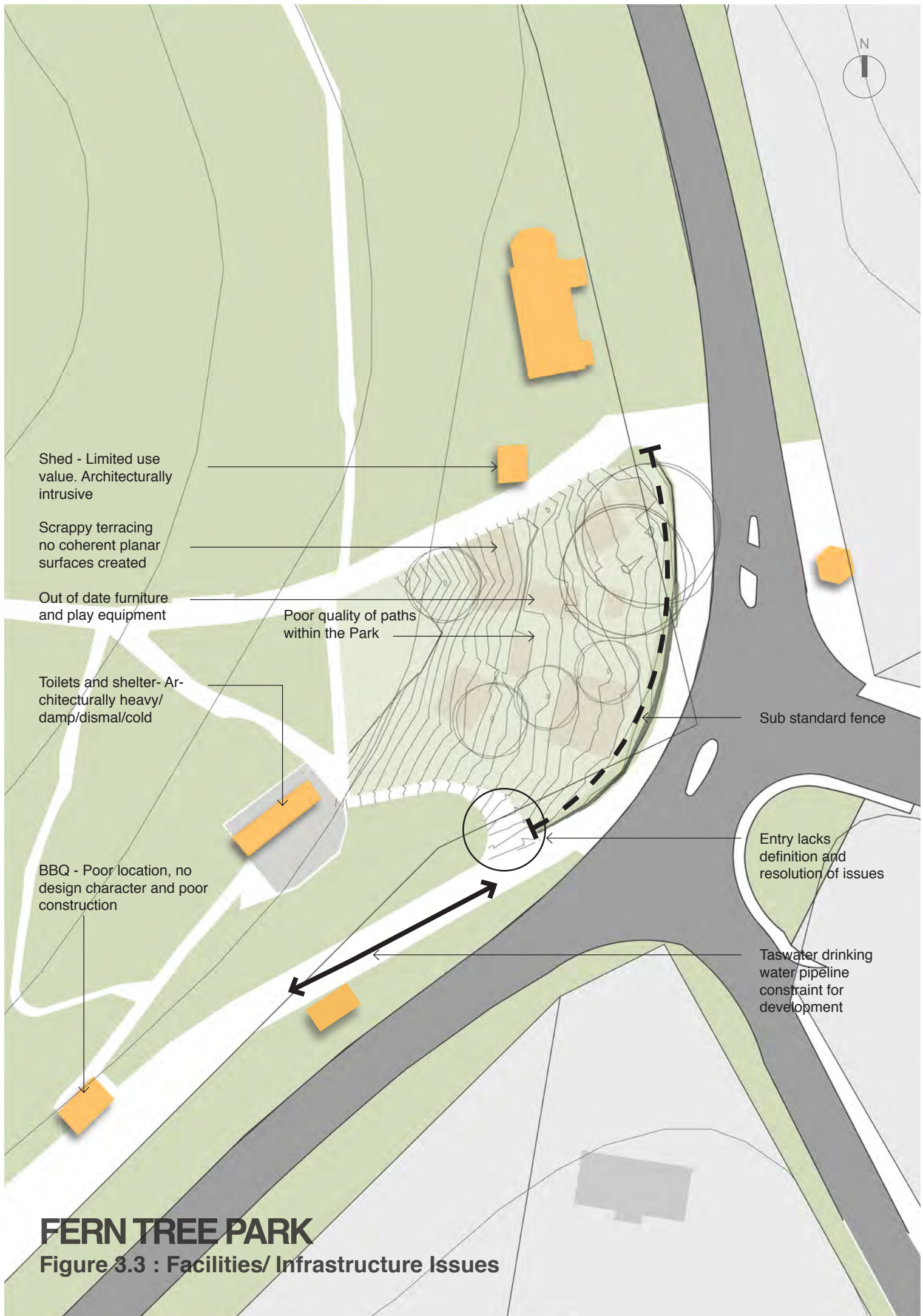
Figure 3.3 reinforces the latter dot point showing the poor placement of buildings and infrastructure. Issues of poor placement are compounded by the poor quality of the facilities.

The existing shelter and toilets are sub-standard and poorly located in relation to the play and picnic areas. The facilities need to be demolished and replaced to better cater for Park users. The integration of shelter and toilets in the one location is unattractive and their heavy, dark construction presents poorly.

Play furniture is old, unattractive, sporadically placed and not well integrated with the picnic facilities. The use of off-the-shelf equipment detracts from the natural and historic setting.

The maintenance shed and 'two story' barbeque shelter also present poorly.

On the whole, the materiality of the structures combined with the deep shade created by the overstory trees lessens the value of the Park as a destination during many seasons of the year and in adverse weather conditions.



Shed - Limited use value. Architecturally intrusive

Scrappy terracing no coherent planar surfaces created

Out of date furniture and play equipment

Toilets and shelter- Architecturally heavy/damp/dismal/cold

BBQ - Poor location, no design character and poor construction

Poor quality of paths within the Park

Sub standard fence

Entry lacks definition and resolution of issues

Taswater drinking water pipeline constraint for development

FERN TREE PARK

Figure 3.3 : Facilities/ Infrastructure Issues

3.2 FERN GLADE ENTRY CAR PARK

Figure 3.4 illustrates a number of issues at the Fern Glade Entry Car Park including:

the lack of formed ingress and egress locations relative to available sight lines, turning motions and the speed at which vehicles are moving past on the highway;

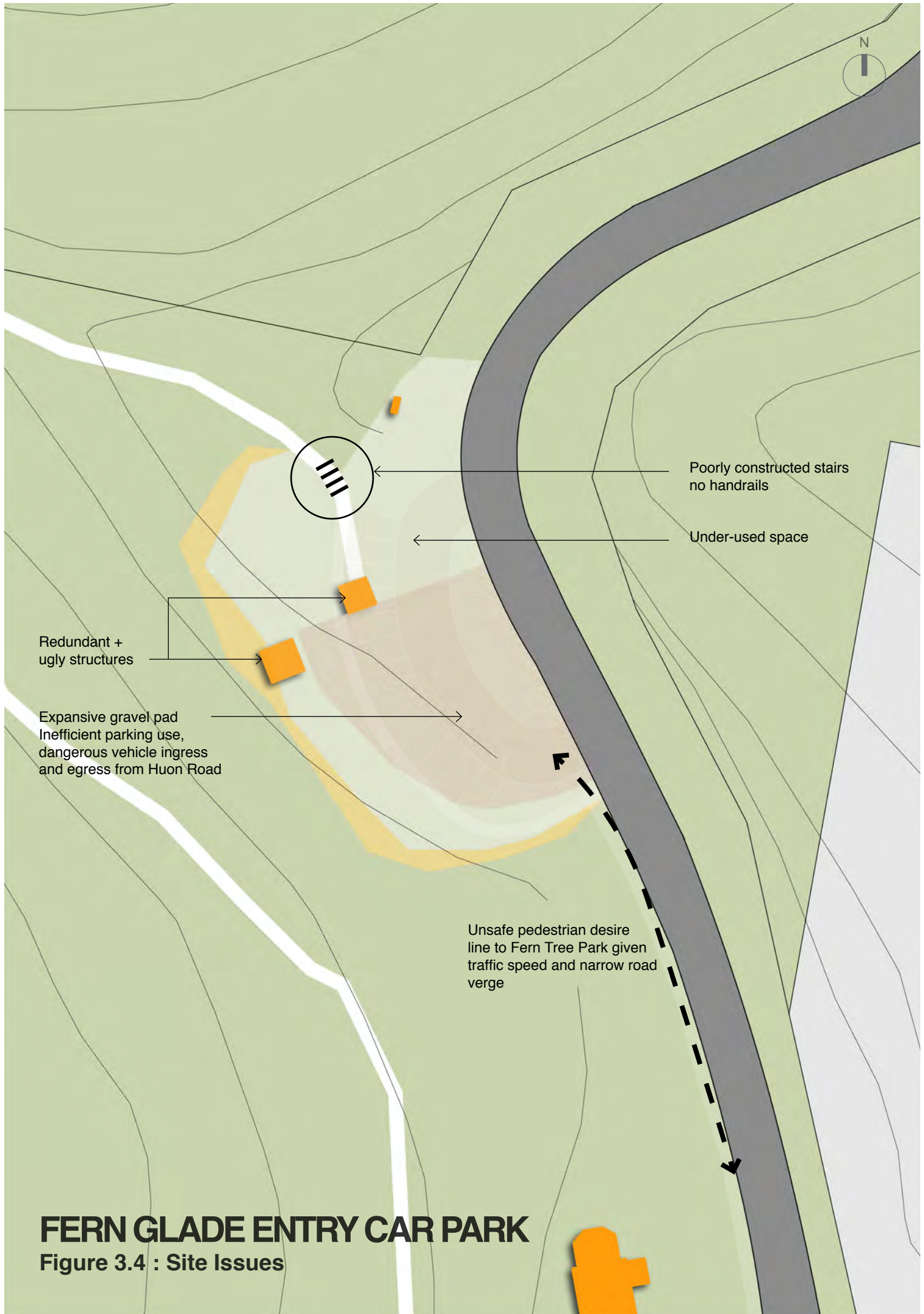
the poorly defined layout and insufficient size of the parking area, the former leading to inefficient use of the space for relative to its size and the latter requiring vehicles to double park at times; and

the poor quality of pavements and facilities;

the poor construction of the major stairway linking the parking area to the Fern Glade Track; and

the absence of a safe link from the car park to Fern Tree Park despite it being a natural desire line for visitors using the local track network.

