

Management of the Illegal Track and Bog- Long Marsh

Background:

In August 2005 onwards, a new track from Jefferys Track into the north eastern edge of Long Marsh was progressively forged by four wheel drive vehicles. Long Marsh is an area of high conservation value within Wellington Park. The site is effectively two high altitude (710metres) buttongrass marsh areas containing sensitive peat soils and is the start of the Lachlan River water catchment.

As the first 50 metres (approx) of the track is on State Forest, Forestry Tasmania (FT) Huon District was informed and joint inspection with the Wellington Park Management Trust (WPMT) and Parks and Wildlife Service (PWS) was undertaken.

The matter was also discussed at the multi-agency Recreational Vehicle Working Group. The closure and rehabilitation of the illegal track received the support of 4WD Tasmania and the multi-agency Recreational Vehicle Working Group. It was recognised that the trail was in contravention of the National 4WD Code of Ethics as contained in the '*Cruisin Without Bruisin*' brochure and the *Policy for the Use of Recreational Vehicles on State-Owned Lands in Tasmania*.

In the interim, an educative approach was adopted with a basic education sign erected in the area however the degradation of the site continued at an alarming rate leading to track braiding and an extensive 'bog' area, particularly during wet times. In addition, FT erected a "No Unauthorised Access" sign.

As the WPMT & PWS had no authority to carry out management and enforcement on land managed by FT, the WPMT wrote to the Managing Director of FT in July 2006 seeking assistance to rectify the existing damage and to work to ensure that such access is prevented in the future. The WPMT recognised however, that because of the remoteness and poor access to the site, yet fairly open access to the marsh itself, options to prevent further incursions were limited. One option identified was the erection of pre-used Armour Guard fencing extending the full length of the marsh section Jefferys Track..

In October 2006, PWS sought advice from Michael Comfort, Rehabilitation Officer – Natural Areas, Earth Science Section, Land Conservation Branch DPIW. Below is his report.

DISTURBED PEAT BOG OFF JEFFERYS TRACK

The area inspected (Photo 1) is currently being used for illegal "mud running" and according to PWS staff the area of degradation is expanding quite rapidly. Forestry and PWS/Trust signs have been erected on site but appear to have limited effect in preventing vehicles accessing the site. Vegetation is of *Leptospermum* scrub and Buttongrass moorland with a deep peat overlying Jurassic Dolerite. The site is at about 700m elevation and the GDA grid reference is 503800 5249700.



Photo 1. Typical section of bog hole formed by vehicles driving off Jefferys Track.

Obviously continued vehicle access to the site will only cause additional degradation and the activity is clearly not sustainable. If vehicles can be excluded from the area it is likely the site will revegetate naturally over time. The site is fairly flat and though the peat has been churned up, there has been minimal loss of peat from the site to date.

The most important task in rehabilitating the site is to prevent further vehicle access to the site. Given the nature of the site, this will not be easy to achieve. It is suggested a combination of fencing, enforcement and education be instigated. The *Leptospermum* scrub adjacent to this part of Jefferys Track is easily traversed by four-wheel drives intent on driving off track. Any fencing installed needs to extend parallel to the track some distance either side of the current area of disturbance and must be robust enough to act as a serious deterrent. Enforcement and education activities should be seen as an important component in the fencing project. In order to reinforce the fencing message, some limited active rehabilitation works could be undertaken to demonstrate the commitment and importance of excluding vehicles from the bog.

Laying jute matting, slash, erecting tree guards over remaining or transplanted seedlings and some signage could all be undertaken and should be done in areas closest to Jefferys Track.

Monitoring of the site should be undertaken. Digital photographs from a few locations within the site, with the photo points recorded, and the extent of the current disturbance mapped by GPS should be completed. This coarse monitoring should be used to determine if any erected fencing is effective in excluding vehicles and if not it will give some measure of the rate of site expansion. It is very important that any works aimed at restricting access to the bog, do not simply cause the problem to be relocated to new areas within the reserve and opened up for mud running. Once again monitoring, education and enforcement are important aspects in managing this potential issue.

The PWS continued to monitor the site and replace the signs as necessary. In April 2007 when PWS had a small excavator working in the general area (closure of the Unnamed trail) the entrance to the bog with blocked using nearby fallen tree trunks. This was effective for most of the winter period until one log was moved and access again opened to 4WD and other recreational use vehicles.

The track continued to be expanded by 4WD and other recreational use vehicles with degradation increasing.

In November 2007, the northern of the two marsh areas was burnt with the origin of the fire believed to have been from within the bog area. There is now a real concern that the burning of the marsh area has opened up the potential for vehicles to extend the bog into the main area of marsh.

On 30 January 2008 WPMT, FT & PWS personnel inspected the area and it was agreed that measures would be undertaken to prevent further access, especially in light of the potential for the bog to be extended in the burnt marsh area.

Project Objectives:

1. To close the existing tracks to the bog area and prevent further access through the use of physical barriers, signs, awareness and enforcement.
2. To rehabilitate the disturbed bog area, primarily through natural regeneration of the disturbed site.
3. To inform stakeholders of the proposed measures.

Stakeholders and target audiences

- Recreation Vehicle Working Group
- Tasmanian Recreational Vehicle Association (4WD Tasmania)
- Derwent Valley 4WD Club
- Huon Valley 4WD Club
- No Limits 4WD Club

- Other Recreational Vehicle Clubs of Southern Tasmania
- Local Tasmania Fire Service Brigades
- Derwent Valley Council
- Huon Valley Council
- Wellington Park Management Trust
- Tasmanian Parks and Wildlife Service
- Forestry Tasmania
- Norske Skog
- Local residents of the area

Project Proposal:

To implement the Rehabilitation Officer's report with the exception that the proposed fence is replaced with logs and some rock as it is felt a post and wire fence would be an attraction in itself (theft) and easily breached. The 30/1/08 inspection revealed a reasonable supply of fallen trees existed along Jefferys Track although some were approximately 700 metres from the site. Although the area is rocky, the inspection revealed only several suitable rocks adjacent to the Jefferys Track.

Works Description:

- Block off the existing bog access tracks off Jefferys Track with large logs and rocks obtained from along the edge of Jefferys Track within the State Forest (FPP may need to be completed - check with the FP Board re exemption - protection of environment?).
- The logs used will only be existing downers.
- A large (25 - 30 tonne) excavator to be used to pull the logs out onto Jefferys Track and transport them to the bog site (log grabber or drag?)
- Care is to be taken to minimise disturbance to surrounding vegetation and Jefferys Track itself.
- Where required, the logs to be cut in situ to minimise damage to surrounding vegetation as part of the extraction process or to a manageable size for transport to the bog site
- Some of the smaller logs to be placed lengthways in the vehicle ruts up to about 20 metres inside the start of the tracks.
- The remaining and larger logs to be placed parallel with Jefferys Track.
- At the existing track entrances the logs to be placed two or three deep.
- If necessary, a small ditch to be dug to sit the logs into as a measure to reduce the effectiveness of the log being winched out of the way by 4WD operators.
- The remaining logs to be placed at potentially vulnerable access points into Long Marsh (reinforce where native vegetation could be breached)
- Place tea tree slash obtained locally (from within Wellington Park - permit to be obtained) together with jute matting covering the area immediately visible from Jefferys Track
- Signs to be erected at the site indicating area under rehabilitation as well as no unauthorised access.

Other:

Access to the site can be gained from either the Crabtree side and the Lachlan side of Jefferys Track. The current condition of Jefferys Track is very poor with several wash out sections on the Crabtree side.

It is proposed that as part of this project some repair of Jefferys Track is undertaken given the excavator will need to be walked into the site. The work to be limited to the repair of the worst washouts with the material available and some drainage to minimise further damage (Crabtree side). It is recognised that a separate project proposal is to be re-submitted for a funding grant to undertake the upgrade of Jefferys Track.

Jefferys Track forms a link between the Derwent and Huon Valleys (Lachlan to Crabtree over the Wellington Range). It has been in existence since the early 1800's and named after Molesworth Jeffery who was a landowner near Lachlan and controlled access to the valley for many years.

Jefferys Track is a well know 4 wheel Drive track and public thoroughfare. It is formally recognised as such in "*Cruisin' Without Bruisin'*", a brochure produced cooperatively by Parks and Wildlife Service (PWS), Forestry Tasmania (FT), Tourism Tasmania, Office of Sport & Recreation and the Tasmanian Recreational Vehicle Association Inc (TRVA). The track is also promoted in numerous 4WD publications. Jefferys Track also forms part of the Lachlan to Judbury section of the 'Tasmanian Trail', a trail for horse riders, mountain bike riders and walkers extending from Devonport to Dover.

The Wellington Park Management Plan (a statutory plan) provides for continued use of Jefferys Track by registered vehicles and horse riders.

Status of Jefferys Track:

Jefferys Track extends from Hydehurst Road, Lachlan to Mitchells Road, Crabtree and is 15 odd kilometres long. See attached map. Jefferys Track comprises a gravelled public road maintained by the Derwent Valley Council (4.5 to 5 km from Hydehurst Road with residences and private property off this road) then a one chain (20.12 metres) wide road reserve to the Wellington Park boundary. The section through Wellington Park is not shown as a road reserve and forms part of the Park. The track then traverses through State Forest (no road reserve shown) and onto private property at the Crabtree end. A road reserve exists on the first property but the bulk of the track is not on it. It then traverses a corner of another property with no road reserve shown and onto a third which the track is on right of way, then onto a road reserve to Mitchells Road, which is a gravel road maintained by the Huon Valley Council.

Jefferys Track Issues:

The key issue is the current condition of Jefferys Track, particularly the Norske Skog road reserve section. Four wheel drive vehicles, trail bikes and All Terrain Vehicles (ATVs) have done and continue to do a lot of damage, particularly during the wet period. This is compounded by the nature of the soils on the Lachlan side of Jefferys Track being constructed only of natural earth material with no road base or gravel.

There are several issues for Norske Skog (NS) as the vehicles have done and continue to do significant damage to their assets (internal fire trails & barriers to prevent such) and environmental damage. They have attempted on many occasions over the years to prevent vehicle access to the internal tracks spending around \$70,000 in recent years with little success. Also of concern is the condition of Jefferys Track and that the damage is affecting water quality, therefore NS could be in breach of the Forest Practices Code, yet they are powerless to stop the damage, particularly as their authority to use etc includes 'not to debar public access'.

The key issues for PWS and WPMT are that Jefferys Track is a key public and management access point to that part of the Park. Also it is considered a strategic fire trail and the damage over the wet period makes it impassable and potentially hazardous to fire vehicles come the summer period.

The track side vegetation along the Crabtree side of Jefferys Track requires cutting back. PWS will endeavour to undertake the work using the seasonal fire crew (obtain FT approval for section within State Forest).

It is envisaged that the bog closure work and Crabtree side Jefferys track repair works would be in the order of three days excavator hire (FT to cover the costs). PWS is prepared to supervise the work on site and will provide the jute and slash material and signage. Michael (WPMT) will prepare a communications plan.

There is the opportunity to work this project proposal in with Norske Skogg who plan to take measures to prevent/restrict vehicles from entering their Jefferys Track plantations. PWS and Norske have commenced liaison re this.

Grant Hall
Senior Ranger, Derwent
Southern District

4/2/08

Fwd: Possible closure of Jefferys Track - Mt Wellington

1 message

Ben Masterman <ben.masterman@wellingtonpark.org.au>
To: Amy Russell <gm@wellingtonpark.org.au>

RTI - RELEASE - WPMT

FYI

----- Forwarded message -----

From: **Campbell, Brian** <Brian.Campbell@parks.tas.gov.au>

Date: Mon, 27 Oct 2025 at 15:53

Subject: Possible closure of Jefferys Track - Mt Wellington

To: Ben Masterman <ben.masterman@wellingtonpark.org.au>, Kingdom, Denna (TFS) <Denna.Kingdom@fire.tas.gov.au>

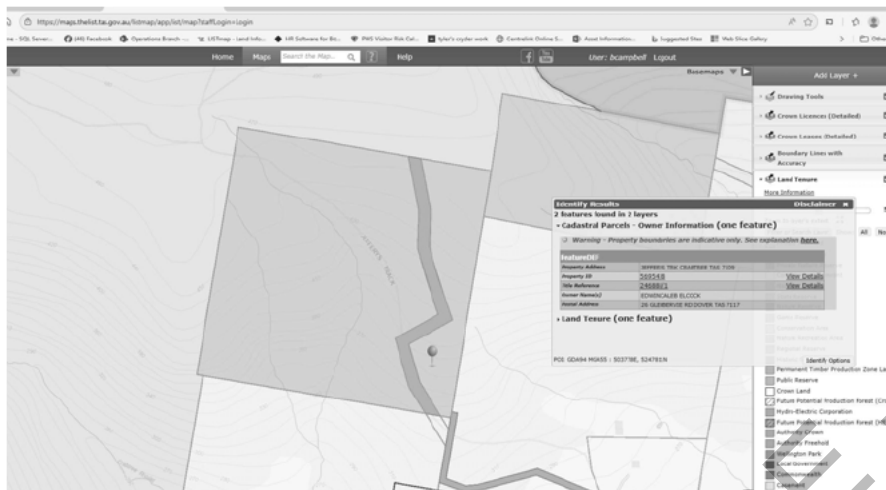
Hi Ben and Denna, I thought I would bring this to your attention. Thinking you may already be aware. I came across this reply and have some concurs about the possible outcome.

The owner of the property of CT-246888/1 has made representation to Huon Council to close off Jefferys track. I only recently became aware of this and feel that it may be of issue if this was to be closed. I am aware that there has been significant research into upgn considerations as I am aware.

This southern access/egress Via Crabtree and Mitchells Rd is a key access for management, emergency and egress for 4x4 permits holders (4x4 permits managed by Wellington Park over East West trail).

Denna, noting that you are undertaking fire management planning, is the closure of this track of importance to this plan.

My thoughts are that closure of Jefferys track would threaten WP 4x4 permits as the northern exit is unsafe and not maintained over private property, the White Timbers track exiting via Judbury is long and a trail that is rarely used for this reason. It is likely this trail w be assessed by PWS.



Council received a planning application of DA-75/2025 in relation to 2 private gates and 2 pole signs to limit public access along Jefferys Track on the property of CT-246888/1 identified as [REDACTED] Crabtree.

