

Sympathetic works on heritage trails

These general guidelines for maintenance, repair & use are designed to promote sympathetic maintenance and more general management of the heritage assets within historic tracks.

Works on heritage trails should aim to reduce impacts to significant fabric and maintain authenticity, the historic feel and visual appearance of the tracks, while ensuring they can continue supporting the provision of visitor recreation opportunities.

Where a specific policy framework aimed at addressing heritage tracks and trails does not exist, more general heritage policy and guidelines need to be used to guide the management of recreational tracks with heritage significance. For Wellington Park, the key policy and guidelines that can be applied to historic tracks are drawn from the Australia ICOMOS *Burra Charter* (2013).

General rules/recommendations from the Burra Charter and Tasmanian Heritage Council on maintenance of historic features include:

- Take a cautious approach – conservation is based on a respect for the existing fabric, use, associations and meanings. Management of heritage assets should follow the philosophy of changing as much as necessary but as little as possible.
- Any repairs should match or be compatible with the existing fabric in type of material used, appearance and method of fixing.
- Where practicable, roads and path locations, surfaces and alignments should be historically accurate, particularly when following an historic route. In some cases, exceptions to this policy may be made due to concerns for public safety/access, or landscape hazards such as landslip/soil erosion.

- Care should be taken to retain as much original fabric as possible, and to protect and conserve original and/or significant fabric – particularly details that give a place its character. Note: Fabric refers to all the physical material of the place including elements, fixtures, contents and objects.

Heritage Trails

Tracks of historic significance on kunanyi / Mount Wellington include:

- Fingerpost Track (c. 1825)
- Sawmill Track (c. 1825)
- Ice House Track (c. 1820s, formalised 1849)
- South Wellington Track (c. 1820s)
- New Town Track – Breakneck/Red Paint Track (c. 1820s-1830s)
- Wellington Falls Track (1845)
- Pipeline Track (1861)
- Radford's Track (c. 1890)
- Middle Track (c. 1890s)
- Pinnacle Track/Zig Zag Track (c. 1903)
- Reid's Track (c. 1907)
- Fern Glade Track (c. 1927)
- Rivulet Track (c. 1930)
- Wood's Track (c. 1930)
- Bett's Vale Track/Circle Track (c. 1930)
- Shoobridge Track (c. 1931)
- Featherstone's Cascade Track (c. 1931)
- Myrtle Gully Track (c. 1931)
- Organ Pipes/Panorama/Mount Arthur Track (c. 1931)
- Lenah Valley Track (c. 1930)
- Hunters Track (c. 1932)
- Old Hobartians Track (c. 1932)

Guidelines for works

The aim of maintenance and repair of heritage tracks within Wellington Park should be to retain the essence of their original/historical style, while still supporting the key purpose of the Park in the provision of visitor facilities and opportunities. Work undertaken on historic tracks should be sympathetic/compatible with this style.

Works should seek to:

- maintain the historic route while avoiding excess widening of the formation
- maintain the natural 'rough' style, using local, or local types of materials. Where new materials are required, use similar/compatible material brought in from outside the park. Note: Ensure that the works permit issued under the *Wellington Park Regulations 2019* allows the import of foreign materials into the Park
- ensure any new infrastructure is of a sympathetic historical design and materials, or otherwise of a sympathetic (bush/rustic) modern design and materials
- keep the cutting of vegetation to the minimum requirement to provide a clear track width
- ensure steeper sections of track are managed to prevent soil erosion by creating durable and robust tracks from local/compatible materials (e.g. varying sized rocks layered in an irregular pattern)
- avoid excess use of new materials such as concrete and plastic, unless considered essential for safety reasons
- avoid the use of rock cairns as track markers. This is not considered appropriate for heritage tracks – where a low impact option is required, small orange triangles that can be easily affixed to timber route markers are the most appropriate