With regards the latter, the road edge is a ruggedly made storm drain, constrained on one side by a substantive rock face and on the other by the roadway which is curving and without adequate sightlines for the speed at which vehicles are traveling through the area.



3.3 BALANCE OF STUDY AREA

Figure 3.5 illustrates a range of issues affecting the balance of the Study Area.

At the Fern Tree Bower there are concerns about poor condition and inappropriateness of the facilities. The maintenance shed is in poor condition and not suitable for visitor use and the fencing either side of the creek is in poor condition.

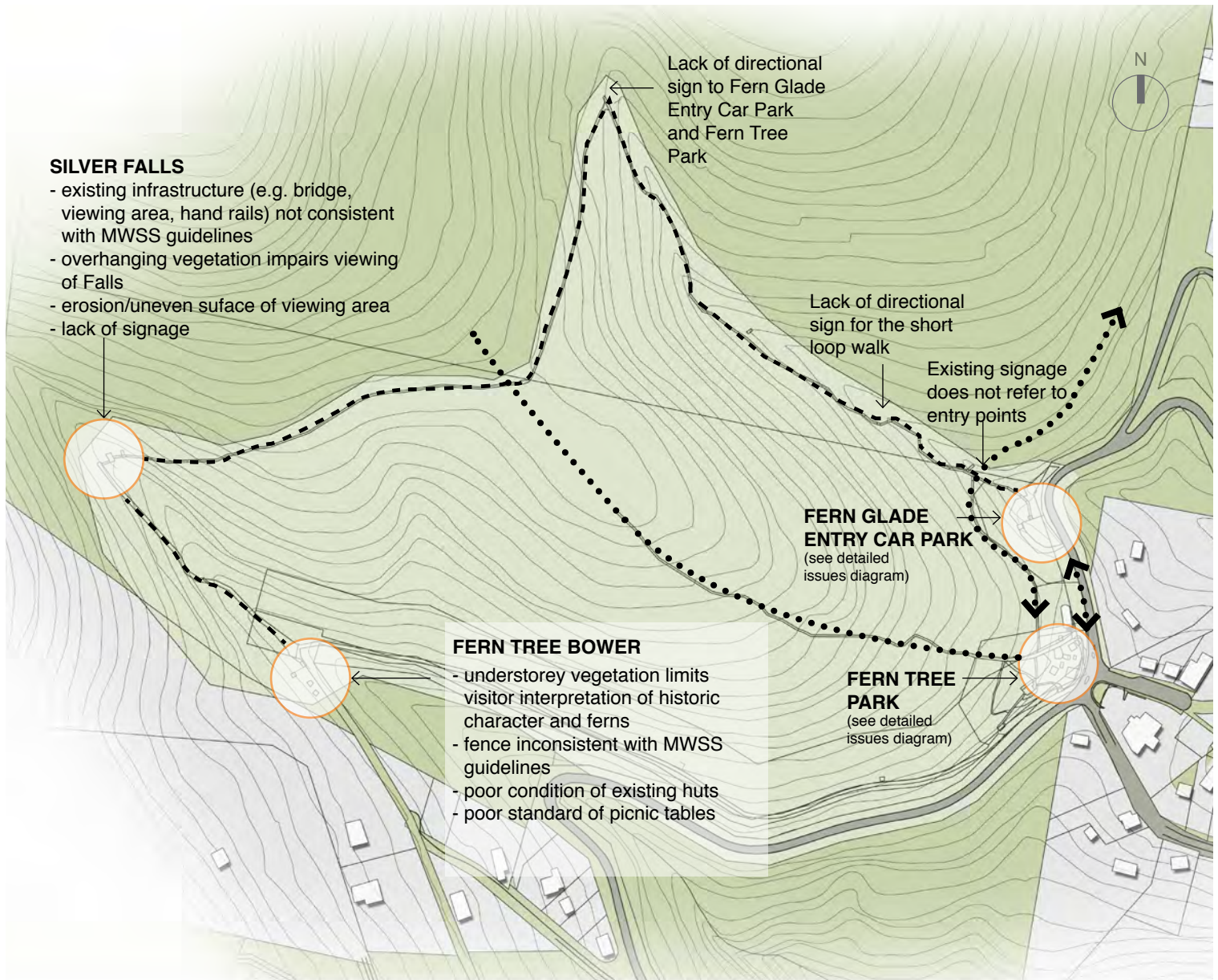
The intersection of paths is expansive and overlarge for requirements, albeit it was even more sizable prior to flooding in May 1960 and thus retention of its scale is seen as having some cultural value in helping to make visible the former condition.

The actual bower of tree ferns lack unity. Native musk and blackwoods have invaded spaces between fern trunks breaking up the strong coherence of the planting that is evidenced in historic photos.

The heritage values of the area are not presented well. Opportunities for interpretation abound and there is a lack of clarity about what once was and what is there now.

Silver Falls is also poorly presented. Views to the falls are blocked by overhanging vegetation that could be cleared without impact on natural values. The ground underfoot is unpaved and eroding. Fencing and other structures are in poor condition. There is an absence of directional and interpretive signage.

The track network is reasonably well maintained as a Class 3 track but better directional signage could be installed to enhance visitor way-finding.



BALANCE OF STUDY AREA
Figure 3.5 : Issues

SECTION 4

FUTURE DIRECTIONS

This section suggests possible means available to addressing the range of issues identified in Section 3 including the community concerns regarding the location of a public toilet to service the Park and pedestrian safety.

4.1 FERN TREE PARK

4.1.1 Safety and Access

Figure 4.1 illustrates how the safety and access issues identified in Section 3.1 could be resolved at Fern Tree Park by:

installing additional road furniture at the bus stop to enable safe crossing from the east;

re-defining the traffic island opposite the tavern and incorporating pram ramps both sides to create a direct link across to the park perpendicular to Huon Road;

clarifying way-finding to the park entry through creation of a strong entry feature, signage, new pavements and better resolution of make-do drainage solutions;

better linking the bus stop to the park entry;

construction of a clear route through the park between facilities (an established path would have the added benefit of protecting the root zones of established trees);