Council has previously advised the landowner through the planning enquiry process that Council is not supportive of a proposal to block access along Jefferys Track and consider that the track may be a public user road that should not be gated for private purposes.

In referring this application, we seek the advice of Parks & Wildlife and the Tasmanian Fire Service regarding this matter / application.

Happy to support further discussion

Brian Campbell
Acting Regional Operations Manager (Southern Region)
South Central
Southern Region
Parks and Wildlife Service
Department of Natural Resources and Environment Tasmania
134 Macquarie Street HQBART TAS 7000
M: [REDACTED]
E: brian.campbell@parks.tas.gov.au
W: www.nre.tas.gov.au



Delivering a sustainable Tasmania.

In recognition of the deep history and culture of this island, I acknowledge and pay my respects to all Tasmanian Aboriginal people; the past and present custodians of the land.

CONFIDENTIALITY NOTICE AND DISCLAIMER:

The information in this transmission may be confidential and/or protected by legal professional privilege, and is intended only for the person or persons to whom it is addressed. If you are not such a person, you are warned that any disclosure, copying or dissemination of the information is unauthorized. If you have received the transmission in error, you are advised to destroy the transmission, or its return at our cost. No liability is accepted for any unauthorized use of the information contained in this transmission.

DA - closure of Jefferys Track?

1 message

Amy Russell <amy.russell@wellingtonpark.org.au>
To: rzheng@huonvalley.tas.gov.au

31 October 2025 at 10:09

Hi Rong

I'm putting this to you as the only contact that I have in HVC, but feel free to redirect as needed!

One of the local managers in the PWS has just this week contacted the Trust to ask if we were aware of an application (DA-75/2025) to close Jefferys Track, made by a landowner at Crabtree.

This is the first that I have heard on the matter, but I do know that the Trust has a strong opinion against closure of this public road for a number of reasons, including fire response, and as the advertised Park exit route for recreational 4WD users with permits to access the East West Trail (the 25-26 4WD permit season is likely to open in the next 1-2 weeks).

In discussions with TFS, I have also been made aware that it is yet another example of a road established outside of the formal road reserve, and is therefore on private land, which further complicates the matter.

Has there been any determination on this issue or is it still under consideration?

Kind Regards
Amy

Amy Russell

General Manager - Wellington Park Management Trust

GPO Box 138 HOBART TAS 7001

 / gm@wellingtonpark.org.au

www.wellingtonpark.org.au

In recognition of the deep history and culture of this island, I acknowledge and pay my respects to all Tasmanian Aboriginal people; the past and present custodians of this land.

RTI - RELEASE - WPMT

DA enquiry - Application received to close Jefferys Track

1 message

Amy Russell <amy.russell@wellingtonpark.org.au>
To: hvc@huonvalley.tas.gov.au

10 November 2025 at 15:19

Good afternoon

Re: Application to close Jefferys Track, Crabtree

The Wellington Park Management Trust has recently been contacted by a local PWS contact to ask if we were aware of an application (DA-75/2025) to close Jefferys Track, made by a landowner at Crabtree.

This is the first that I have heard on the matter. The Trust would have a number of issues with the closure of this public road for a number of reasons, including fire response, and as the advertised Park exit route for recreational 4WD users with permits to access the East West Trail (the 25-26 4WD permit season is likely to open in the next 1-2 weeks).

In follow-up discussions with TFS, I have also been made aware that it is yet another example of a road established outside of the formal road reserve, and is therefore on private land, which further complicates the matter.

Has there been any determination on this issue or is it still under consideration?

Kind Regards

Amy Russell

General Manager - Wellington Park Management Trust

GPO Box 138 HOBART TAS 7001

 / gm@wellingtonpark.org.au

www.wellingtonpark.org.au

In recognition of the deep history and culture of this island, I acknowledge and pay my respects to all Tasmanian Aboriginal people; the past and present custodians of this land.

RTI - RELEASE - WPMT

RE: DA enquiry - Application received to close Jefferys Track - DA-75/2025

1 message

Huon Valley Council <hvc@huonvalley.tas.gov.au>
To: Amy Russell <amy.russell@wellingtonpark.org.au>
Cc: Hannah Bowling <hjbowl@huonvalley.tas.gov.au>, Lyle Ground <lground@huonvalley.tas.gov.au>

11 November 2025 at 13:47

Hi Amy,

Thank you for contacting Huon Valley Council in relation to the status of the planning application of DA-75/2025 regarding access restriction along part of Jeffrey's Track.

I can advise that on 21 May 2025, Council issued a Planning Exemption Certificate under the Tasmanian Planning Scheme, in accordance with clauses 4.3.9, 4.6.1 and 4.6.6, for two private gates and two regulatory (warning) signs to restrict user access along Jefferys Track at the property of [REDACTED] Crabtree (CT-246888/1).

The approximate location of the gates and signage are shown in the figure below.

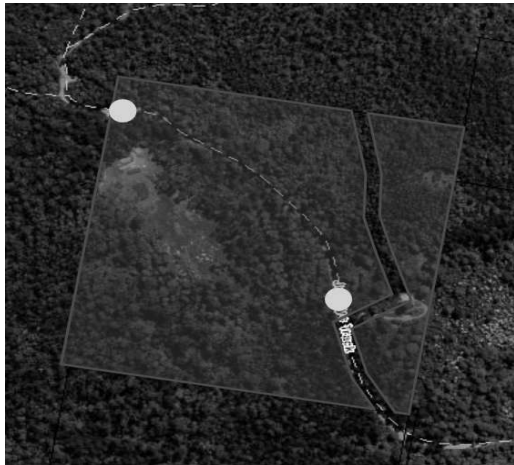


Figure: Aerial view of subject lot in red shading with approximate locations of proposed gates in yellow circles (LISTmap)

Unfortunately, the planning application did not warrant formal planning approval from Council as the development was considered to be exempt and therefore there was also no opportunity for 'refusal' as such.

Regardless, Council referred the proposal to both the TFS and NRE (property services) for comment given the potential significance of restricting user access.

The TFS advised that they would need to be issued with keys to gain access when necessary, in the course of our duties and had no further issues otherwise.

The Department of NRE advised that they had no issues given that the development would be on freehold land, not on public land; however, they would refer the proposal onto PWS Southern Region (managers of Russell Ridge Conservation Area) for their consideration. No further comments from NRE / PWS were received by Council regarding this matter.

As it is recognised that the restriction of public access through private property is now a legal (and not a planning) matter, the following advice was included in the exemption certificate.

ADVICE

A. This certificate relates to the use of land or buildings irrespective of the applicant or subsequent occupants, and whoever acts on it must comply with the endorsed plans referenced by this Certificate. Any change of use, amendment or variation of these documents may require the planning consent of the Planning Authority.

B. This certification is in respect of development/use under the Planning Scheme and does not imply any other approval by the Council or any other body. It is the owner's responsibility to ensure that all necessary approvals, including building permits, plumbing permits, permits for works on public land, are obtained if required.

C. This certification has been issued for the gates and associated signs under the provisions of the Tasmanian Planning Scheme current at this time and is not a Planning Permit. It does not consider any activities or development that may have been undertaken or may be underway on the site other than

D. It is recommended you obtain legal advice as to your legal ability to erect the proposed gates that would restrict user access through the points shown on the plan along Jeffreys Track, outside of the criteria and controls of the Land Use Planning and Approvals Act 1993 under which the gates are exempt.

E. It is recommended you consider the requirements of any other relevant authorities that may be adversely impacted by the proposed gates.

F. Under the Fire Service Act 1979, the Tasmanian Fire Service (TFS) has an implied statutory right of access to freehold properties. The TFS Bushfire Risk Unit and District Officers will need to be issued with keys to gain access, when necessary, to the gates in the course of their duties.

G. The Aboriginal Heritage Act 1975 provides for the protection of Aboriginal Heritage objects (protected objects) and sites (protected sites). If a protected object or protected site is discovered where works are carried out, please ensure those works cease and Aboriginal Heritage Tasmania is contacted. It is the landowner's responsibility to ensure compliance with the Aboriginal Heritage Act 1975. Although there are no known Aboriginal heritage relics recorded within the proposed works area, works should be guided by the attached Unanticipated Discovery Plan.

I hope this information is of assistance to your enquiry regarding this matter.

Kind regards,

Charne Robbertse
Statutory Planner



Huon Valley Council

Phone: 03 6264 0300

Email: hvc@huonvalley.tas.gov.au

Huon Valley Council

40 Main Street, Huonville, Tas, 7109

www.huonvalley.tas.gov.au

We acknowledge the Traditional Custodians of the South East Nation, the Melukerdee people of the Huon River and the Lylequonny people of the Far South. We recognise their continuing connection to land, water and culture, and pay respects to the Elders past, present and emerging.

This email is strictly confidential and intended only for the person or persons to whom it is addressed. If you are not the intended recipient you are warned that any disclosure or copying of the information is unauthorised. If this message has been received in error please delete it along with any attachments and notify the sender.

From: Amy Russell <amy.russell@wellingtonpark.org.au>

Sent: Monday, 10 November 2025 3:20 PM

To: hvc@huonvalley.tas.gov.au

Subject: DA enquiry - Application received to close Jefferys Track

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Good afternoon

Re: Application to close Jefferys Track, Crabtree

The Wellington Park Management Trust has recently been contacted by a local PWS contact to ask if we were aware of an application (DA-75/2025) to close Jefferys Track, made by a landowner at Crabtree.

This is the first that I have heard of on the matter. The Trust would have a number of issues with the closure of this public road for a number of reasons, including fire response, and as the advertised Park exit route for recreational 4WD users with permits to access the East West Trail (the 25-26 4WD permit season is likely to open in the next 1-2 weeks).

Jefferys Track closure Fwd: DA enquiry - Application received to close Jefferys Track - DA-75/2025

1 message

Amy Russell <amy.russell@wellingtonpark.org.au>

11 November 2025 at 13:57

To: "Kingdom, Denna" <denna.kingdom@fire.tas.gov.au>, "Campbell, Brian" <brian.campbell@parks.tas.gov.au>, Scott Byers <Scott.Byers@gcc.tas.gov.au>, Stephen Bresnehan <Stephen.Bresnehan@gcc.tas.gov.au>, "Neyland, Dominic L" <Dominic.Neyland@parks.tas.gov.au>, Ben Masterman <ben.masterman@wellingtonpark.org.au>

Update from HVC - I am going to have a chat with Land Tas around legalities.

At this stage, we are unable to open the Rec 4WD permit season if Park exit south via Jefferys Track is not available.

More to come.

Thanks
Amy

Amy Russell

General Manager - Wellington Park Management Trust

GPO Box 138 HOBART TAS 7001

 / gm@wellingtonpark.org.au

www.wellingtonpark.org.au

In recognition of the deep history and culture of this island, I acknowledge and pay my respects to all Tasmanian Aboriginal people; the past and present custodians of this land.

----- Forwarded message -----

From: **Huon Valley Council** <hvc@huonvalley.tas.gov.au>

Date: Tue, 11 Nov 2025 at 13:48

Subject: RE: DA enquiry - Application received to close Jefferys Track - DA-75/2025

To: Amy Russell <amy.russell@wellingtonpark.org.au>

Cc: Hannah Bowling <hjbowl@huonvalley.tas.gov.au>, Lyle Ground <lground@huonvalley.tas.gov.au>

Hi Amy,

Thank you for contacting Huon Valley Council in relation to the status of the planning application of DA-75/2025 regarding access restriction along part of Jeffrey's Track.

I can advise that on 21 May 2025, Council issued a Planning Exemption Certificate under the Tasmanian Planning Scheme, in accordance with clauses 4.3.9, 4.6.1 and 4.6.6, for two private gates and two regulatory (warning) signs to restrict user access along Jefferys Track at the property of  Crabtree (CT-246888/1).

The approximate location of the gates and signage are shown in the figure below.

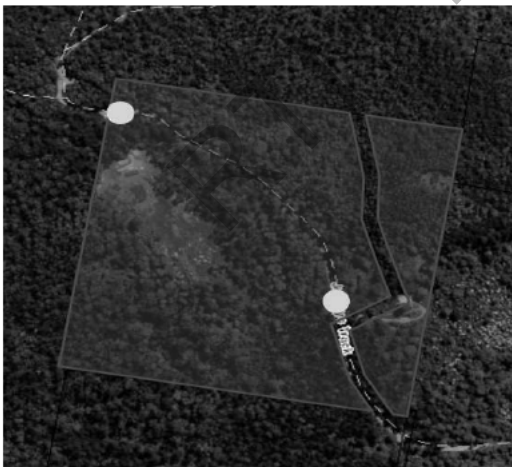


Figure: Aerial view of subject lot in red shading with approximate locations of proposed gates in yellow circles (LISTmap)

Unfortunately, the planning application did not warrant formal planning approval from Council as the development was considered to be exempt and therefore there was also no opportunity for 'refusal' as such.

Regardless, Council referred the proposal to both the TFS and NRE (property services) for comment given the potential significance of restricting user access.

Fwd: Jefferys Track - Wellington Park access

1 message

Amy Russell <amy.russell@wellingtonpark.org.au>
To: "Fletcher, Stuart" <stuart.fletcher@nre.tas.gov.au>

12 November 2025 at 13:18

Hi Stuart

I spent quite a bit of time speaking with [REDACTED] (Crabtree landholder on Jefferys Track proposing to erect gates). This issue has been live for around 5 years now, and he feels he has been left with no option but to erect the gates. He does not want to do this, and is aware of how much public use is made of the track - his cameras have captured up to 100 vehicles per day.

The attachments he has provided below make for interesting reading, and his independent legal advice, and responses from Minister Abetz and Minister Ellis have all recommended that he gate the road and effectively close it. I will also forward this information to Tim Robertson, as it doesn't look like this has ever crossed the desk of a Parks Minister.

It is an inconsequential amount, but the Trust is holding almost \$10K in residual funding that the Huon Valley Council had left over from their Jefferys Track feasibility study. This was given to the Trust to set aside for maintenance works on Jefferys Track and has never been spent. I think that this funding can be reasonably used as a contribution for whatever the appropriate remedy is here. All parties are motivated to resolve the issue and keep Jefferys Track open, but this requires a public authority taking on management responsibility for Jefferys Track between the end of the Huon Valley Council-managed section and the Russell Ridge Conservation Reserve.