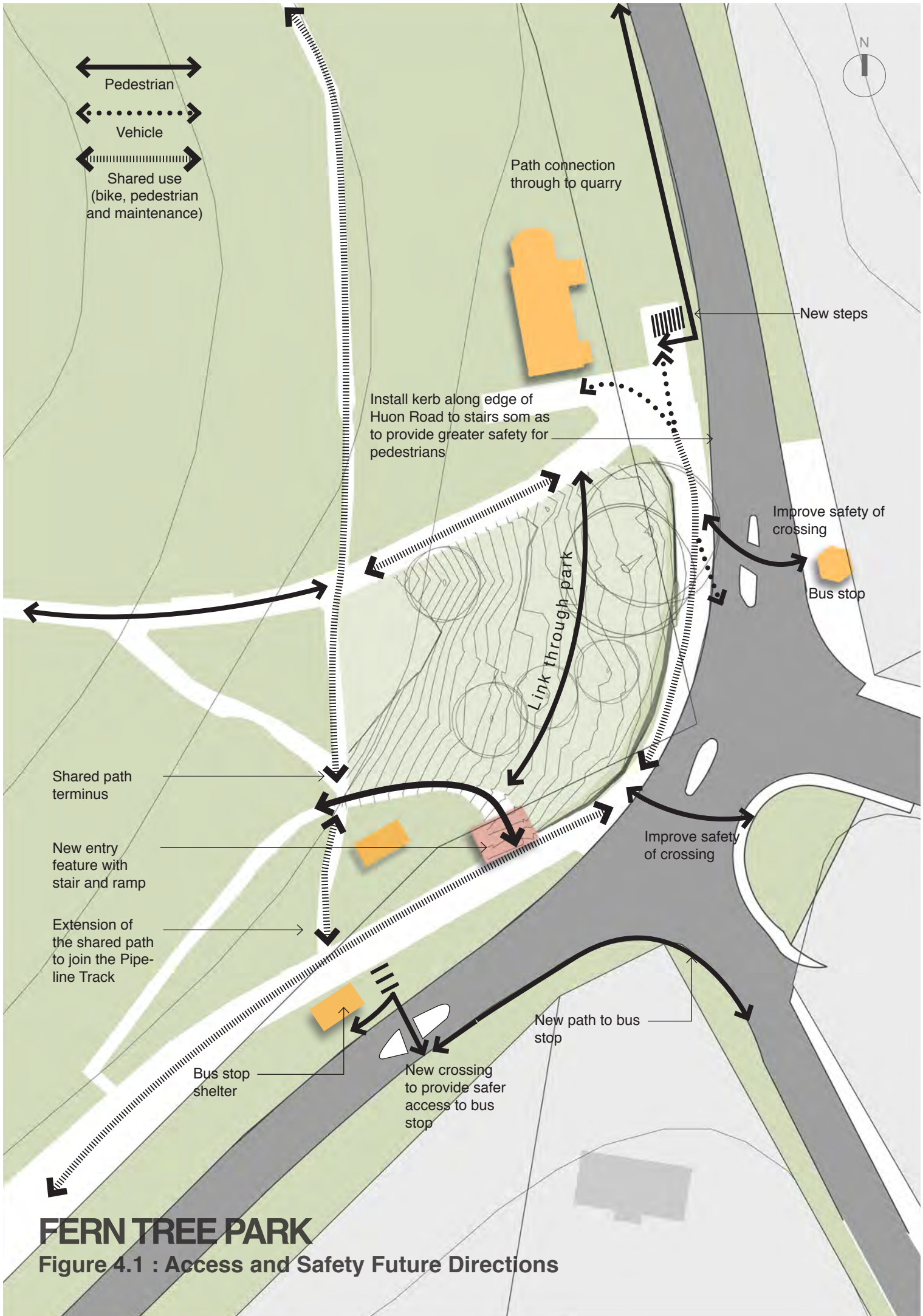
establishing a safe link from the Fern Glade Entry car park to the park for cyclists and pedestrians;

removing the existing toilet and constructing a new toilet facility at the bus stop next to the Pipeline Track that will provide for assisted access for both Pipeline Track and Park users.;

establishing safe cycling routes to and through the park via new tracks, the reconfiguration of existing tracks, the installation of slow-down entry markers on tracks at key locations; and

establishment of a 40 km traffic speed zone through the settlement of Fern Tree from the south (~100m back from the bus stop and as far as 100m north of the turn off to Mt Wellington).

The road treatment recommendations made above accord with the advice received from Council's road engineer during the engagement process.



FERN TREE PARK

Figure 4.1 : Access and Safety Future Directions

4.1.2 Topographic Challenges

Figure 4.2 illustrates how the topographic challenges of the site identified in Section 3.2 could be resolved at Fern Tree Park by:

rationalising the terracing in the park to create more effective level spaces for play, picnic and open space;

resolving the levels challenges at the entry to the park through reconsideration of the height of retaining walls, the number of steps and slope of footpaths between them and stormwater flow;

constructing a new public toilet at a site that will be more accessible to Park users; and

constructing a new picnic shelter to help improve accessibility to the facilities.

Rationalising the terracing in the Park will improve accessibility, reduce hardening of the root zone around the large trees and create moderately sloping grass and mulched play spaces.

The City of Hobart initiated comprehensive investigations¹⁵ to assess the provision of all access to facilities. Access and waste water management consultants were engaged to explore various options.

Consideration was given to relocating the toilet to the Tavern site, but the community strongly indicated this would not be an acceptable solution.

The Master Plan now recommends the development of new toilet at the bus stop next to the Pipeline Track that will provide improved assisted access outcome.

4.1.3 Facilities and Infrastructure Enhancements

Figure 4.3 illustrates how the concerns about facilities and infrastructure identified in Section 3.3 could be resolved at Fern Tree Park by:

removal of the existing picnic shelter and toilet facility and conversion of the site back to open space within the Park;

construction of a new public toilet at the bus stop with provision for pump-out of waste;

¹⁵ Access and water management consultants were engaged to undertake these investigations.

construction of a new picnic shelter;

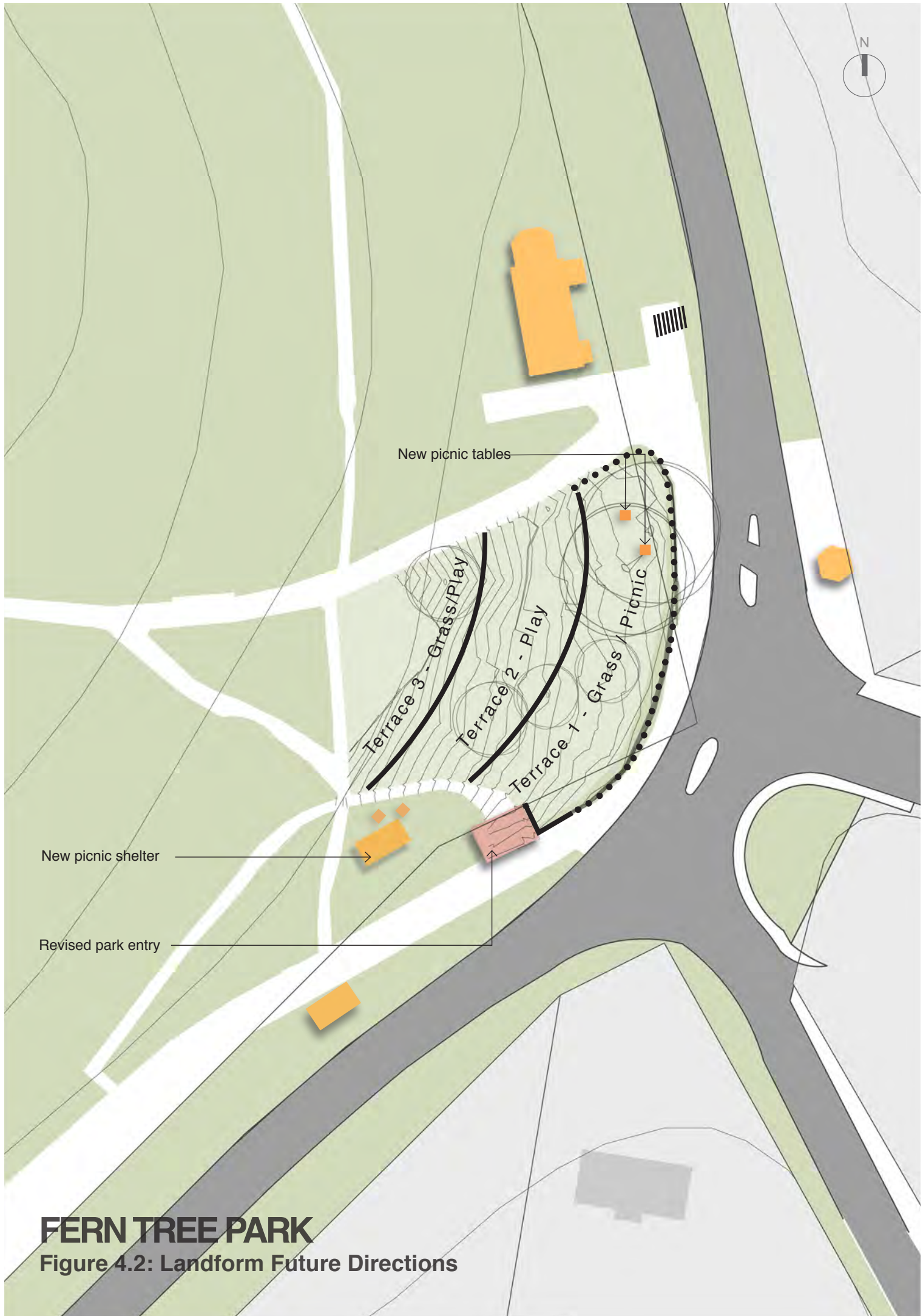
removal of the two-story picnic shelter (retain the stairs adjacent) and the maintenance shed;

creation of a new picnic area at the north boundary of the Park;

development of new nature play facilities making use of the topography of the site to replace stand alone and aging play equipment;

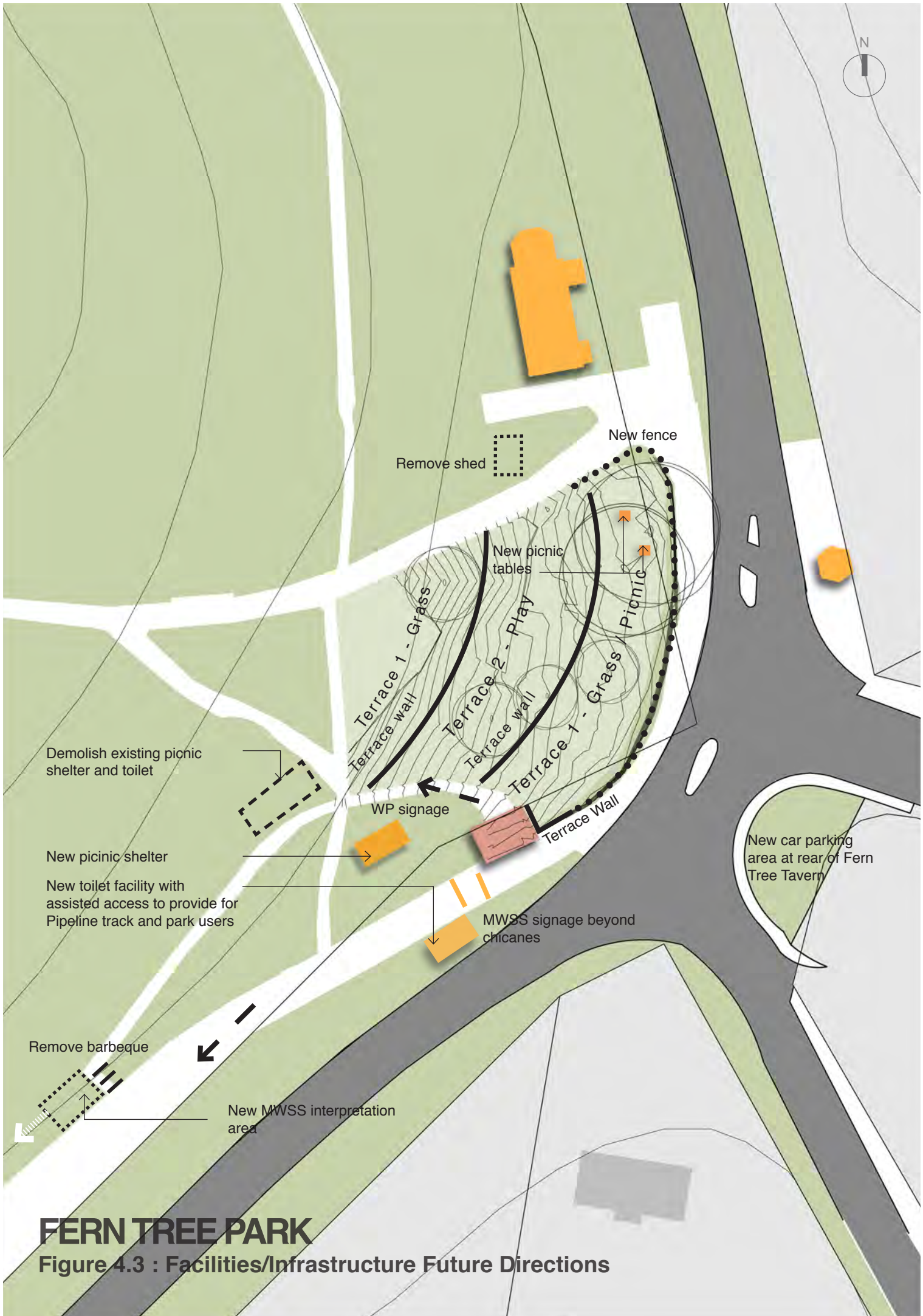
replacing the sub-standard fence along the eastern boundary of the Park and replace with a less intrusive fence that meets both safety standards and aesthetic requirements; and

protection of the trees within the Park as these contribute to the inherent natural and cultural values.



FERN TREE PARK

Figure 4.2: Landform Future Directions

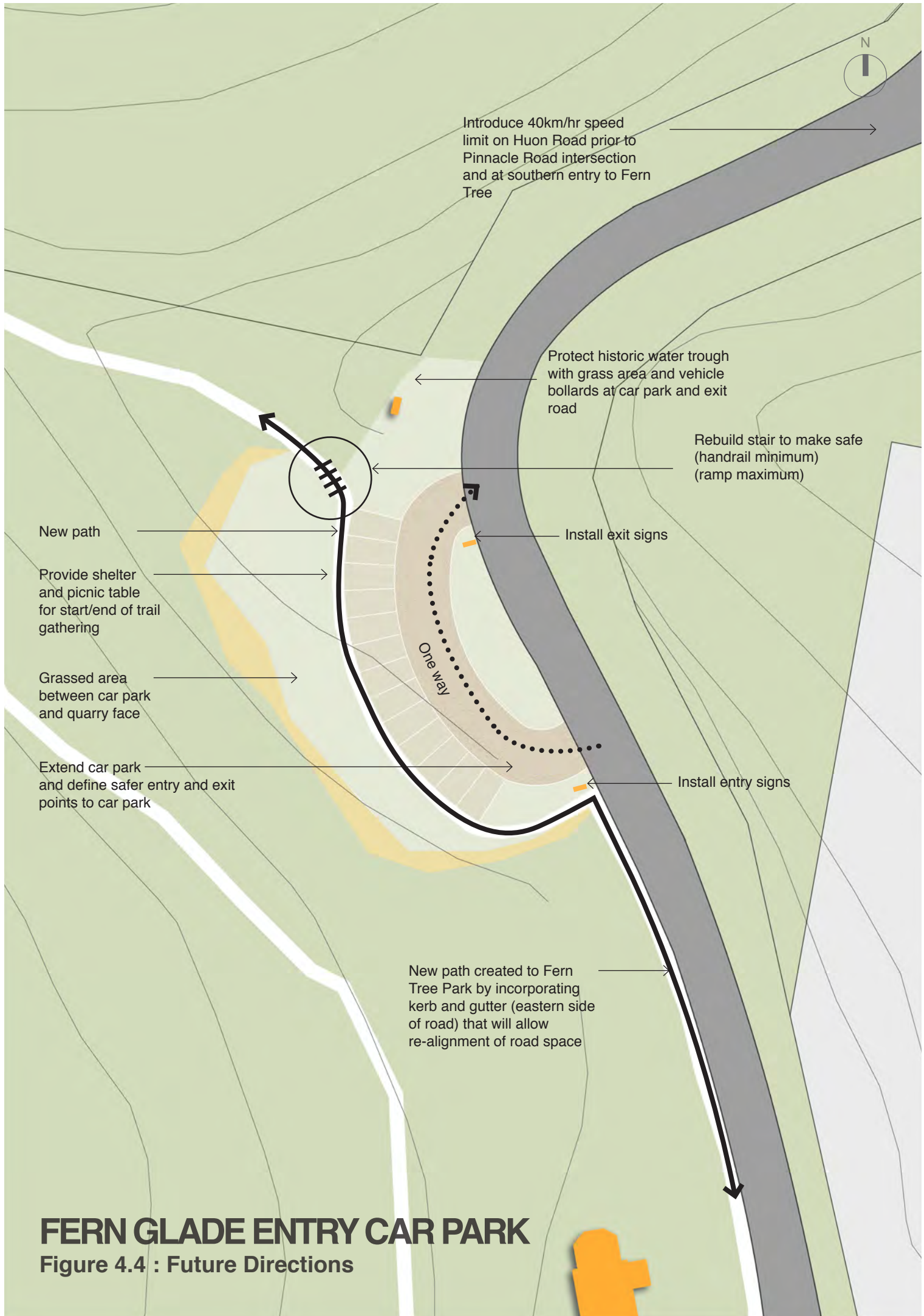


4.2 FERN GLADE ENTRY CAR PARK

Figures 4.4 show how the site issues confronting the car park area (Section 3.2) could be resolved by:

- defining singular safe entry and exit points to Huon Road;
- creation of a one way traffic flow through the car park;
- designation of right-angled and parallel car parking spaces that meets Australian Standards for length, width and reverse manoeuvring space including spaces for over-sized vehicles;
- removal of buildings and timber features;
- reconstruction of the steps to Fern Glade Track to improve tread/riser relationships, provide handrails and to make treads more level;
- construction of a new path between the car park and the Park through realignment of the centreline of the road and replacement of the spoon drain on the eastern side of the road with a better formed, narrower spoon drain to create space for a 1.5m concrete footpath, kerb and channel and underground stormwater;
- providing end/beginning of track facilities for walkers such as a picnic table(s) and small shelter; and
- re-capturing under-utilised open space around the car park at the base of the quarry.