Thanks
Amy

Amy Russell
General Manager - Wellington Park Management Trust
GPO Box 138 HOBART TAS 7001
[REDACTED] / gm@wellingtonpark.org.au
www.wellingtonpark.org.au

In recognition of the deep history and culture of this island, I acknowledge and pay my respects to all Tasmanian Aboriginal people; the past and present custodians of this land.

----- Forwarded message -----
From: [REDACTED]

[REDACTED]

5.4 Strategic fire infrastructure

Strategic fire infrastructure includes access roads, fire trails, tracks and water sources.

Strategic fire trails in the Hobart FMA are listed in Table 3. These fire trails are designated because they are essential for fuel reduction and bushfire suppression; they should be regularly maintained to appropriate standards. Nb. The codes in parentheses listed below relate to existing fire management plans and the Wellington Park Fire Management Strategy.

Table 3. Strategic fire trails

Name	Start Point	End point	Maintained by	Desired Classification ¹	Current Classification ¹	GIS layer Y/N	Notes
East West Trail (W1)	Zig Zag Fire Trail (Goat Hills)	Jefferys Track	GCC - Zig Zag Trail to Jcn East West Trail and Big Bend Trail. PWS - From Jcn East West Trail and Big Bend Trail to Jefferys Track	3	5	Yes	Key access route running the length of Wellington Park.
Big Bend Trail (W15)	Pinnacle Road at Big Bend	East West Trail	CoH	3	5	Yes	Important link to East West Trail and potential control line.
Ringwood Trail (W3)	End of Ringwood Road	East West Trail	PWS	3	5	Yes	Important link to East West Trail and potential control line. Property owner between Ringwood Road and the Wellington Park boundary does not allow non-emergency access.
Collins Cap Trail (W4)	End of Suhrs Road	East West Trail	PWS	3	3	Yes	Important link to East West Trail and potential control line.

Name	Start Point	End point	Maintained by	Desired Classification ¹	Current Classification ¹	GIS layer Y/N	Notes
Jefferys Track (W2)	End of Mitchells Road, Crabtree	Hydehurst Road, Lachlan	Derwent Valley Council Norske Skog PWS	3	Variable- northern end Class 1, southern end Class 5, about 3 km substandard.	Yes	Important north-south link across the Wellington Range. Provides access to the western end of the East West Trail.

	Parks and Wildlife Service Managed Vehicular Fire Trail Categories			
	These categories are for strategic fire trails that are not for public vehicle use and are for fire management purposes only, PWS managed public roads and management only access roads are categorised separately. Fire trails are created to provide access to buildings or natural value assets that would normally be inaccessible by vehicle, limiting fire fighting response.			
Fire trail categories	Class 1	Class 3	Class 5	Redundant
Naming Requirements for PIMS	Reserve Code, Class 1, Trail Number (3 digits)FT	Reserve Code, Class 3, Trail Number (3 digits)FT	Reserve Code, Class 5, Trail Number (3 digits)FT	Reserve Code, (<i>Redundant Trail</i>), add name (if known) to asset details only
Summary	high standard access, (emergency egress roads) hardened all-weather surfaces	all weather 4x4 access suitable for larger vehicles	dry weather 4x4 access, suitable for Class 5 vehicles in dry weather condition	rehabilitated or naturally rehabilitating trails, generally not to be re opened unless for the control of wildfire
Vehicle suitability	class 1-3-4-5-6	class 3-4-5-6	class 5-6	nil vehicle access without upgrading
Vehicle type	2 wheel drive	4 wheel drive	4 wheel drive	nil vehicle access without upgrading
Surface	hardened all weather constructed surface	all weather with 4x4 capability	dry weather with 4x4 capability	rehabilitated or naturally rehabilitating
Conditions	surface may be gravel hardened	subject to some wheel ruts that when wet may be boggy for short lengths	subject to many wheel ruts that when wet may be boggy for extended lengths	rehabilitated or naturally rehabilitating
Minimum trafficable width	min 6m may include hardened drained shoulders of < 3 degrees	min 4m may include hardened drained shoulders of < 3 degrees	min 4m may include hardened drained shoulders of < 3 degrees	NA
Track cleared width	min 10m	min 8m	min 6m	NA
Track cleared height	min 4m with non continuous over head vegetation	min 4m with non continuous over head vegetation	min 4m with non continuous over head vegetation	NA
Desirable max gradients	±7 degrees normally not exceeded	±7 degrees may be exceeded for short lengths	±10 degrees may be exceeded for short lengths	NA
Curves	min inner radius of 10m	min inner radius of 10m	min inner radius of 10m normally not exceeded	NA
Cross fall	±2 degrees normally not exceeded	±2 degrees normally not exceeded	±2 degrees may be exceeded for short lengths	NA
Vehicle passing	may be single or duel lane	single lane with passing bays	single lane with passing bays	NA
Max space between passing bays	will have many opportunities for passing, 180m max space between bays	provided to maintain visual contact where possible, 200m max space between bays	provided to maintain visual contact where possible, 200m max space between bays, extras at intersections and steep terrain	NA
Vehicle passing bays	min 20m long 8m wide	min 20m long 8m wide	min 10m long 6m wide	NA
Bridges	Must be constructed to a min capacity of 20 tonnes		min capacity of 10 tonnes with fords for heavy equipment	NA
Turning Areas	circular turning area with min carriageway of 10m, may include hardened drained shoulders of < 3 degrees, For 'Y' or 'T' turning bay min 4m width and 8m length			NA

On Tue, 11 Nov 2025 at 17:56, Amy Russell <amy.russell@wellingtonpark.org.au> wrote:
Good afternoon [REDACTED]

I am contacting you on behalf of the Wellington Park Management Trust, having recently been made aware by the PWS that you are proposing to install gates on Jefferys Track. Our Park boundary is 2km further north on Jefferys Track from your property.

The Trust issues permits for recreational 4WD users to traverse the East West Trail in Wellington Park. This is a one-way route, starting at Montrose, and then turning left onto Jefferys Track to exit the Park on Jefferys Track through Crabtree. The northern end of the track is an extremely technical drive that requires very high vehicle clearance, hence the preferred exit route (and for many, the only possible exit route) is south to Crabtree.

The 4WD permit season is due to open in 1-2 weeks once the East West Trail has passed a condition assessment. The permit season is usually November-May, and I would typically issue permits for 35-60 vehicles in a season.

Obviously, Jefferys Track itself is also a standalone 4WD route promoted by the PWS. Further, 4WD use on Jefferys Track where it passes through Wellington Park has never been required under the *Wellington Park Regulations 2019* because this is a 'public road'. Our own Rangers also use Jefferys Track to access Wellington Park, and our understanding has always been that this is a public road.

Are you planning on closing Jeffreys Track, and are you able to share on what legal grounds you can do this? I can see that the Track does not align with the road casement, which is an issue we see in many of the rural areas neighbouring Wellington Park, but in no other instance has this resulted in a road or track being closed by a private landowner, and all of these tracks are less substantial than Jeffreys Track. 17

This closure will effectively exclude recreational 4WD users from Wellington Park and there will be a significant community response that we will need to manage. It will be easier to do this if we have the facts in hand.

Kind Regards
Amy

Amy Russell

General Manager - Wellington Park Management Trust


GPO Box 138 HOBART TAS 7001

 gm@wellingtonpark.org.au


www.wellingtonpark.org.au

In recognition of the deep history and culture of this island, I acknowledge and pay my respects to all Tasmanian Aboriginal people; the past and present custodians of this land.

3 attachments

 **Exemption Certificate DA-75-2025.pdf**
172K

 **Endorsed plans - DA-75 2025.pdf**
2726K

 **B20240930SGJT-1.pdf**
5467K

RTI - RELEASE - WPMT

Closure of Jefferys Track

1 message

Amy Russell <amy.russell@wellingtonpark.org.au>

13 November 2025 at 16:36

To: [REDACTED] 4wdtasmania [REDACTED]

Dear Greg

I write to advise that, as we were preparing to open the 25-26 Rec 4WD permit season for the East West Trail in Wellington Park, the Trust has been made aware of plans to install locked gates on Jefferys Track where it passes through private land at Crabtree.

Although this is well outside Wellington Park, it will block public access, and prevent users from exiting south from the end of the East West Trail. This is the only route recommended by the Trust owing to the very poor condition of Jefferys Track to the north, where it is on private forestry land and subject to little to no maintenance.

I have been in contact with the private landholder at Crabtree, and am aware that he does not want to take this action as he also believes that it is a public road and should be maintained by a public authority.

However, the relevant authorities have each advised him that they do not maintain the road through his property and that this significant cost (and liability) rests with him. This has been confirmed via his private legal advice, along with the recommendation to close the road through his property.

I have and will continue to speak with state and local government authorities to see if there is a way to resolve this so that Jeffreys Track remains open. However, I believe the issue is complicated by the fact that the track is not aligned with the road casement, and is therefore on private land. Because of this, Huon Valley Council have deemed the proposed gates to be exempt from requiring planning permission and their installation is imminent.

Until this is resolved, I am unable to open the recreational 4WD permit season for the East West Trail.

The landholder at Crabtree is aware of how popular the track is. He is motivated to resolve this matter to keep the Track open, but after 5 years of back and forth with relevant authorities, he feels he has no other option.

I made contact with the Minister - Parks office yesterday to make them aware of this issue, as Jefferys Track is also the main access for the Russell Ridge Conservation Reserve managed by PWS. Like the Council, PWS has told the landholder that they do not have road maintenance obligations for Jefferys Track beyond the Russell Ridge CR boundary.

The Trust has no jurisdiction outside of Wellington Park, but there are multiple reasons for us to advocate to keep this road open. 4WD Tasmania may wish to make its own enquiries.

Kind Regards
Amy

Amy Russell

General Manager - Wellington Park Management Trust

GPO Box 138 HOBART TAS 7001

[REDACTED] / gm@wellingtonpark.org.au

www.wellingtonpark.org.au

In recognition of the deep history and culture of this island, I acknowledge and pay my respects to all Tasmanian Aboriginal people; the past and present custodians of this land.

Jefferys Track

1 message

Amy Russell <amy.russell@wellingtonpark.org.au>
To: Lyle Ground <lground@huonvalley.tas.gov.au>

14 November 2025 at 15:53

Hi Lyle

I see the Wellington Park Management Trust is late to the party on the matter of the installation of locked private gates on Jefferys Track. Unfortunately, the first that I heard of this matter was a wayward comment from the PWS late last month.

Back in 2017, when the Trust considered its support for the Jefferys Track upgrade study undertaken by HVC and Derwent Valley Council, the meeting paper was accompanied by a map showing that the PWS 'generally included' maintenance works on this stretch of Jefferys Track over private land within its own track maintenance program for the Russell Ridge Conservation Reserve.

I am now trying to unpick this with the government, as the closure of the southern end of Jefferys Track effectively excludes recreational 4WD users from Wellington Park, and the 25-26 permit season for these users was just about to open. I have now deferred opening the season (Nov-May) until this road access matter is resolved, and I am expecting a significant response from the rec 4WD community as a result.

I understand [REDACTED] position in seeking to install the gates, in that all other avenues have failed to generate an outcome that doesn't burden him with the maintenance costs and liability of what we all understood to be a public road.

Can I ask if Jefferys Track, where it passes through this short stretch of private properties, appears on the Huon Valley Municipal Map as referenced in s 21(1) of the *Local Government Highways Act 1982*?

Kind Regards

Amy Russell

General Manager - Wellington Park Management Trust

GPO Box 138 HOBART TAS 7001

[REDACTED] / gm@wellingtonpark.org.au

www.wellingtonpark.org.au

In recognition of the deep history and culture of this island, I acknowledge and pay my respects to all Tasmanian Aboriginal people; the past and present custodians of this land.

RTI - RELEASE - WPMT

GATING OF JEFFERYS TRACK - CRABTREE

1 message

[REDACTED]@4wdtasmania [REDACTED]
To: Amy Russell <amy.russell@wellingtonpark.org.au>
Cc: [REDACTED]

15 November 2025 at 10:01

Hi Amy

Thank you for the heads up re the plans by the private landholder at Crabtree to install gates on the track where it crosses his/her private land.

Our initial thought is for 4WD Tasmania to try to negotiate with the land holder regarding access, in addition to any advocacy by Wellington Park Trust and/or Parks & Wildlife

Are you able to provide 4WD Tasmania with his/her contact details (we understand that for privacy reasons you may need to touch base with the land holder to get his/her agreement to provide us with such details).

I do recall that 2 or 3 years back there was a rumour doing the rounds that a gate was to be installed at the Crabtree end of Jeffery's Track, but when I checked with all the relevant authorities at the time (Wellington Park Trust, Parks & Wildlife and Huon Valley Council) they all said there were no plans to gate the Jefferys Track and no more came of it.

Perhaps the rumours of 2 or 3 years ago refer to the landholder's prior 'back and forth' efforts to resolve the issue referred to in the third last paragraph of your email?

No doubt we will be having further contact over this, but in the meantime if 4WD Tasmania can open a dialogue of our own with the landholder that would be a good start for us.

Kind Regards

[REDACTED]
Secretary and Access & Environment Officer
4WD Tasmania

RTI - RELEASE - WPM

RE: Jefferys Track

1 message

Lyle Ground <lground@huonvalley.tas.gov.au>
To: Amy Russell <amy.russell@wellingtonpark.org.au>

19 November 2025 at 15:01

Hi Amy

Thanks for your email. Appreciate this is causing you some headaches but, from a planning perspective, we were limited to advising stakeholders of the exempt application.

Below is the extract from our maps showing the end of the Council maintained road (orange line bottom right). [REDACTED] property is highlighted in purple. There are road casements shown on the map which the existing track does not align with. These casements do not reflect an owner on our system, but I would presume they are Crown Land. I would suggest Crown Legal should be included in discussion on this one.



All the best



Lyle Ground

Director Community and Place

Phone: [REDACTED]

Email: lground@huonvalley.tas.gov.au

Huon Valley Council

40a Main Street, Huonville, Tas, 7109

www.huonvalley.tas.gov.au

We acknowledge the Traditional Custodians of the South East Nation, the Melukerdee people of the Huon River and the Lylequonny people of the Far South. We recognise their continuing connection to land, water and culture, and pay respects to the Elders past, present and emerging.