Note: that while consideration has been given to enhancing access to Wellington Park, the topography of the site is such that universal access or even disabilities access cannot be achieved without unreasonable costs.



FERN GLADE ENTRY CAR PARK

Figure 4.4 : Future Directions

4.3 BALANCE OF STUDY AREA

Figure 4.5 illustrates how the issues raised for the balance of the Study Area in Section 3.3 could be resolved by:

application of the *MWSS Design Guidelines 2012* to the development of new infrastructure along the Pipeline Track, at the Fern Tree Bower and at Silver Falls;

selectively removing understory vegetation from the interstitial spaces between the fern trees in the Fern Tree Bower to better clarify the area as a 'garden' feature;

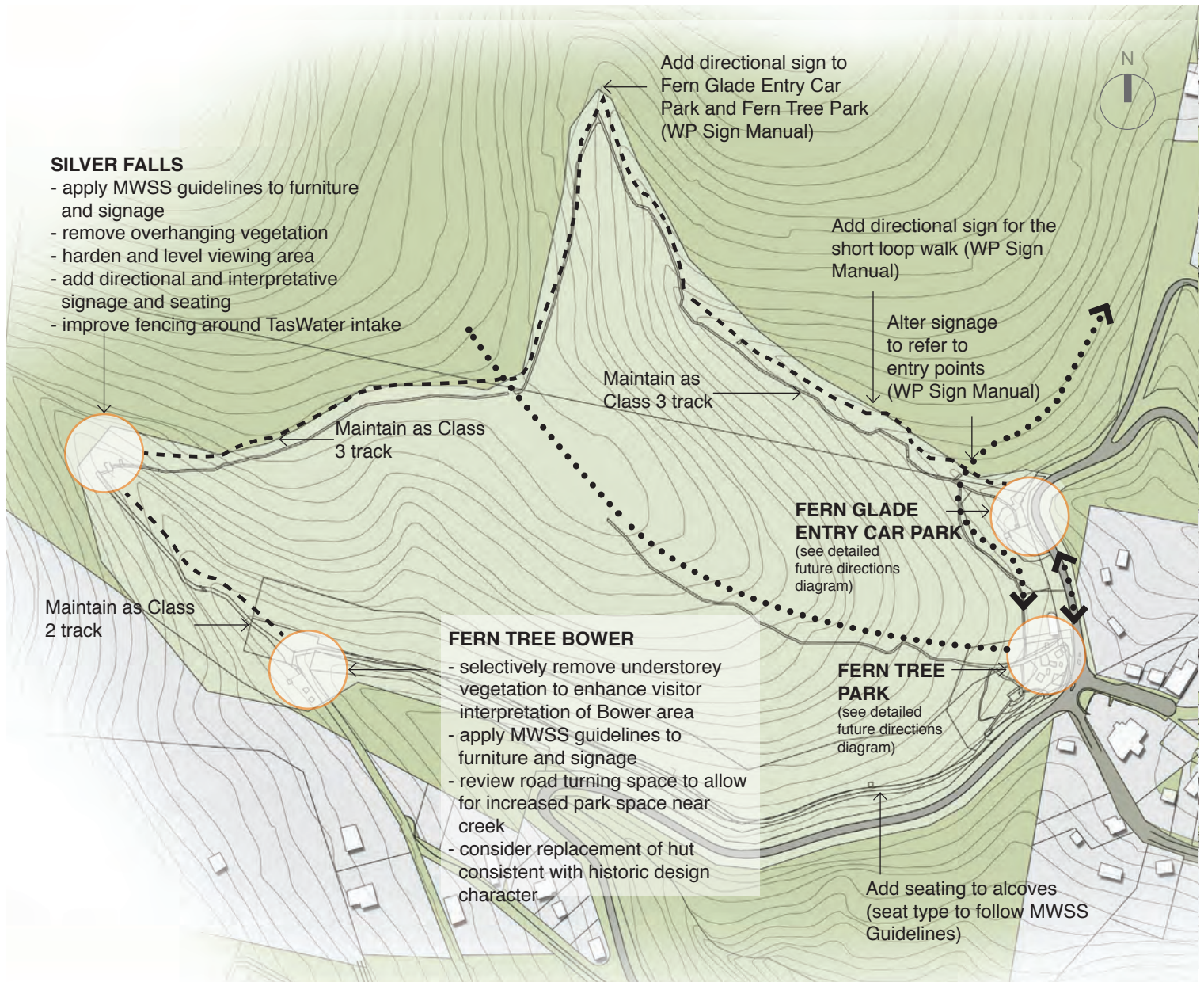
considering the reconstruction of a traditional hut structure at the Fern Tree Bower for its interpretive and recreational value;

making use of historic leveled terraces to introduce picnic tables;

removal of the maintenance shed and use of the level/retained area for seating or interpretation;

upgrading the viewing area at Silver Falls through the introduction of new pavements, seating and the reconstruction of railings, the bridge crossing and steps in line with the *MWSS Design Guidelines*; and

maintaining the track from Silver Falls to the Fern Glade Entry car park as a well sign-posted Class 3 track.



BALANCE OF STUDY AREA
Figure 4.5: Future Directions

SECTION 5

THE MASTER PLAN

This section describes the detailed recommendations of the master plan including:

advice on pre-construction activities (Section 5.1);

concept plans for Fern Tree Park, the Fern Glade Entry car park, the balance of the study area and a new toilet and upgraded car park at the Fern Tree Tavern (Section 5.2);
and

suggested palettes for materials and plants to be used in implementing the concept plans (Section 5.3).

5.1 SITE CONCEPT PLANS

Site concept plans have been prepared for Fern Tree Park, the Fern Glade Entry car park, Fern Tree Tavern car park and the balance of the study area. A cross-section of the proposed path connecting Fern Glade entry car park to Fern Tree Park is also shown (Figure 5.1).

These concept plans give a sense of how the recommended directions from Section 4 might be achieved. The concept plans require detailed design and documentation, further community consultation and statutory approvals prior to implementation.

The concept plans are premised on further negotiations with TasWater and the Department of State Growth.

The concept plan for the development of a new public car park at the Fern Tree Tavern is contingent on arranging formal legal agreements between the City of Hobart and the Tavern owner.

Together, these steps will provide Council, the Wellington Park Management Trust and the community with the surety they need that their vision for the area is being realised.