This email is strictly confidential and intended only for the person or persons to whom it is addressed. If you are not the intended recipient you are warned that any disclosure or copying of the information is unauthorised. If this message has been received in error please delete it along with any attachments and notify the sender.

Jefferys Track - resurvey and land swap PID 5695438

1 message

Amy Russell <amy.russell@wellingtonpark.org.au>
To: julian.gill@nre.tas.gov.au

3 December 2025 at 15:35

Hi Julian

RE: Resurvey and land swap to enclose Jefferys Track in an adjusted road casement through PID 5695438

Stuart Fletcher (NRE nominee to the Trust) has advised that you are the appropriate contact to whom this enquiry should be directed.

The Wellington Park Management Trust has recently been made aware of private landholder plans to gate Jefferys Track, Crabtree, where it passes through his private property PID 5695438. Jefferys Track is located outside of the road casement for much of its length through this property.

No public authority has taken responsibility for the maintenance or liability of this section of track, and instead the upgrading and maintenance has been made a condition of the landholder's development consent to build a house. Independent legal advice sought by the landholder has also identified that public liability rests with the landholder. As the landholder is unable to afford this significant cost or risk, they instead plan to install locked gates to prevent public access. The gates have not yet been installed, but following a recent planning exemption approved by Huon Valley Council, the landholder is now obtaining quotes on a preferred design.

Although outside of Wellington Park, gating of Jefferys Track through the property in question cuts off the recommended exit for recreational 4WD permit holders using the East West Trail in Wellington Park. The 25-26 4WD permit season has not been opened pending resolution of this matter. For the record, the Trust has always thought that Jefferys Track was a public road and no permit has been required under the *Wellington Park Regulations 2019* to drive on Jefferys Track where it passes through Wellington Park.

At its meeting on 27 Nov, the Trust resolved to petition NRE to 1) resurvey the road casement so that it matches the track on ground, and 2) instigate a land swap with the landholder to formalise the adjusted road casement through the private property.

If the resurveying is completed, what is the likelihood of NRE instigating a land swap to adjust the road casement?

Kind Regards

Amy Russell

General Manager - Wellington Park Management Trust

GPO Box 138 HOBART TAS 7001

 / gm@wellingtonpark.org.au

www.wellingtonpark.org.au

In recognition of the deep history and culture of this island, I acknowledge and pay my respects to all Tasmanian Aboriginal people; the past and present custodians of this land.

RE: Jefferys Track - resurvey and land swap PID 5695438

1 message

Gill, Julian <Julian.Gill@parks.tas.gov.au>

10 December 2025 at 10:36

To: Amy Russell <amy.russell@wellingtonpark.org.au>

Hi Amy,

There seems to be two properties where this issue of the track not being within the reserve road (RR) corridor may exist.

See attached snips – PID 5695438 and also the property to the East PID 7609775 – showing the current RR Crown land and the existing track.

The normal process to rectify the alignment of a RR to be over the built track, would require an application to purchase the RR and give in exchange a portion of the private land which contains the built track (see application form attached).

The applications would be required to be signed by the landowners (the expenses could possibly be paid by another entity by agreement), and an agent can be nominated on the application form. Once an application was received Property Services would manage the process and approvals.

If the Crown land (RR) were valued the same as the owner land (to exchange) there may be no purchase price. However, if the Crown land was valued higher, there may be a balance purchase price payable.

However, as I understand the issue is one of liability. Jeffreys Track does not appear to be a public road. By realigning the track to the RR, the liability shifts to the Crown, and NRE does not normally maintain and /or insure RRs.

For the road to be classified as 'public road' it would need to be taken over by Council, including the liability and maintenance.

I would note that a land exchange does not need to take place for Council to take over a road as a public road. Public roads can traverse private property.

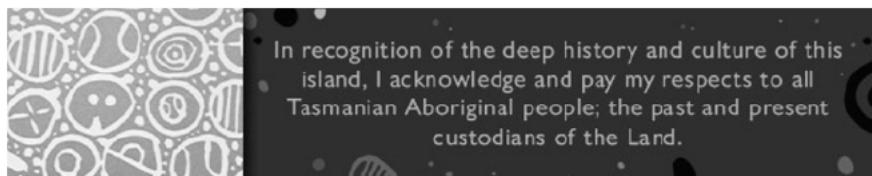
The Crown can issue a Licence over RR where access is required, and this process would require the liability and maintenance to be managed by the agreement holder.

I hope this information is of assistance

Regards



Julian Gill | Manager Property Services
Property Services | Operations
Parks and Wildlife Service
Department of Natural Resources and Environment Tasmania
134 Macquarie Street Hobart TAS 7000
GPO Box 44 Hobart TAS 7001
M: [REDACTED]
E: Julian.Gill@Parks.tas.gov.au
W: www.nre.tas.gov.au



The information in this transmission may be confidential and/or protected by legal professional privilege, and is intended only for the person or persons to whom it is addressed. If you are not such a person, you are warned that any disclosure, copying or dissemination of the information is unauthorised. If you have received the transmission in error, please immediately contact this Office by telephone, fax or email, to inform us of the error and to enable arrangements to be made for the destruction of the transmission, or its return at our cost. No liability is accepted for any unauthorised use of the information contained in this transmission.

If the transmission contains advice, the advice is based on instructions in relation to, and is provided to the addressee in connection with, the matter mentioned above. Responsibility is not accepted for reliance upon it by any other person or for any other purpose.

From: Amy Russell <amy.russell@wellingtonpark.org.au>
Sent: Wednesday, 3 December 2025 3:36 PM
To: Gill, Julian <Julian.Gill@parks.tas.gov.au>
Subject: Jefferys Track - resurvey and land swap PID 5695438

Hi Julian

RE: Resurvey and land swap to enclose Jefferys Track in an adjusted road casement through PID 5695438

Stuart Fletcher (NRE nominee to the Trust) has advised that you are the appropriate contact to whom this enquiry should be directed.

The Wellington Park Management Trust has recently been made aware of private landholder plans to gate Jefferys Track, Crabtree, where it passes through his private property PID 5695438. Jefferys Track is located outside of the road casement for much of its length through this property.

No public authority has taken responsibility for the maintenance or liability of this section of track, and instead the upgrading and maintenance has been made a condition of the landholder's development consent to build a house. Independent legal advice sought by the landholder has also identified that public liability rests with the landholder. As the landholder is unable to afford this significant cost or risk, they instead plan to install locked gates to prevent public access. The gates have not yet been installed, but following a recent planning exemption approved by Huon Valley Council, the landholder is now obtaining quotes on a preferred design.

Although outside of Wellington Park, gating of Jefferys Track through the property in question cuts off the recommended exit for recreational 4WD permit holders using the East West Trail in Wellington Park. The 25-26 4WD permit season has not been opened pending resolution of this matter. For the record, the Trust has always thought that Jefferys Track was a public road and no permit has been required under the *Wellington Park Regulations 2019* to drive on Jefferys Track where it passes through Wellington Park.

At its meeting on 27 Nov, the Trust resolved to petition NRE to 1) resurvey the road casement so that it matches the track on ground, and 2) instigate a land swap with the landholder to formalise the adjusted road casement through the private property.

If the resurveying is completed, what is the likelihood of NRE instigating a land swap to adjust the road casement?

Kind Regards

Amy Russell

General Manager - Wellington Park Management Trust

GPO Box 138 HOBART TAS 7001

0428 226 218 / gm@wellingtonpark.org.au

www.wellingtonpark.org.au

In recognition of the deep history and culture of this island, I acknowledge and pay my respects to all Tasmanian Aboriginal people; the past and present custodians of this land.

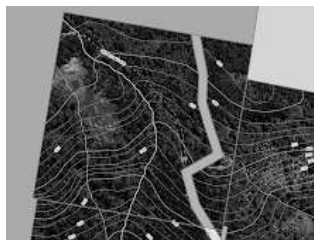
CONFIDENTIALITY NOTICE AND DISCLAIMER:

The information in this transmission may be confidential and/or protected by legal professional privilege, and is intended only for the person or persons to whom it is addressed. If you are not such a person, you are warned that any disclosure, copying or dissemination of the information is unauthorised. If you have received the transmission in error, please immediately contact this office by telephone, fax or email, to inform us of the error and to enable arrangements to be made for the destruction of the transmission, or its return at our cost. No liability is accepted for any unauthorised use of the information contained in this transmission.

3 attachments



Jefferys Track PID 7609775.png
1122K



Jeffreys Track PID 5695438.png
945K



Purchase Application Form.pdf
256K

RTI - RELEASE - WPMT

Pending closure of Jefferys Track, Tasmania

1 message

Amy Russell <amy.russell@wellingtonpark.org.au>

15 December 2025 at 14:51

To: [REDACTED]

Good afternoon

As a past client, I am aware that PDA conducts 4WD training sessions on Jefferys Track out of Hobart TAS. Jefferys Track passes through Wellington Park and is an important access.

The Wellington Park Management Trust has recently been made aware that a private landholder on Jefferys Track at Crabtree has been given approval by the Huon Valley Council to install private gates across the Track, effectively closing it to the public. This is because no public authority has agreed to recognise the Track as a public road and accept maintenance and liability, and the landholder cannot afford this.

The Trust has always regarded Jefferys Track to be a public road, which has exempted Track users from requiring a permit to access the Track where it crosses Wellington Park, and exempts commercial operators from requiring a licence to conduct business on the Track within Wellington Park.

Should it be upheld that Jefferys Track is not a public road maintained by a public authority, then permits and licences will be required to use the Track within Wellington Park (if it is not gated off to the north and south by private landholders). As this may impact PDA business in southern Tasmania, you may wish to make your own representations to Local or State Government on this matter. Commercial use of Jefferys Track is one of the supporting arguments for it being a public road.

Kind Regards

Amy Russell

General Manager - Wellington Park Management Trust

GPO Box 138 HOBART TAS 7001

[REDACTED] / gm@wellingtonpark.org.au

www.wellingtonpark.org.au

In recognition of the deep history and culture of this island, I acknowledge and pay my respects to all Tasmanian Aboriginal people; the past and present custodians of this land.

RTI - RELEASE - WPM

Agenda Item 8.2 Closure of Jefferys Track

Paper Type For Decision

Draft Resolution The Trust resolves to:

- Write to NRE requesting that the road casement be surveyed to match the alignment of Jefferys Track.
- Write to the PWS and Huon Valley Council to advocate road management responsibility to be taken up by a public authority.
- Investigate the possibility of any alternative routes that would enable recreational 4WD user access through Wellington Park.
- Contact the private forestry owner of the northern section of Jefferys Track to seek information on condition and maintenance regime of the northern Track section as a safe alternative exit.
- Offer the residual Jefferys Track funding to an agency incurring costs to resolve the matter.

Summary

A private landholder on Jefferys Track at Crabtree is proposing to install locked gates on Jefferys Track where it crosses his property, and has been issued with a planning exemption from Huon Valley Council to do so. If public access is blocked, there is no suitable exit for recreational 4WD vehicles coming off the East West Trail in Wellington Park, effectively excluding recreational 4WD vehicles from the Park. The 25-26 recreational 4WD permit season for the East West Trail has been deferred until this matter is resolved.

Att 8.2.1 [Map of Jefferys Track with management roles assigned \(taken from Trust papers, May 2017\)](#)

Background

In October 2025, the Trust was contacted by the PWS A/Regional Operations Manager (Southern) asking if the Trust was aware of a proposal to gate Jefferys Track and block public access. The enquiry related to a development application being considered by Huon Valley Council (HVC). The Trust office had no prior awareness of this matter. Opening of the 25-26 recreational 4WD permit season, expected to occur during November, has now been deferred until this is resolved. The General Manager has contacted the private landholder and is aware that gates could be in place as soon as the end of November.

The issue was also raised briefly at the Hobart and Southern Fire Management Advisory Committee on 11 November 2025, in the context of emergency service access and fire trail maintenance. Whilst there were concerns among TFS staff, the TFS has no legal standing to compel access in a non-emergency situation.

A 1km section of Jefferys Track passes through three private properties between the end of the section of Track maintained by HVC, to where it enters the Russell Ridge Conservation Reserve and

is managed by PWS. There is approximately 2km of track through Russell Ridge before the Track enters Wellington Park.

This is shown on the map in [Attachment 8.2.1](#).

Rationale

Around 5 years ago, the landholder submitted a development application to HVC to build a house on his property. Consent was conditional on the landholder upgrading and maintaining his driveway. The landholder assumed that this would be the driveway from Jefferys Track to his proposed house site, however this was found to apply to the entire length of Jefferys Track through his property. Further, the Track was required to be upgraded to 'roading standards outlined in what is required for Bushfire Hazard Management Objectives', and this work has been quoted at \$4.5 million.

The Track is located outside of the road casement for the majority of this length and is therefore on private land. This is the case for much of Jefferys Track north and south of Wellington Park.



Fig 1. Relative locations of Jefferys Track and the road casement (dark blue outline) through the private block in question.

Source: LISTMAP

The landholder appealed this condition, believing that Jefferys Track is a public road and should be maintained by a public authority. The block is bounded to the north and west by the Russell Ridge Conservation Reserve.

The appeal was unsuccessful, with HVC confirming that they were not responsible for management of this section of the Track. In response, the landholder proposed to install the locked gates as maintenance costs and liability risk are too high for the landholder to bear. The General Manager has noted that the landholder does not want to take this action, and has been seeking an alternative solution. His preference is for the road casement to be resurveyed to align with the road and for a public authority to assume formal responsibility.

The landholder has made contact with multiple Ministers over the years, and each time has received advice in support of erecting locked gates to close the road. Correspondence from NRE received by the landholder during the caretaker period in March 2024 also confirmed that the PWS track maintenance responsibilities did not extend beyond the Russell Ridge Conservation Reserve. The landholder has sought independent legal advice which has similarly recommended to gate the road and exclude public access owing to the liability risk.

The landholder submitted an application to HVC to install the gates in April 2025, and has subsequently been given a planning exemption in May 2025, meaning that installation can proceed without LUPAA planning approval being required. Fabrication of the substantial forestry-grade gates is due to start in the week commencing 17 November.

Public road assumption

It has always been the Trust's position that Jefferys Track is a public road, and based on this, a permit is not required to drive or ride a horse on Jefferys Track where it passes through Wellington Park under the *Wellington Park Regulations 2019*.

The landholder has installed cameras on the Track and has recorded up to 100 vehicles per day on the Track.

Jefferys Track can be reasonably assumed to be accepted by the public as a public road.

- There is a long history of use of the Track back to the 1920s
- Public money has been spent on the maintenance of the Track
- The Trust has previously supported a joint study between HVC and Derwent Valley Council to assess options to upgrade the Track, potentially to a sealed state highway (paper presented to the Trust in May 2017). The Trust is holding \$9025 in residual funding from this study for use in Jefferys Track management
- The Track is used by commercial 4WD training providers with no licence required

Recreational 4WD use in Wellington Park

Recreational 4WD access is contingent on the use of Jefferys Track to exit Wellington Park. Permits are issued for a one-way journey from east (Montrose) to west (Jefferys Track intersection) on the East West Trail, where the recommended route is then to turn left and follow Jefferys Track out of the path to the south (Crabtree).

The exit to the north along Jefferys Track is in very poor condition, and would not be passable by all 4WD vehicles, or unskilled/inexperienced drivers. The northern section of the Track is on private forestry land, and management is the responsibility of the private forestry company. Due to the

road condition, Trust staff do not travel on this section of road and it is unlikely that the Trust vehicle would be able to handle the conditions.

If public access on Jefferys Track is blocked, recreational 4WD users are effectively excluded from Wellington Park.

Action taken

The General Manager has discussed the matter with Huon Valley Council, Tasmanian Fire Service and with the Trust's NRE nominee. The HVC have also been asked to confirm if this section of Jefferys Track appears on their Municipal Map as referenced in s 21(1) of the *Local Government Highways Act 1982*.

Contact was made with the landholder, who has provided a lengthy account of the efforts he has made to resolve the issue in favour of retaining public access.

An issue brief has been provided to the Parks Minister on 12 November, as the matter does not appear to have been put before a Parks Minister. The 2017 Trust meeting papers indicate that the PWS was 'generally' responsible for maintaining this length of Jefferys Track.

The landholder has advised that he is currently drafting correspondence with notice of Jefferys Track Closure for the relevant ministers, PWS, and the Huon Valley and Derwent Valley councils. He is also preparing a media release for the Derwent Chronicle, Huon News and the Mercury.

The General Manager has contacted 4WD Tasmania about the delay in opening the 2025-26 recreational 4WD permit season for the East West Trail until the impending closure of Jefferys Track is resolved.

This issue is likely to come back to PWS, as Jefferys Track is the only functional access to the Russell Ridge Conservation Reserve, and the 2017 Trust papers would indicate that PWS has managed the track maintenance in the past.

Trust position

If the Trust is to maintain recreational 4WD use in Wellington Park, then it will need to proactively advocate for Jefferys Track to remain open. To remain open, a public authority, either the Huon Valley Council or the PWS, will need to accept responsibility for the road. In accepting responsibility, the authority will possibly be compelled to take on management of the entire 1 km of track through the three private properties.

Conversely, the closure of Jefferys Track does present an opportunity to alleviate the pressure of recreational 4WD use on a critical fire trail (East West Trail) in Wellington Park, without the Trust being the organisation that has made this decision, noting that the backlash from the Tasmanian 4WD community is likely to be significant.

History has also proven that irresponsible 4WD use on Jefferys Track is unlikely to be deterred by gates and other efforts to block access. The Trust's Regulations Awareness Program has long adopted the mantra that more responsible users in more parts of the Park will deter undesirable behaviour, a position that supports ongoing public access to Jefferys Track, and permitted 4WD users on the East West Trail.

Recommendation

That the Trust:

- Write to NRE requesting that the road casement be surveyed to match the alignment of Jefferys Track.
- Write to the PWS and Huon Valley Council to advocate road management responsibility to be taken up by a public authority, in keeping with the road's accepted public status.
- Investigate the possibility of any alternative routes that would enable recreational 4WD user access through Wellington Park.
- Contact the private forestry owner of the northern section of Jefferys Track to seek information on condition and maintenance regime of the northern Track section.
- Offer the residual Jefferys Track funding to an agency incurring costs to resolve the matter.

Issues

Strategy Implications The purpose for which Wellington Park was set aside is to provide for recreational and tourism use and opportunity where this is consistent with other Park values. Recreational 4WD use is one such use, and has operated as a permitted activity in Wellington Park with no issue. It is therefore incumbent on the Trust to seek to maintain this use opportunity.

Financial Implications Nil

Risk Analysis of Recommendation

Risk Reputational risk if recreational 4WD users are excluded from Wellington Park

Strategy to manage In the absence of evidence of degradation of Park values over the history of permitted recreational 4WD trail use, the Trust should be visibly advocating for the maintenance of this opportunity, whilst making it clear that this particular issue is outside of the boundary and jurisdiction of the Wellington Park Management Trust.

Risk Elevated incidents of vandalism and damage in the Park adjacent to Jefferys Track if responsible use is decreased when Jefferys Track becomes a No Through Road.

Strategy to manage Advocating for Jefferys Track to remain open ensures that there is continued responsible use, and more eyes on the Track and Track users, to discourage irresponsible and illegal behaviour.

Risk Degradation of the quality and accessibility of Jefferys Track as a strategic fire trail.

Strategy to manage Advocate for Jefferys Track to remain open and managed by a public authority.

Prepared by: Amy Russell, WPMT General Manager



MINUTES OF MEETING

9.30am Thursday 27 November 2025 | Riverview Room, Hobart Council Centre

NOTE: MINUTES OF ALL TRUST MEETINGS ARE CONFIDENTIAL AND AS SUCH ARE NOT TO BE MADE AVAILABLE OR DISCLOSED IN WHOLE OR IN PART TO ANY PERSON/S WITHOUT THE EXPLICIT PRIOR APPROVAL OF THE TRUST

1. ATTENDANCE AND APOLOGIES

PRESENT:	Dr C Mucha	Chairperson
	Cr M Kendall	Glenorchy City Council
	Ms E Morris	Tourism Tasmania
	Cr B Lohberger	City of Hobart
	Mr S Fletcher	Dept of NRE
	Ms T Ross	PWS
	Ms F Smith	TasWater (from 10.30am)
	Ms A Russell	WPMT

APOLOGIES: Cr J Kelly (City of Hobart)

The meeting opened at 9.36am.

The Trust acknowledges and pays respect to all Tasmanian Aboriginal people, all of whom have survived invasion and dispossession, and continue to maintain their identity and culture.

2. DISCLOSURE OF INTERESTS AND RELATED PARTY INTERESTS IN AGENDA ITEMS

Nil

3. MINUTES OF PREVIOUS MEETING AND ACTIONS ARISING

Resolution: The Trust endorsed the minutes of the previous meeting held on 11 September as a true record of that meeting.

4. IN CAMERA SESSION

Not requested.

Resolu

- 1.
- 2.

8. ITEMS FOR DISCUSSION / DECISION

[REDACTED]

[REDACTED]

[REDACTED]

8.2 CLOSURE OF JEFFERYS TRACK

The General Manager provided a summary of an unfolding issue on Jefferys Track, where a private landholder intends to install locked gates on Jefferys Track in accordance with advice from multiple sources. The landholder has been provided with a planning exemption by the Huon Valley Council to install the gates.

F Smith joined the meeting at 10.30am.

The core issue is that no public authority has accepted management responsibility for Jefferys Track where it passes through three private properties at Crabtree. For much of this length, the road is located outside of the road easement. When the landholder had sought planning permission to build a house on their block, upgrade and maintenance of Jefferys Track through the entire property was made a condition of approval, and the landholder has also received legal advice that they bear the liability for public use of the road.

Although situated well outside Wellington Park, Jefferys Track through Crabtree is the recommended route for recreational 4WD permit holders for the East West Trail to exit Wellington Park. In the absence of an alternative exit route, the Trust is unable to open the

recreational 4WD permit season, noting that based on track inspections, the East West Trail has not yet been approved for opening. The General Manager has been in contact with 4WD Tasmania and the Land Rover Owners Club of Tasmania to advise of the situation, and has facilitated contact between 4WD Tasmania and the private landholder. LROCT has also provided the General Manager with an alternate exit route through the Russell Ridge Conservation Reserve to Judbury that is currently being investigated.

In discussion, it was acknowledged that Jefferys Track could be argued to be a Right-Of-User road under common law principles. The NRE Trust member advised that a land swap could be possible following re-surveying the road easement to match Jefferys Track. Survey work was estimated to cost the department \$15K. A land swap would need to be initiated by PWS Property Services. The Trust has no authority in this matter as it is ultimately between the landholder and the relevant authority.

Resolution: The Trust resolved to:

1. Contact PWS Property services and seek to facilitate a land swap.
2. Investigate alternative routes for recreational 4WD user access through Wellington Park.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

9. ITEMS FOR NOTING

[REDACTED]

[REDACTED]

Agenda Item - 11

For decision

SUBJECT: Proposed upgrade of Jefferys Track

Prepared and submitted by the Manager

DATE: 28 April 2017

FILE: 05-18-15

1. INTRODUCTION

- 1.1. This report seeks the Trust's in principle support for a proposal by Huon Valley Council and Derwent Valley Council to upgrade Jefferys Track.

2. BACKGROUND

- 2.1. Jefferys Track is a historic route linking the Huon Valley and Derwent Valley across the Wellington Range.
- 2.2. The Track runs for approximately 13 km from Crabtree Road to Hydehurst Road. Approximately 1 km of the Track runs through Wellington Park (see attached map) and provides access to the East West Trail and White Timber Trail.
- 2.3. Sections of the track are managed by different agencies including Huon and Derwent Valley Councils, Norske Skog and the PWS. The Track has been treated as a public road and there is no restriction on access apart from the very poor condition of parts of the Track.

3. PROPOSAL

- 3.1. To provide Huon Valley Council and Derwent Valley Council with the Trust's in principle support for their proposed upgrade of Jefferys Track.

4. DISCUSSION

- 4.1. Huon Valley and Derwent Valley Councils are proposing to seek funding for an upgrade to Jefferys Track, including the portion in Wellington Park, and are seeking the Trust's support for the project.
- 4.2. The proposed project has 3 stages:
 - 4.2.1. Initial repairs to sections of the Track in very poor condition to allow 4WD access.
 - 4.2.2. A feasibility study into a full upgrade of the Track.
 - 4.2.3. Depending on the outcome of the feasibility study a full upgrade of the Track to a sealed state highway.
- 4.3. The current poor condition of Jefferys Track limits access to fully capable 4WD vehicles. In recent years the Track has attracted users who seem intent on keeping the track in poor condition for various 4WD activities both on and off the Track. This has caused management problems for the PWS and other agencies managing portions of the track, including rubbish and vehicle dumping, and damage to Park signage and gates.
- 4.4. Jefferys Track is an important fire trail which is currently unusable by fire fighting agencies without repairs.

- 4.5. An upgrade of the Track will improve access to the Park for fire fighting agencies and is likely to discourage the undesirable activities that currently occur along the Track and adjoining areas of the Park.

5. CONSULTATION

- 5.1. The Trust Chairperson and Manager attended a meeting with Huon Valley and Derwent Valley Councils and other stakeholders to discuss the project.
- 5.2. The Trust Manager would be involved in planning the portion of the proposed upgrade in the Park should the project proceed.

6. FINANCIAL IMPLICATIONS

- 6.1. Huon and Derwent Valley Councils have not sought any financial contribution from the Trust.

7. LEGAL IMPLICATIONS

- 7.1. An upgrade of the section of Jefferys Track within Wellington Park will require a permit under the *Wellington Park Regulations 2009*.

8. CONCLUSION

- 8.1. Huon Valley and Derwent Valley Council's are seeking the Trust's support for a proposed upgrade of Jefferys Track. Initial repairs would be followed by a feasibility study into whether it would be economically viable to upgrade the track to a sealed road.
- 8.2. An upgrade of the track would improve access to the western end of the Park, particularly for fire fighting agencies, and should reduce the undesirable activities that currently occur in the area.