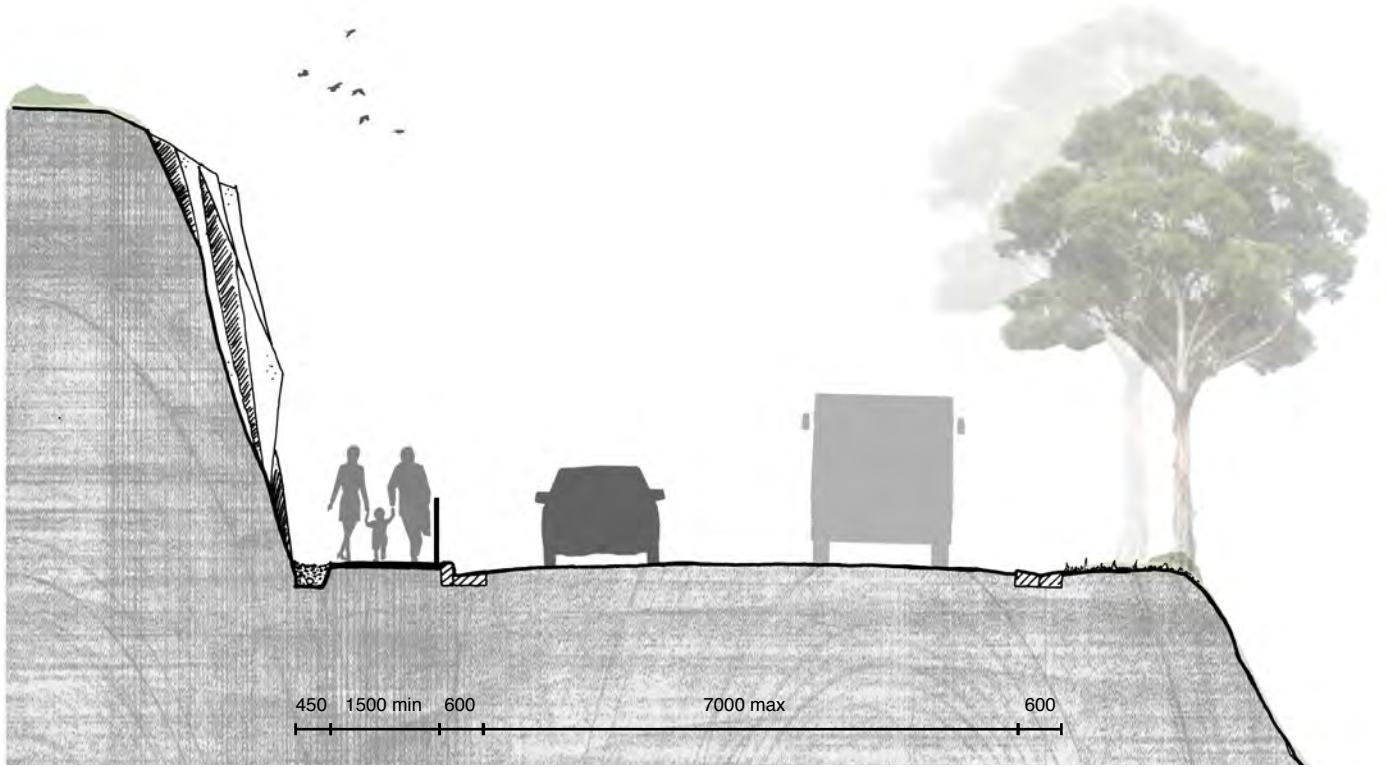


FIGURE 5.1 HUON ROAD CROSS SECTION



KEY:

- ① Park Entry - new exposed aggregate concrete stair with low stone wall and seat
- ② Park way finding signage (*WP signs manual within park/ MWSS on Pipeline Track*)
- ③ New day shelter with gas BBQ, paved surface providing level access and 2 x picnic tables
- ③A Remove toilets and day shelter. Rehabilitate area with native vegetation
- ③B New pump out toilets to be located above new bus shelter. 1 x DDA compliant toilet (Unisex), 2 x ambulant toilet
- ④ Bike racks on gravel pad
- ⑤ Lawn terrace

- ⑥ Dry creek bed
- ⑦ Slide
- ⑧ Boulder climb with rope
- ⑨ Timber balance poles
- ⑩ Tree trunk
- ⑪ Creek bed bridge
- ⑫ Low dry-stone terrace walls with built in seating and climbing steps
- ⑬ Log round steps/seats
- ⑭ Adventure play garden beds
- ⑮ Gravel path

Nature based play features (indicative only)

- ⑬ New fence on existing stone retaining walls
- ⑭ Paved picnic terrace with gas BBQ and picnic tables
- ⑮ Introduce paving culvert to mark entry into Park and encourage slow down of bikes on the Pillinger Drive Track
- ⑯ Upgrade steps from Huon Road
- ⑰ Pathway to Fern Glade Entry car park
- ⑱ Introduce a kerb on Huon Highway to improve safety at bottom of the steps
- ⑲ Vehicle barriers (MWSS Detailing)
- ⑳ New shared path extension to join the Pipeline Track
- ㉑ Paved area, with seat and interpretation panels. Replace existing shelter. Retain existing stonework wall feature
- ㉒ New steps up to start of Pipeline track / park area
- ㉓ Upgrade area to existing bus stop
- ㉔ New pedestrian traffic island to facilitate safe crossing point to existing bus stop
- ㉕ New footpath, with location of existing residential vehicle cross over tbc
- ㉖ Surface paint extension to southern traffic island to improve pedestrian crossing
- ㉗ Gate barrier on fire trail



Precedent images of nature based play features

FERN TREE PARK SITE CONCEPT PLAN

APRIL 2017 SCALE: 1:200 @ A1

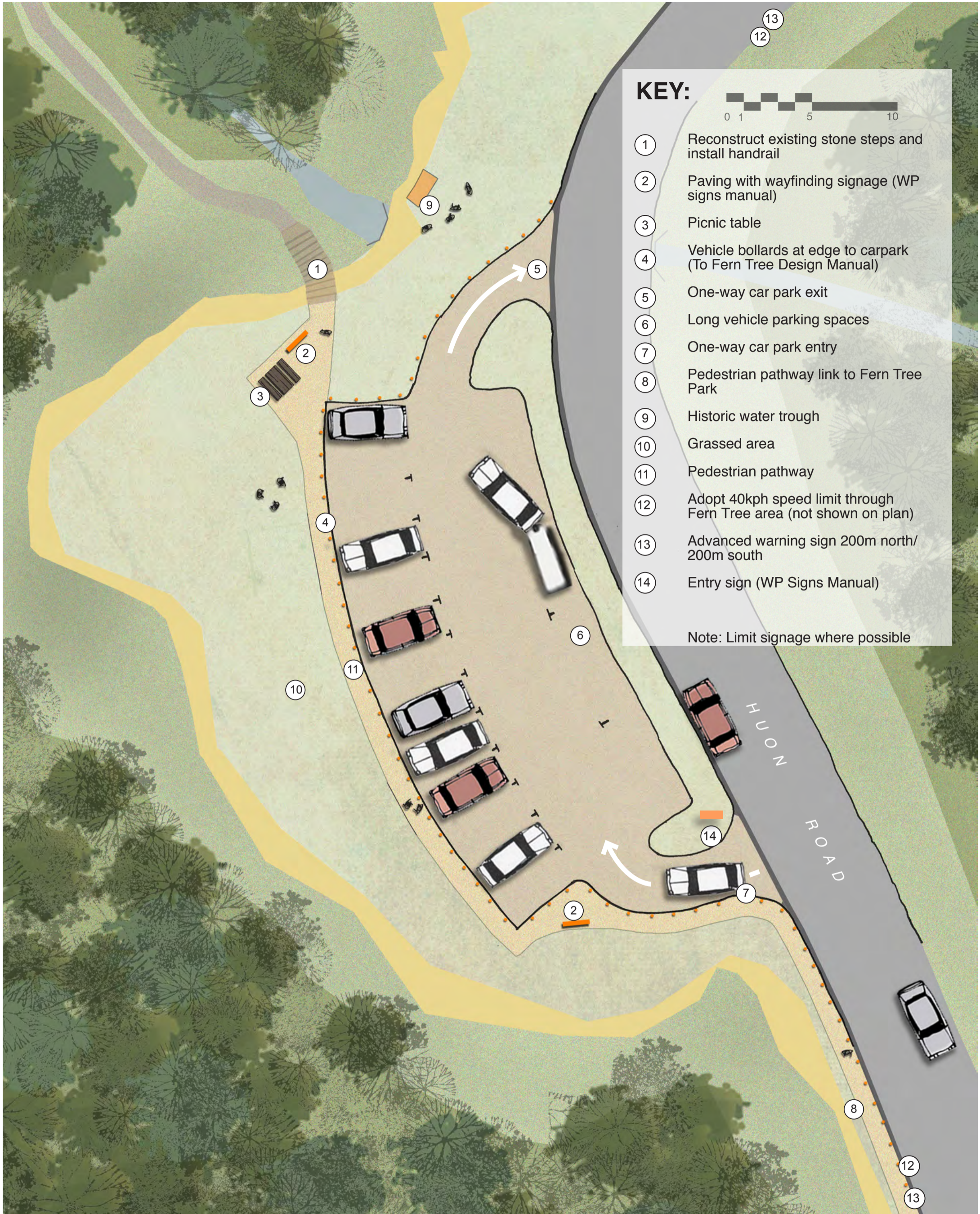
All elements are indicative only. Further detailed designs are to be prepared and approved.



inspiring place



rear of A3



KEY:

0 1 5 10

- ① Reconstruct existing stone steps and install handrail
- ② Paving with wayfinding signage (WP signs manual)
- ③ Picnic table
- ④ Vehicle bollards at edge to carpark (To Fern Tree Design Manual)
- ⑤ One-way car park exit
- ⑥ Long vehicle parking spaces
- ⑦ One-way car park entry
- ⑧ Pedestrian pathway link to Fern Tree Park
- ⑨ Historic water trough
- ⑩ Grassed area
- ⑪ Pedestrian pathway
- ⑫ Adopt 40kph speed limit through Fern Tree area (not shown on plan)
- ⑬ Advanced warning sign 200m north/ 200m south
- ⑭ Entry sign (WP Signs Manual)

Note: Limit signage where possible

FERN GLADE ENTRY CAR PARK

SITE CONCEPT PLAN

SEPTEMBER 2016, SCALE 1:200 / A3

All elements are indicative only. Further detailed designs are to be prepared and approved.



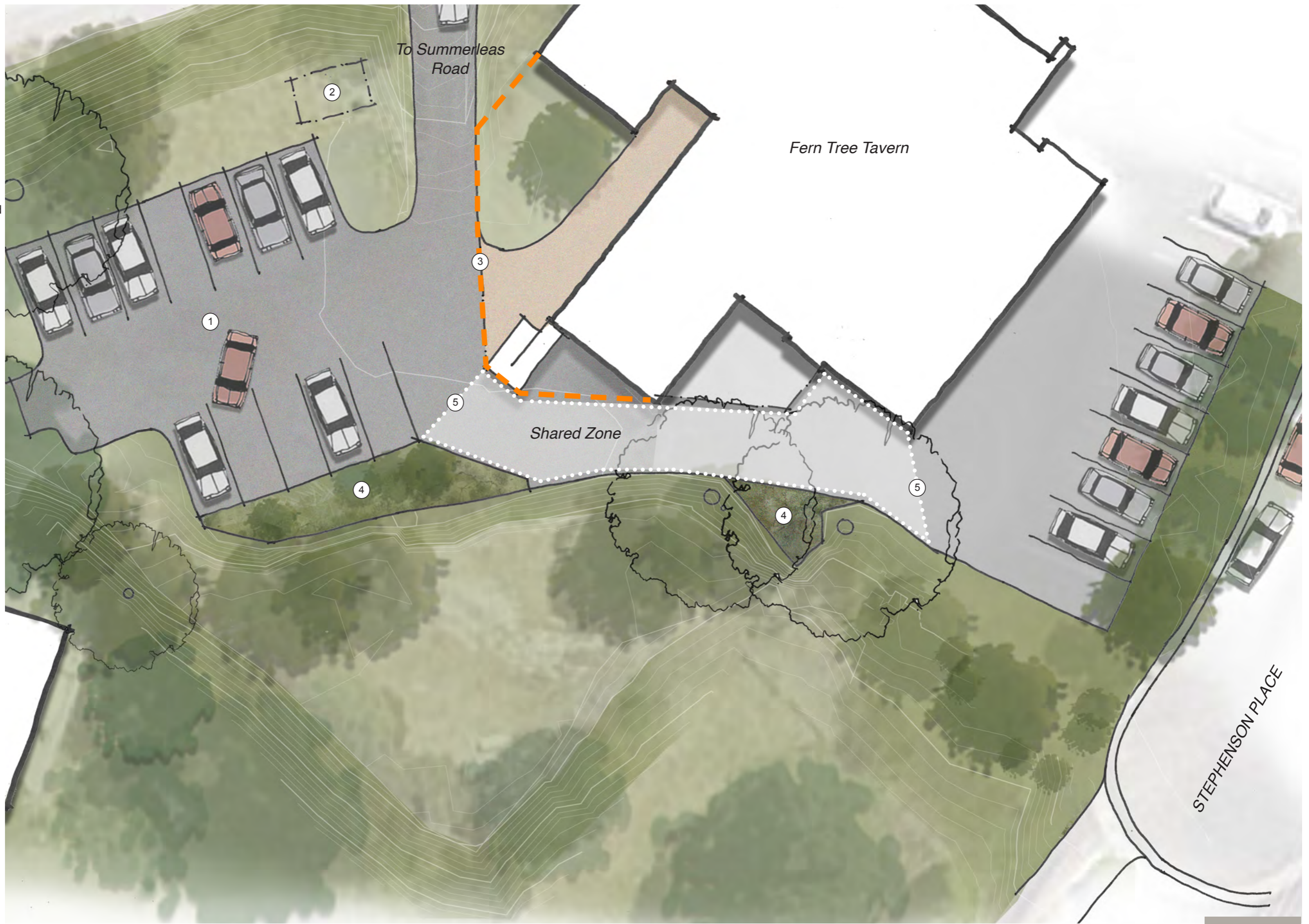
inspiring place



rear of A3

KEY:

- ① New bitumen surface and layout to car park area; 12 spaces
- ② Relocate gas cylinders to more appropriate location
- ③ Screen fence to back of house area. Private gated access
- ④ Garden bed containing low, native shrubs
- ⑤ Shared two-way vehicle and pedestrian zone. Denote shared space with line marking and / or signage. Low speed zone



FERN TREE TAVERN CARPARK SITE CONCEPT PLAN

APRIL 2017 SCALE: 1:200 @ A3

All elements are indicative only. Further detailed designs are to be prepared and approved.



inspiring place



(rear)

5.2 MATERIALS AND PLANTING PALETTES

5.2.1 Materials Palette

Detailed design of infrastructure at Fern Tree Park and the Fern Glade Entry car park, detailing will respond to the materials palette shown in Figure 5.2. The palette shown in Figure 5.2 follows the principles of the *Wellington Park Design and Infrastructure Manual 2006* and the *Fern Tree Urban Design Guidelines 2003*.

Materials detailing and installation design along the Pipeline Track, at Fern Tree Bower and at Silver Falls should follow the recommendations of the *Mountain Water Supply System Design Guidelines 2013*.

Cost savings could be achieved if standard suburban detailing were to be used for kerbs and channels and/or spoon drains¹⁶. In any event the approval of the Department of State Growth will be required for the placement and materiality of any road furniture that is proposed.

Detailed design of infrastructure on the Pipeline Track, at Fern Tree Bower and Silver Falls will follow the recommendations of the *MWSS Design Guidelines 2012*.

Figures 5.3 and 5.4 show the application of the materials palette to the entry to St Raphael's church and at the entry to the Park at the Pipeline Track.

5.2.2 Planting Palette

Plantings in the garden within Fern Tree Park will be limited to species of Rhododendron and/or azalea (Figure 5.5). Path edges are to serve as the boundary between the natural surround and the exotic landscape of the Park. Any planting in outside edges of the Park should use locally occurring native species. Seed or scion for these plantings should be sourced from within local provenance.

As major overstorey trees in the Park senesce, consideration should be given to replacement of like species with like species but with a view to reducing the total canopy coverage to the site to allow more light into the Park. To achieve this aim, some trees may not need to be replaced.

New planting at the Fern Tree Bower will be limited to the replacement of tree ferns species like with like. Boundaries to the Bower will remain as a natural

¹⁶ As of 01.01.2008, the City of Hobart has adopted the "Tasmanian Councils' Standards for Subdivisions" published by the Institute of Public Works Engineering Australia's (IPWEA) for the creation of new public assets.

surround. Any planting in these outside areas is to be of locally occurring species. Seed or scion for these plantings should be sourced from within local provenance. Care should be taken in the selection of species to ensure that the fern trees are clearly distinguishable as a planted bower through the maintenance of a clear visual break between the planted and the natural.

Elsewhere, all plantings are to be of locally occurring species. Seed or scion for these plantings should be sourced from within 1 kilometers of the site.

5.2.3 Signage

Installation of signage in the Study Area is guided by the *Wellington Park Signage Manual 2014* and the *Mountain Water Supply System Design Guidelines 2013*.