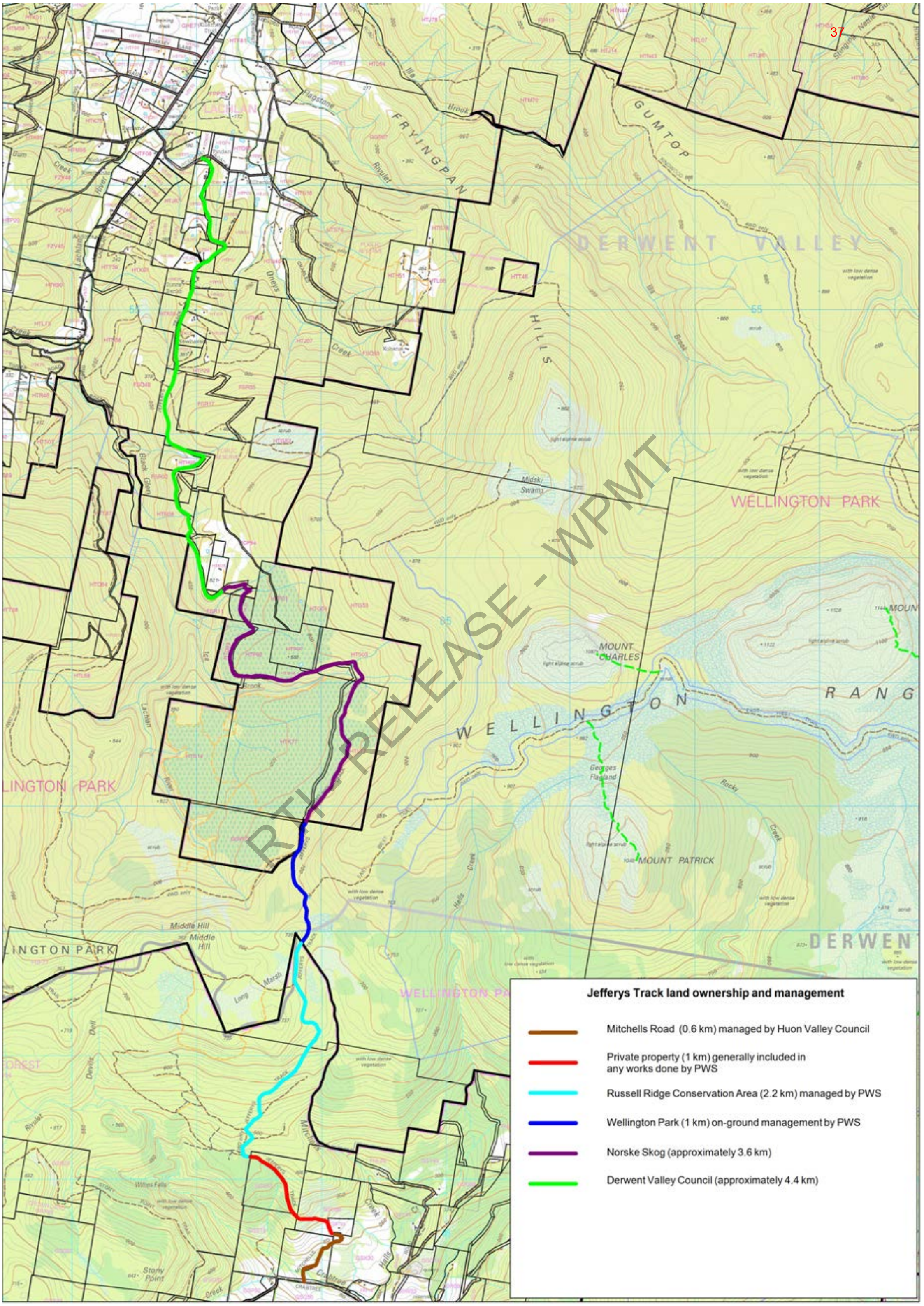
9. RECOMMENDATIONS

That:

- 9.1. *The report be received and noted.*
- 9.2. *The Trust gives in principle support to the proposed upgrade of Jefferys Track*
- 9.3. *The Trust Manager advises Huon Valley Council and Derwent Valley Council of the Trust's in principle support.*


(Axel von Krusenstierna)
MANAGER

Attachments: Map showing the management of Jefferys Track



Distribution (11)

Committee Members (7)	
Dr. Christine Mucha	Chairperson
Ms Louise Wilson	DPIPWE
Alderman Damon Thomas	Hobart City Council
Alderman Philip Cocker	Hobart City Council
Mr. Lance Stapleton	TasWater
Mr. Ashley Rushton	Parks and Wildlife Service
Ms. Rita Warrenner	Tourism Tasmania
Copies for Information (4)	
Axel von Krusenstierna	Manager WPMT
Paul Garnsey	GCC
Adrian Roth	Executive Officer, Hobart City Council
File Copy (HCC S70-042-16/15)	

WELLINGTON PARK MANAGEMENT TRUST

MINUTES

MINUTES OF A MEETING OF THE WELLINGTON PARK MANAGEMENT TRUST HELD AT 3.20 PM ON WEDNESDAY 3 MAY 2017, IN MEETING ROOM 206 OF THE HOBART COUNCIL CENTRE

NOTE

THE MINUTES OF ALL TRUST MEETINGS ARE CONFIDENTIAL AND AS SUCH ARE NOT TO BE MADE AVAILABLE OR DISCLOSED IN WHOLE OR IN PART TO ANY PERSON/S WITHOUT THE EXPLICIT PRIOR APPROVAL OF THE TRUST

1. ATTENDANCE AND APOLOGIES

PRESENT: Dr C Mucha (Chairperson)
 Ms L Wilson (DPIPWE)
 Alderman E Ruzicka (Deputy member, HCC)
 Alderman P Cocker (HCC)
 Mr L Stapleton (TasWater)
 Ms R Warrenner (Tourism Tasmania)
 Mr A Rushton (Parks and Wildlife Service)

APOLOGIES: Alderman D Thomas (HCC)

2. DISCLOSURES OF INTERESTS IN AGENDA ITEMS

Nil.

Wellington Park Management Trust
3/5/2017
Minutes

Item No. 9 continued

5. 

10. 

11. UPGRADE OF JEFFERYS TRACK

The content of the report was discussed.

It was noted that the proposed upgrade would proceed in 3 stages, the second stage being a feasibility study.

RESOLVED

That: 1. The report be received and noted.

2. The Trust gives in-principle support to the proposed upgrade of Jefferys Track.

3. The Trust Manager advises Huon Valley Council and Derwent Valley Council of the Trust's in-principle support.

12. AGENDA PRIORITIES FOR NEXT TRUST MEETING



15. **WORKS PROJECT: JEFFERYS TRACK AND EMERGENCY WATERHOLES**

Discussion:

The Trust Manager made a powerpoint presentation at meeting.

There are 2 projects underway:

1. Upgrading Waterholes (9 in total); and
2. Upgrading Jeffreys Track – aim is to provide emergency access.

Resolved:

That the report be received and noted.

RTI - RELEASE - WPMT

Wellington Park Management Trust Bushfire Mitigation Program Grants

Works Summary

Fire Fighting Waterholes in Wellington Park

The overall aim of the project as stated in the grant application was to refurbish existing waterholes in Wellington Park that can be used as a water source for fire fighting and to construct new waterholes in suitable locations to ensure compliance with the standard in the Wellington Park Fire Management Strategy that at no point on any of the fire trails in the Park should a fire fighting vehicle be more than 10 minutes drive from a water source travelling at a minimum speed of 15 km per hour.

The total amount received in the grant was \$136,500 which comprised equal contributions from the Australian Government and the State Government. The agencies managing the Park have also provided in kind support.

This project is now substantially completed and has included:

- 9 new waterholes
- Refurbishment of 30 waterholes including lining of 6 waterholes to improve their water holding capacity
- Clearing 2 helicopter landing areas
- Providing vehicle turning and back-in areas at each waterhole
- Upgrading Priest and Tolosa fire trails
- Improving fire trail drainage and the track surface on Montrose, East-West, Big Bend, Collins Cap and Ringwood fire trails
- Some clearing of encroaching vegetation along these trails
- Removal of dangerous trees, mainly along the East-West Trail
- Sign posting all waterholes so they can easily be found at night

Chytrid Fungus Sampling

As part of the environmental assessment for the waterholes project selected waterholes were sampled for the presence of the Chytrid fungus. This is an introduced pathogen that affects native frogs and is thought to be responsible for a recent declines in frog populations.

Results received to date indicate that of the 12 waterholes tested, one is badly infected, 3 show a low level of infection and the remainder show no evidence of infection.

The Machinery and equipment used for the waterhole refurbishment was thoroughly cleaned and disinfected between waterholes to prevent spreading the Chytrid fungus and other diseases.

Jefferys Track

The overall aim of the project was to upgrade sections of Jefferys track to provide safe emergency and management access for fire fighting vehicles responding to localised or larger wildfires, as required by the Wellington Park Fire Management Strategy 2006.

Improving the track will also ensure that emergency egress is available for fire fighting appliances used in any wildfire event in other areas of Wellington Park.

The total amount received in the grant was \$78,000 which comprised equal contributions from the Australian Government, the State Government and local government and other parties. Agencies and landowners along the Track also offered in kind support.

Works being undertaken include:

- Bypassing boggy sections of the track
- Improving drainage
- Repairing washed out sections of the track
- Clearing vegetation on the sides to the track where required to create a minimum 4 m wide by 4 m high corridor for fire service vehicles.

RTI - RELEASE - WIPMT



Wellington Park Management Trust

PROJECT PROPOSAL FORM

CIRCULATION

File No.: 05-09-31

1. Complete original including all supporting documentation to be lodged with Trust, who will hold a copy for inspection.
2. Copy of page 1-3 to be sent separately to HCC, GCC, PWS, SW, and Tourism Tasmania.
3. When project completed, the original is to be placed on appropriate Trust file.

Applicant: Parks and Wildlife Service		Date: 29 March 2010		
Address: 124A Tolosa Street Glenorchy 7010		Telephone No.: 03 62336560		
Date Received by Trust	Deadline for Comments returned to Trust			
	HCC	GCC	PWS	SW

A. PROPOSED DEVELOPMENT (Attach additional information if necessary)

1. Project Name: Jefferys Track upgrade for fire fighting and control access.	
2. Site Location and Details: (topography, water courses, rock and soil type, vegetation cover, other notable features) Approximately 50 m long section of Jefferys Track in Wellington Park (site 5). This section of the track is on dolerite derived soils and has become badly rutted due to poor drainage possibly exacerbated by rehabilitation works on the western side of the track. Surrounding vegetation is <i>Eucalyptus delegatensis</i> dry forest and woodland (DDE).	
3. Project description and objectives: (explanation of need for this development) The aim of the project is to upgrade sections of Jefferys track to provide safe emergency and management access for fire fighting vehicles responding to localised or larger wildfires, as required by the Wellington Park Fire Management Strategy 2006. Improving the track will also ensure that emergency egress is available for fire fighting appliances used in any wildfire event in other areas of Wellington Park. The project includes works on sections of Jefferys Track outside Wellington Park. See the attached sheet for a description of the works proposed at the site within Wellington Park..	
4. Relevant Management/Site plan details and section: N/A	
5. Who will undertake the works? Parks and Wildlife Service	
6. Project total cost: approximately \$2000.00	7. Financial Year: 09/10
8. Funding source: Bushfire Mitigation Program Grant	

PROJECT PROPOSAL FORM

9. Annual operating cost implications: What will be the net increase or decrease in running costs? Works are unlikely to affect running costs.								
10. If project requires use of machinery, list: 20 tonne excavator 4WD tipper to transport rock to the site Excavator or front end loader to load the truck 4 wheel drive vehicles to transport equipment, personnel, fuel etc.								
11. Estimated time required to carry out project: 1 to 2 days								
12. Is it proposed to undertake the project in stages? If so, please list the stages No								
13. Are there any seasonal or other constraints on timing of project? Works need to be undertaken before the onset of wet weather in late autumn.	14. Decision Deadline: None							
15. What alternative means of achieving the objective, and alternative locations, have been considered? Briefly indicate what, where and why rejected. An existing bypass exists on the side of the trail at this site that could be improved sufficiently to allow heavy fire tankers to bypass the eroded section of the trail. Although this option would be cheaper and still achieve the objectives of the project it would result in further deterioration of the eroded section of the trail.								
16. List drawings, specifications and any other supporting documents attached <ul style="list-style-type: none"> - site location map - works description - heritage impact assessment 								
17. To whom should questions regarding the detail of the project be addressed: Name: Axel von Krusenstierna Address: Wellington Park Management Trust, GPO Box 503, Hobart, 7001 phone 6238 2976 mobile [REDACTED]								
18. List specialists and/or consultants used in the preparation of the proposed project: <table border="0" style="width: 100%;"> <tr> <td style="width: 33%;">Name:</td> <td style="width: 33%;">Address</td> <td style="width: 33%;">Contribution to Project</td> </tr> <tr> <td>Anne McConnell</td> <td>[REDACTED] 7001.</td> <td>Heritage impact assessment</td> </tr> </table>			Name:	Address	Contribution to Project	Anne McConnell	[REDACTED] 7001.	Heritage impact assessment
Name:	Address	Contribution to Project						
Anne McConnell	[REDACTED] 7001.	Heritage impact assessment						

PROJECT PROPOSAL FORM

19. Is the locality known to be the habitat of any rare or threatened plants, animals or communities or contain any unusual rocks, landforms or soils?

(Have surveys been undertaken, are any required?)

None identified

20. What impacts will this project have on the natural, physical and cultural values of the site? (Have surveys been undertaken, are any required?)

The site of the proposed works was inspected by the WPMT Cultural Heritage Co-ordinator and no cultural heritage was identified.

The proposed works would not require any removal of vegetation at the site but some vegetation on the side of the East West Trail may have to be removed to win enough rock to repair the trail.

21. Describe any anticipated environmental effects not covered above and any means proposed to limit or prevent adverse effects:

The machinery movement associated with the proposed works has the potential to:

- spread plant pathogens, particularly *Phytophthora cinnamomi*
- spread weed propagules

This risk will be minimized by adopting a strict hygiene procedure in accordance with Rudman T. Tucker D. and French D. (2004) *Tasmanian Washdown Guidelines for Weed and Disease Control*. This will require all machinery to be thoroughly cleaned before entering Wellington Park, and observance of the Wellington Park hygiene protocol while in the Park.

There is also a slight risk of fuel and oil spills as machinery used in the project will have to be refuelled within the Park. To minimize the risk of pollution the operator will be required to carry a spill clean up kit and any material contaminated by hydrocarbons will be taken out of the Park to a suitable disposal site.

As undiscovered items of cultural heritage may exist at or near the site the following precautions should be observed::

1. the use of heavy equipment should be limited to the immediate works area;
2. if any as yet unidentified historic heritage features or artifacts are located during works within the area of works they should be left as found until impact mitigation advice can be obtained from the Wellington Park Cultural Heritage Co-ordinator (Anne McConnell) or the PWS Archaeologist (Jody Steele); and
3. if any historic heritage is located by the works outside the works area, a description of the heritage (including clear location information) should be provided to the Wellington Park Cultural Heritage Co-ordinator as soon as possible.

22. Endorsement / comment of field staff:

Proposal supported -

Shane R.
Acting Regional Manager S&H
PWS.

PROJECT PROPOSAL FORM

B. REFERENCE TO TRUST CONSTITUENT MEMBERS

Initiating or reviewing officer to record advice obtained from specialist officers of their agency. Others may be added, where relevant.

OFFICER	COMMENTS
Nominated Officer Hobart City Council	NO COMMENTS RECEIVED
Nominated Officer Glenorchy City Council	NO COMMENTS RECEIVED
Nominated Officer PWS	NA
Nominated Officer SW	NO COMMENTS RECEIVED
Nominated Officer Tourism	NO COMMENT RECEIVED

PROJECT PROPOSAL FORM

Nominated Officer of land owning agency responsible for project to indicate how matters raised above have been resolved:

N/A

Notes from Mgr (WPM):

- advise President 4WD Tasmania of change to original work plan.
- ensure communications/education plan addresses future mgmt of this section.

RECOMMENDED (subject, if any, to conditions attached)

Nominated Officer, Land Owning Agency

Date

TRUST APPROVED (subject, if any, to conditions attached)

Manager

Wellington Park Management Trust

14/4/10
Date

Notification to Applicant

Forwarded by

Date

Forwarded to Nominated Officer, land owning agency, for information/implementation. Original to be returned to Trust for filing.

WELLINGTON PARK AREA

5

Location: E: 503776 N: 5250452

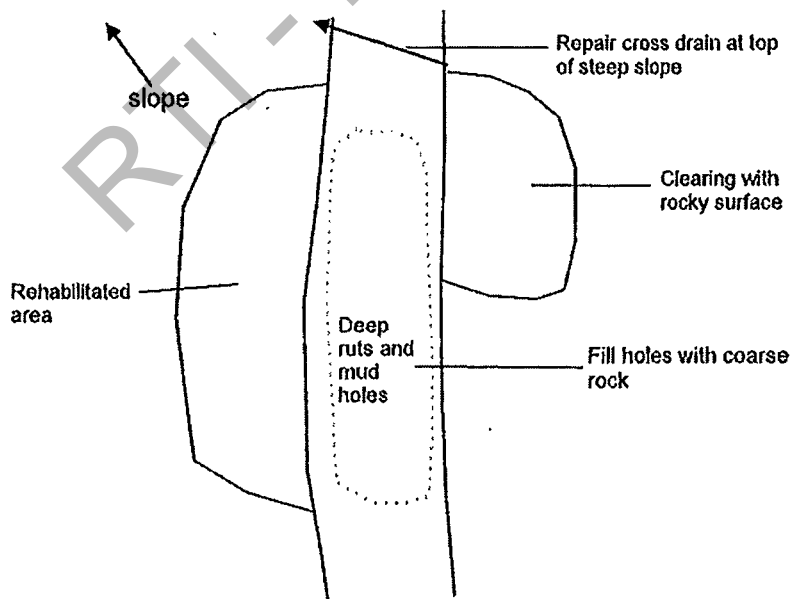
Section Length: 50 m Estimated Time for Works: 1 day Priority: high

Trail condition: lowered section of the trail which is poorly drained and has developed a number of mud holes and wheel ruts.

**Proposed works:**

- Fill holes with rock to stabilise the trail surface
- Ensure surface is smooth enough to be trafficable by 4WD fire service vehicles
- Reinstall diversion drain on the downslope side of the site.

Imported Materials Required: yes, rock to fill the holes will be won from either the sides of the East-West Trail in the vicinity of the gate, or from the existing borrow pit on the East-West Trail at grid reference 504190 5250380.



Department of Police and Emergency Management
STATE EMERGENCY SERVICE

Level 1, 47 Liverpool Street, Hobart TAS
GPO Box 1290, Hobart, TAS 7001 Australia
Ph (03) 6230 2700 Fax (03) 6234 9767
Email ses@ses.tas.gov.au Web www.ses.tas.gov.au



File: A1265
Enquiries: Chris Beattie

7 November 2007

Mr Michael Easton
Wellington Park Management Trust
GPO Box 503
Hobart TAS 7001

Dear ^{Michael}Mr Easton

NATURAL DISASTER MITIGATION PROGRAMME

I refer to Wellington Park Management Trust's application for funding under the Natural Disaster Mitigation Programme for the *Jefferys Track: Upgrade for Fire Fighting and Control Access* project. All of the applications received were of a high standard but I regret to advise you that your application for funding was not successful in this instance.

I would encourage you to consider submitting applications for future funding rounds of the Natural Disaster Mitigation Programme.

Should you have any further questions regarding the above application you may in the first instance, contact me on (03) 6230 2772.

Yours sincerely

Chris Beattie
Assistant Director, Policy and Programmes

Department of Police and Emergency Management
STATE EMERGENCY SERVICE

Level 1, 47 Liverpool Street, Hobart TAS
GPO Box 1290, Hobart, TAS 7001 Australia
Ph (03) 6230 2700 Fax (03) 6234 9767
Email chris.beattie@ses.tas.gov.au Web www.ses.tas.gov.au



File: A1265
Enquiries: Chris Beattie

13 March 2007

Mr Michael Easton
Wellington Park Management Trust
GPO Box 503
Hobart, TAS 7001

Dear Mr Easton

NATURAL DISASTER MITIGATION PROGRAMME APPLICATION

I write to acknowledge receipt of your application under the Natural Disaster Mitigation Programme for the project titled "*Jefferys Track: Upgrade for Fire Fighting and Control Access*".

Your application has been registered and assessment will take place in April. It is expected that the final announcement of successful applicants will be made by the Minister for Police and Emergency Management in July 2007.

Please contact me directly if you have any questions on 6230 2772.

Yours sincerely

C J BEATTIE
Assistant Director, Policy & Programmes



Australian Government

Department of Transport and Regional Services

NATURAL DISASTER MITIGATION PROGRAMME

Application Form 2007-08

BEFORE COMPLETING THIS APPLICATION

Please read the programme guidelines. These can be viewed at www.dotars.gov.au/disasters/ndmp.

COMPLETING THE APPLICATION FORM

This application form is to be used for **new projects**. If you are seeking further funding for an ongoing project, you should complete a reapplication form instead.

Complete all unshaded boxes and keep answers as precise as possible. Supporting documentation may be attached as appropriate.

Applications may be submitted even if you cannot provide all of the information sought in this form. In these circumstances, you are encouraged to provide as much information as possible and discuss your proposal with the contact officer in your state or territory lead agency – see details at the back of this form.

COMPLETED APPLICATIONS SHOULD BE SENT TO YOUR STATE OR TERRITORY LEAD AGENCY

See addresses at the back of this form.

APPLICATIONS CLOSE ON FRIDAY 23 FEBRUARY 2007.

FURTHER ASSISTANCE

If you require further assistance, are unfamiliar with some of the terms and expressions used in this form or have any other queries, particularly regarding eligibility, please speak to the contact officer in your state or territory lead agency – see details at the back of this form.

PROJECT SUMMARY

Provide a brief snapshot of the project. Further details will be sought in later questions.

Applicant	Agency name only – provide further details at question 1.		
	Wellington Park Management Trust / Huon Valley Council / Derwent Valley Council		
Project name	Jefferys Track: Upgrade for Fire Fighting and Control Access		
Project area / location	Attach a map of the project area showing relevant details where possible (eg. major and minor watercourses, road and rail networks, built up areas).		
	Town or locality(s)	Crabtree - Lachlan	
	Local government area(s)	Huon Valley Council / Derwent Valley Council	
	For flood projects, specify the waterway and catchment involved.		
	Name of waterway		
	Catchment		
Funding sought	Summarise funding sought from the Australian and State/Territory governments – elaborate at question 20.		
		2007-08	Subsequent years
	Australian Government	\$30 000	\$
	State/Territory Government	\$30 000	\$
	Total	\$60 000	\$

1. APPLICANT DETAILS

Agency name	Wellington Park Management Trust		
Agency ABN	31 088 002 620		
Address	GPO Box 503		
	Hobart TAS 7001		
Contact person	Michael Easton		
Position	Manager		
Telephone	03 6238 2176	Fax	03 6234 9757
Email	eastonm@hobartcity.com.au		

2. NATURAL DISASTER HAZARD

Describe the natural disaster hazard being addressed. Comment on the geographic location and topography of the project area. Outline the incidence and severity of past events (including damages and losses incurred) and their likely recurrence.

Nature of natural disaster hazard	<p><i>For flood projects, include the source of flooding (eg. river, storm surge, local overland) and advise if the area is affected by flash floods.</i></p> <p>Wildfires are a threat to life and property, as well as natural heritage and cultural assets. The wildfires in February 1967 showed the extent of the damage that can be caused by fires in Wellington Park and surrounding urban areas (refer Attachment 1). Since that time various techniques have been developed to reduce the risk of loss of life and property during fires, and access requirements for vehicles have been refined and incorporated into emergency management plans.</p> <p>The development and implementation of the Wellington Park Fire Management Strategy in 2000 (revised 2006) highlighted the exposure of the Park to major bush fire events. Recent analysis of the Canberra wildfires proved that early suppression of emerging fires could result in the prevention of widespread damage and tragedy. The key to such early access is having a fire trail network that supports appropriate fire fighting vehicles. In this instance, the aim is to upgrade Jefferys Track (refer Attachment 2) to ensure that it provides access for fire fighting and control line purposes.</p>
History of natural disaster hazard	<p>On 7 February 1967, virtually the whole of Wellington Park was burnt, with the bulk of fires spreading into the Park from the northwest. Loss of property around Hobart and Glenorchy alone from the February 7th 1967 wild fire, amounted to 585 buildings while 20 people from the Hobart area died¹. The estimated cost of recovery in 1968 was \$33 000 000.00.</p> <p>More recently, there have been several localised fires in the Lachlan area both within and spreading into the Park that have been contained without widespread damage.</p> <p>¹ More details are available. Tasmanian Year Book 1968 pp.589-602</p>

3. COMMUNITY IMPACT

Provide details of the risk and impact of the natural disaster hazard on the community taking into account overall community and industry vulnerability (for flood projects base this information on the project design flood – see question 7).

Population affected	<p>Give the number of people directly at risk and indicate any particular issues (eg. elderly population, future population projections).</p> <p>It can be seen from the 1967 wildfire map attachment that the potential for life and property loss over large areas of Hobart can occur with the onset of conducive conditions. Any expansion of an emerging wildfire would minimise the suppression efforts and maximise the opportunity for the fire to spread further into bushland.</p> <p>Communities at highest risk include those which are adjacent to Wellington Park and comprise parts of: Collinsvale, Berriedale West, Montrose, Glenorchy, Lenah Valley, Cascades, Fern Tree, Neika, Lower Longley, Mountain River and Crabtree.</p> <p>For flood projects, specify the number of people at risk in both the project design flood and probable maximum flood.</p> <table border="1" data-bbox="327 757 1511 824"> <tr> <td data-bbox="327 757 635 824">Design flood</td><td data-bbox="635 757 927 824"></td><td data-bbox="927 757 1241 824">Probable maximum flood</td><td data-bbox="1241 757 1511 824"></td></tr> </table>	Design flood		Probable maximum flood	
Design flood		Probable maximum flood			
Property at risk	<p>Specify type and number affected, and degree of risk. Consider residential properties, commercial premises, factories, warehouses, rural dwellings, etc.</p> <p>In 1967, in addition to 585 buildings, other losses included roughly 2700 m of fencing, 80,000 stock (mainly sheep), 150 motor vehicles, 100,000 acres of pasture, destruction of telephone and electricity plant and equipment, 104 bridges, apple and hops crops.</p> <p>There are 518 private properties within 500 m of Wellington Park boundary as a mixture of dwellings, farms and vacant land that could be adversely affected by wildfire or conversely, could act as a source of fire which could severely impact on assets in the Park. The range of land uses within and within close proximity to Wellington Park include:</p> <ul style="list-style-type: none"> • Urban areas • State and private forests • Private land • Council reserves • Hobart Council landfill at McRobies Gully • A limestone quarry <p>Private and State owned forests bordering the portion of Wellington Park to the west of Jefferys Track could be damaged by fires moving out of the Park. Note that the effect of the 1967 fires was felt well beyond the 500m zone mentioned above.</p>				
Infrastructure and essential	<p>Specify type and number affected, and degree of risk. Consider access and supply links, electricity, gas, water, sewerage, telecommunications, etc.</p>				

services at risk	<p>Infrastructure</p> <p>The major infrastructure items in Wellington Park that are potentially at risk from fire are the radio and television transmitters at the summit of Mount Wellington and their power supply line from Fern Tree. There are also major electricity transmission lines (managed by Transend) running through the northern sections of the Park. The transmission lines are located in cleared easements which provide some degree of protection from fire depending on the width of clearing and the amount of fuel in, or directly adjacent to, the easement.</p> <p>Water catchments</p> <p>The main catchment areas in Wellington Park are shown in the water catchment map attachment. Some of these have been used as sources of high quality water for domestic use since the earliest days of European settlement. Hobart Water as well as Huon Valley and Derwent Valley Councils currently harvest domestic water supplies from the Park. There are five catchments currently being used for domestic water supply. The attractiveness of the Park as a source of domestic water is the high quality of the raw water, and therefore the low cost of the supply relative to other sources.</p> <p>Likely impacts of wildfires in drinking water catchments could include: decreased water quality, decreased water yield, short-term depletion of reservoirs due to water being drawn out of the system for fire fighting, damage to infrastructure including pumps and treatment facilities, damage to the power supply to pumps and treatment facilities.</p> <p>Essential Services</p> <p>Given the use of the area as a recreational and tourism route, the Tasmania Police are frequently called upon to carry out search-and-rescue exercises for people unfamiliar with the terrain and general area. This essential service is at risk given the poor condition of the track leading to Police access difficulties and associate Occupational Health and Safety issues.</p>
Social impacts	<p><i>Address issues such as health and social welfare, effects of community disruption and isolation, personal and community distress.</i></p> <p>People at risk from death or injury during a wildfire event, including those at risk of being directly burnt in wildfire, either in buildings, vehicles, or out in the open.</p> <p>Impacts also include indirect effects such as death or damage from heat exhaustion, or heart failure.</p> <p>Other less tangible impacts include the loss of aesthetic and recreational values and amenity both in the Park and surrounding areas due to massive wild fires</p>
Other impacts	<p><i>Describe any other factors that affect the impact of the natural disaster hazard (eg. limited warning time (eg. within 12-24 hours), rapid water level rise (eg. more than 0.1m per hour), evacuation required, availability of emergency access routes, effect on local industry and CBD, effect on surrounding regions).</i></p> <p>A key impact is Occupational Health and safety issues relating to the deployment of fire fighting personnel in the area given the poor standard of the track. The track could provide an important emergency exit for crews trapped in a fire fighting event, and thus needs to be to standard.</p>

4. PREVIOUS STUDIES UNDERTAKEN

Give details of relevant studies or research previously undertaken into the natural disaster hazard and proposed project. Provide the name of the report, author and year published, and advise if a copy is attached or has previously been sent to the state or territory lead agency. Explain how the outcomes of these studies support the proposed project.