Application of the MWSS signage system is appropriate along the Pipeline Track:

commencing at the proposed interpretive installation at the former multi-story barbeque shelter and across Huon Road from the Park; and

at Silver Falls and the Fern Tree Bower.

The graphic standards of the *Wellington Park Signage Manual* should apply to signage at Fern Tree Park including at the prime entry, other entries/tracks, interpretation and/or for direction or on facilities.



Local stone retaining and feature walls



Exposed aggregate concrete, compacted gravel, bark mulch



Weathered timber and steel for fencing and furniture



Lightweight timber structures



Design montage of weathered timber and steel fence

FIGURE 5.2 MATERIALS PALETTE



Figure 5.3 Church Entry Concept



Figure 5.4 Park Entry concept

CONCEPT MONTAGES



Lomandra longifolia



Poa labillardiere



Ficinia nodosa



Dianella tasmanica



Bauera rubioides



Tasmania lanceolata



Melaleuca squarrossa



Pomaderris apetala



Blechnum nudum



Dicksonia antarctica



Rhododendron spp.



Azalea spp.

FIGURE 5.5 PLANTING PALETTE

SECTION 6

ACTION PLAN

The Action Plan:

makes recommendations for moving forward on a staged basis;

identifies the responsibility for taking action; and

notes the priority for implementation of each recommendation.

Individual action plans have been prepared for Fern Tree Park (refer to Table 6.1), Fern Glade Entry Car Park (refer to Table 6.2) and the balance of the Study Area (refer to Table 6.3).

Priority is assigned according to the following criteria and is subject to available resources:

High priority is given to recommendations that should start and be completed within the next 5 years – this includes important actions to respond to identified issues and those actions that can be easily undertaken with limited resources.

Moderate priority is given to recommendations that should start and be completed within the next 10 years.

Those listed as Ongoing are recommendations that may occur during the next 10 years and may require ongoing attention as a particular situation arises.

The Action Plans should be seen as a guide for implementation, and may vary in response to the availability of resources or support. In many cases, additional planning or assessment may be required before a recommendation can be acted upon. Further, whilst an action may have priority within this Master Plan other priorities within the City may necessitate that actions be reviewed or delayed.

6.1 IMPLEMENTATION STRATEGY

6.1.1 Fern Tree Park

No	Recommended Action	Priority
1	Extend the southern traffic island to improve pedestrian crossing	High
2	Construct new pathway from Fern Glade Entry car park to Fern Tree Park with vehicle bollards	High
3	Remove existing public toilet and picnic shelter	High
4	Construct new picnic shelter with barbeque and picnic tables	High
5	Construct new toilet facility at bus stop near the Pipeline Track	High
6	Construct new central gravel path through the Park	High
7	Remove existing play equipment and install new nature-based play features	High
8	Reinstate grassed areas on the terraced spaces	High
9	Upgrade new entry into the Park including installing wayfinding signs	High
10	Install new fence on existing stone wall of the Park	High
11	Construct new shared use track link from Pillinger Drive Track to the Pipeline Track	High
12	Install speed limit sign and advanced warning sign on Huon Road (approach from south)	High
13	Install new picnic tables and barbeque at northern end of the Park	High
14	Improve safety for crossing Huon Road to bus shelter (southern end of Fern Tree)	Moderate
15	Install steps from bus shelter to join Pipeline Track	Moderate
16	Remove barbeque platform adjacent to Pipeline Track	Moderate

Table 6.1 Action Plan for Fern Tree Park

6.1.2 Fern Tree Tavern Car Park

No	Recommended Action	Priority
1	Negotiate lease or purchase of land for the car park at the rear of the Tavern.	High
2	Construct new public car park at rear of Tavern	High

Table 6.2 Action Plan for Fern Tree Tavern Car Park

6.1.3 Fern Glade Entry Car Park

No	Recommended Action	Priority
1	Construct car park with new entries and vehicle bollards	High
2	Install new entry signs for entry and egress to and from the car park	High
3	Construct exposed aggregate concrete path	High
4	Reconstruct existing stone steps and install handrail	High
5	Rehabilitate area between quarry face and car park into grassed area	High
6	Install speed limit sign and advanced warning sign on Huon Road (approach from north)	High
7	Install wayfinding signage	High
8	Install picnic table	Moderate

Table 6.3 Action Plan for Fern Glade Entry Car Park

6.1.4 Balance of Study Area

No	Recommended Action	Priority
1	Add directional signs at Silver Falls	High
2	Add/alter directional signs on Fern Glade Track	High
3	Apply MWSS guidelines to existing infrastructure at Silver Falls and Fern Tree Bower sites	Moderate
4	Harden and level viewing area at Silver Falls	Moderate
5	Selectively remove understorey vegetation at Fern Tree Bower and review vehicle turning area requirements to improve park setting	Moderate
6	Further investigate the options for replacement of the existing hut at Fern Tree Bower with a new hut more consistent with historic design	Moderate
7	Maintain the Pipeline Track and Silver Falls Track consistent with MWSS guidelines	Ongoing
8	Maintain Silver Falls Track beyond Silver Falls and Fern Glade Track as Class 3 tracks	Ongoing
9	Maintain Middle Track (below Silver Falls Track) for bushwalking and emergency vehicles only given steep section.	Ongoing

Table 6.4 Action Plan for Balance of Study area

ATTACHMENT A

COMMUNITY ENGAGEMENT RESPONSE

Community engagement during the initial stages of the project included a community walk and talk (attended by 17 residents), discussions with a range of community interest groups, meetings with agencies and review of submissions. This information was reviewed and considered during the preparation of the draft master plan.

A range of methods were then used to inform stakeholders, the community and park users of the draft master plan when it was released for public review and comment. These included:

- letters to stakeholders;

- public notice in 'The Mercury';

- Park based and community based temporary signage;

- City of Hobart website, 'Your Say' site and social media;

- on site community walk and talk attended by 12 residents;
- and

- additional consultations with TasWater and Metro.

The City's 'Your Say' Hobart community engagement platform was visited 502 times during the public exhibition period; 290 participants downloaded a document and 14 participants lodged a submission through this platform.

Some respondents lodged their submissions through other means resulting in 26 submissions received in total. Five of the submissions were received from groups: Fern Tree Community Association, St Raphael's Church, Metro Tasmania, Aboriginal Heritage Tasmania and the Hobart Walking Club.

The majority of respondents and submissions responded positively to the overall direction of the master plan but there was strong community and stakeholder opposition to the recommendation to relocate the park toilet to the Fern Tree Tavern car park. The main stated concern was locating the toilet out of the park and across a road crossing with poor site lines. The respondents conveyed concerns about the safety of people, particularly children, having to cross Huon Road and then potentially walking through a car park to reach the toilets.

Council officers undertook further investigations, exploring a range of scenarios to find an acceptable solution for a new toilet that was located within the park and addressed access, sustainable wastewater management, safety, and the sites values and constraints. As a result of these investigations it is proposed to locate a pump out toilet next to the Pipeline Track in the road reserve at the bus stop on Huon Road.

Some other major issues of concern included:

- the speed limit on Huon Road be reduced to 40km/hr through the Fern Tree visitor hub

- the need for improved wayfinding and signage for visitors to the park;

- the proposal to redesign of the upgraded Fern Glade Entry Car Park and the potential of reducing parking spaces;

- the need to accommodate the needs of cyclists;

- St Raphael's Church congregation requesting greater consideration of their needs for improved access; and

- the need to retain and protect vegetation of value (trees, rhododendrons) in the park.

There were a number of respondents who requested the speed limit be reduced down to 40km/hr rather than the 50km/hr as recommended in the plan. The 50km/hr proposed reduction requires the approval of the Tasmanian Government Department of State Growth. A 40km/hr speed reduction would be unlikely to receive government approval.

Entry signs to the upgraded park that includes links to the Wellington Park track network and the Pipeline Track will be included in the implementation of park works.

The proposed upgrading of the Fern Glade Entry Carpark is to be designed in accordance with current standards for the design of carparks and car parking spaces. The principal objective is to create a safer entry and more defined parking spaces.

The master plan allows for bike access and improved connection to tracks, including the Pipeline Track.

The congregation of St Raphael's Church is not part of the Park and consequently recommendations were not included in the master plan.

The importance of maintaining the existing vegetation, both native and introduced species of significance was included in the master plan and it will be included in the final site designs and construction plans.