The main reference is the Wellington Park Fire Management Strategy 2000 (revised 2006), prepared by the Wellington Park Management Trust. The strategy is endorsed by all relevant stakeholder agencies, including the Parks and Wildlife service, Huon Valley and Derwent Valley Councils, and the Tasmania Fire Service.

The strategy reviews the frequency and spread of wild fires within the Park, and provides strategic and on-ground policies and recommendations for the reduction of threat to life, property, and natural and cultural values.

The strategy contains standards for the construction and maintenance of fire trails. The strategy lists Jefferys Track as a "High Priority" trail (defined on the basis of being a "major through-route and control line"), with ideally two-way access for heavy fire fighting vehicles.

The preparation of the strategy was a requirement of the *Wellington Park Management Plan 1997* (revised 2005), a

statutory plan prepared in accordance with the *Wellington Park Act 1993*.

5. EXISTING MEASURES

Give details of any existing works, measures or related activities that address the natural disaster hazard (eg. research activities, planning measures and controls, existing mitigation structures). Comment on their effectiveness taking into account issues such as capacity and limitations, age, state of repair.

Provide information also about existing emergency management measures, if any exist. Include details about evacuation routes, refuge areas, evacuation and/or emergency management plans.

Jefferys Track has provided long-standing access between the Huon and Derwent Valley areas, both for emergency management and recreational purposes. The track passes through a number of management jurisdictions, including (from Crabtree): Huon Valley Council; Forestry Tasmania; Parks and Wildlife Service (on behalf of the WPMT); Norske Skog; and Derwent Valley Council.

The Track has generally been maintained as a rough gravel road, however the varying management approaches, and variations in local soils and drainage patterns have resulted in an inconsistent condition along the length of the Track. Further, use of the Track by recreational four wheel drives has resulted in considerable damage to specific sections, resulting in its current impassable state for fire fighting purposes.

Recent history of maintenance

In recent history very little programmed maintenance has occurred due to the standard and mixed status of the track. At both ends the two Councils maintain the track to gravel road standard up to the last dwelling. Norske Skog upgraded part of the track in accordance with the requirements of the Forest Practices Code when establishing their plantation in 1990. They carried regular repairs until 2003 until it was no longer cost effective because of the ongoing damage. They now only concentrated on keeping recreational vehicles out of their plantation.

About 10 years ago the Parks and Wildlife Service undertook drainage and minor surface repairs within the Wellington Park section. Since then it has become impractical to effect repairs due to the overall condition of the track. PWS ongoing maintenance involves the removal of fallen trees and trail verge vegetation clearance. There has not been any recent maintenance works within the Forestry Tasmania section.

The Trust and the Parks and Wildlife Service are actively involved in raising relevant access and safety issues relating to Jefferys Track. The Trust has worked with the Tasmania Police and relevant stakeholders to resolve public safety issues through on-ground signs and information distributed to the community.

The Trust has also worked with 4wd Tasmania and associated clubs to raise awareness of the impacts of irresponsible four-wheel driving activities.

6. PROJECT OUTLINE

Describe the proposed project and explain how it will help to reduce the threat of the natural disaster hazard (for studies and research projects, include the methodology to be adopted). If applicable, advise if any other options were considered and why this particular option was chosen. Is the project an element of a larger mitigation scheme or activity? Are other complementary measures planned (eg. community education and awareness campaigns)? If so, give details. For flood warning systems, indicate if the project is part of a total warning system and whether approval has been obtained from the Flood Warning Consultative Committee.

The aim of the project is to upgrade sections of Jefferys track to provide safe and acceptable access for fire fighting vehicles responding to localised or broader wildfires, as required by the Wellington Park Fire Management Strategy 2006. Improving the track will also ensure that emergency egress is available for fire fighting apparatus used in any wildfire event.

Jefferys Track is listed as a High Priority trail within the fire management strategy, providing an important north-south link between the Derwent and Huon Valleys, a potential emergency egress route, and an important control line for wildfire management. The track forms part of an extensive network of fire trails both within the Park and adjoining areas, and is necessary

The intent is to improve currently impassable and eroded sections of the track through the improvement of drainage and resurfacing where required. This may involve hardening of problematic areas, or the provision of alternative routes around sections which it is considered cannot be stabilised in their current location.

A basic review of works has been prepared (refer below and attached map) however further fine-tuning of approach will be taken on a site-specific basis once machinery and personnel are on site. Works will be carried out

in accordance with the Management Procedures outlined in the fire management strategy. The Management Procedures contain standards for the construction and maintenance of fire trails within Wellington Park, and will be extended to those areas outside of the Park.

As part of the detailed works plan, a survey of cultural heritage values will be completed in the areas proposed for works to ensure that any such values are identified and protected.

Once the works have been completed, the Trust will facilitate the preparation of a Communications and Education Plan to help ensure the ongoing sustainable use of the track, and work with relevant stakeholders to ensure that the Track is maintained to an acceptable standard. This may include management initiatives to reduce the pressure on the track to ensure it stays at an acceptable standard, including superficial grading of the track prior to each fire season, and educational signs for direction and behaviour.

Further education initiatives will be pursued with recreational 4-wd clubs and individual owners to generate a culture of responsible use of the track to minimise future impacts. The Trust is currently a member of the Recreational Vehicle Working Group, and will work within that group to promote responsible use of the Track. Information will be inserted in future editions of the *Cruisin' without Bruisin'* guide to inform visitors to the track of its importance as a regional fire management trail.

The current proposal, incorporating the above measures, is seen as the only viable option for the ongoing sustainable management of the Track. It is not considered desirable or cost efficient to carry works on the entire track, but rather to focus on currently degraded areas that are suffering active erosion and/or drainage issues.

Proposed Works (Refer Attachment 3; subject to final determination in the Detailed Works Plan)

The upgrading works consists of erosion repairs, drainage and surface improvements. Machinery to be used is primarily a 12 tonne excavator. Road material to be transported by road trucks from confirmed *Phytophthora cinnamomi* (root rot fungus) free source to end of Council roads (work from both ends), dumped and reloaded onto 4WD trucks using a backhoe which would also be available to spread the material.

Section A (from Huon Valley Council road section to end of Forestry Tasmania section)

Repair the badly eroded areas through the salvage of previous road material as well as importation of road base material as required. Clean out topside drains and culverts where they exist and install two new watercourse crossings using culverts. Elsewhere where cross fall drainage is not sufficient, install cross banks (grips) to direct water to the side of the track.

Section B (Wellington Park section)

Drain wet areas and build up track where necessary with imported road base material. Install cross banks (grips) to direct water to the side of the track at appropriate locations. Construct top side drain and install one new culvert on steep northern section.

Section C (Norske Skog and road reserve section to Derwent Valley Council road)

Repair the badly eroded sections through the salvage of local material as well as importation of road base material as required. Clean out topside drains and culverts. Where cross fall drainage is not sufficient, install cross banks (grips) to direct water to the side of the track.

7. PROJECT DESIGN FLOOD – for flood projects only

Selection of the design flood is an important and fundamental decision that forms a basic foundation in the preparation of a comprehensive floodplain management plan. The design flood is the flood event for which the project is attempting to provide immunity. It is usually a compromise between the level of protection that is affordable to the community and the risk the community is prepared to accept from larger flood events.

The annual exceedance probability (AEP) is the likelihood of occurrence of a flood of a given size or larger in any one year. Previously, the 1% AEP flood event (1 in 100 years) has been adopted as appropriate for most States and Territories. However, it is recommended that a range of flood events up to the probable maximum flood should be investigated and the appropriate level of risk selected.

Design flood	Specify the annual exceedance probability of the project design flood (% AEP).	% AEP
Basis for calculation and	Indicate what formed the basis for the project design flood (eg. floodplain management plan). Provide the name of the report, author and year published.	

source	
---------------	--

8. PROJECT OUTPUTS AND OUTCOMES

List the expected outputs and outcomes of the project. Outputs are those items that will be produced by the project (eg. reports, brochures, fire break, levee bank). Outcomes are what the project aims to achieve (eg. identification of natural disaster risks, improved community awareness, increased warning times, property protection).

Outputs	Final works plan for maintenance of degraded sections.
	Cultural Heritage Survey completed.
	Accessible track for fire management purposes.
	Communications Plan for raising awareness of responsible track use by recreational four-wheel drivers.

Outcomes	Remediation of drainage issues in affected areas.
	Hardening and resurfacing of affected areas.
	Acceptance of the need for responsible track use by recreational four-wheel drivers through education.

9. PROJECT BENEFITS

Provide details of expected benefits (for flood projects base this information on the project design flood – see question 7).

Property to benefit	Specify type and number expected to benefit from the project, and level of benefit.
	The project will directly benefit immediate properties neighbouring the Park in the Derwent Valley and Huon Valley areas through improved fire fighting access for emerging and developed wildfires.
	Importantly, these properties include private and public forests reserved for timber harvesting in the future.
	Improvement of the track as a control line will have possible far-reaching benefits to the broader community of southern Tasmania through its potential to assist in the prevention of wildfires spreading to surrounding areas.
Infrastructure and essential services to benefit	Specify type and number expected to benefit from the project, and level of benefit.
	Localised commercial operations, particularly for forestry, will benefit directly from this improved control of wildfire and access.
	Improved access will also assist in the ability of Tasmania Police (and other relevant agencies) to carry out Search-and-Rescue operations within the area. The remoteness of the area and its attraction for tourists unfamiliar with the terrain has resulted in numerous such operations.
	On a broader level, drinking water catchments used by Derwent Valley and Huon Valley Councils and Hobart Water will benefit from any improvement in the ability to manage and prevent large-scale wildfires.
Expected reductions in	Other infrastructure, both within the Park e.g. telecommunications facilities and transmission lines, and beyond the Park boundaries will benefit from an improvement in the management of wildfires, and the potential prevention of such fires either passing through or escaping from the Park.
	Indicate the savings that are expected to result from the project in a future event of the natural disaster hazard. Consider issues such as property damages, damage to goods and possessions, loss of income or services, response and recovery costs.

future losses	<p>Even the most effective implementation of Fire Management Strategies cannot prevent wildfire within Wellington Park. They can however, identify the major threats from fire and undertake activities that can minimise the fire threat. The maintenance of an extensive and accessible fire trail network throughout Wellington Park is a key factor in ensuring the success of the Park's fire management strategy.</p> <p>Improving Jefferys Track will assist in the early suppression of emerging wildfires, and act as a key control line in the management of larger wildfires moving through the Park. It will also facilitate the safe deployment of fire fighting personnel during wildfire events.</p>
Social benefits	<p><i>Address issues such as reduced demands on counselling, health and social welfare services, reduction in community isolation, improved social amenity.</i></p> <p>The project will result in a reduction in the threat to general social amenity through the reduction of the risk of wild fire spreading to other communities adjoining the Park.</p> <p>Severe wild fires have a distinct impact upon the social well being of communities, as noted in the post-1967 wild fire era. This project will minimise the potential for such impacts through reducing the threat of large-scale wild fires.</p> <p>Another benefit derived from improving the accessibility of the Track is the safe deployment of fire fighting personnel during wildfire events.</p> <p>Improvement of the track surface will also make the Track more sustainable for recreational and tourism related 4wd activities.</p>
Environmental benefits	<p><i>Describe any environmental benefits that are expected to result from the project.</i></p> <p>Benefits are derived from the potential reduction of wild fire activity, resulting in less loss of floral and faunal biodiversity, and a reduction of smoke emitted into the atmosphere.</p> <p>Improvements in the track surface will ensure in less movement of sediment into streams and waterways, reducing siltation and impacts on drinking water quality both locally and on a regional level.</p>
Other benefits	<p><i>Describe any other benefits that may result from the project (eg. improvements to community safety and sustainability).</i></p> <p>A key benefit will be the improvement of access and egress for fire fighters deployed during wild fire events, which may have a significant impact on the safety of such personnel.</p> <p>A further benefit is the increased safety of users of the Tasmanian Trail, which runs along sections of Jefferys Track. Currently the conditions of the Track mean that horse riders and mountain bikers are at risk of injury due to the poor surface or from vehicles losing control.</p> <p>Jefferys Track will continue to provide a key historical north-south link between the Crabtree and Lachlan communities, both for local and tourism purposes.</p>

10. ADVERSE IMPACTS

Are there any adverse impacts that may result from the project? If so, give details and explain how these impacts will be addressed.

Environment	<p><i>Address effect on threatened species and rare habitat.</i></p> <p>The project will reduce any existing impacts upon the environment.</p>
Cultural heritage	<p><i>Address impact on cultural heritage values (eg. natural, historic or Indigenous places of significance).</i></p> <p>The route of Jefferys Track has been identified in the Wellington Park Heritage Inventory as having important local significance and potentially high regional significance. The project includes scope for a cultural heritage survey of proposed works sites to identify and protect any cultural heritage values in the local area.</p>
	<p><i>Address the possible transfer of risk to other areas and increased impact in more extreme events.</i></p>

Risk transfer	Address the possible transfer of risk to other areas and increased impact in more extreme events.
Risk transfer	Describe any other adverse impacts that may result.
	There are no other direct adverse impacts. As noted above, it may prove desirable to close Jefferys Track during the wetter months to protect the track from further deterioration. This will be done only after consultation with the Recreational Vehicle Working Group, attended by 4wd Tasmania.

11. TIMEFRAME AND WORK PLAN

Provide a timeframe and work plan for the project showing major stages and tasks. Indicate expected commencement and completion dates for the different stages together with anticipated milestones.

Project stage or task	Commencement date	Completion date	Milestones
List major project stages or activities (eg. needs analysis, survey, environmental impact, modelling, design, construction).	Expected	Expected	List major milestones (eg. consultant appointed 01/07/05, tenders called 15/08/05, construction commenced 30/10/05).
Establishment of Project Reference Group <i>Note: this group already exists through previous meetings on associated issues.</i>	August 07	Ongoing	Group meetings.
Selection of final works sites	August 07	September 07	Initial Works Plan Completed 1 September 07
Cultural Heritage Survey	September 07	September 07	<ul style="list-style-type: none"> Consultant appointed 1 September 07 Survey Report Completed 15 September 07
Finalisation of Works Plan	September 07	October 07	Final Works Plan Completed
Finalisation of contractor arrangements	November 07	November 07	Details finalised 30 November 07
Works	December 07	January 08	Construction Commences 1 December 07 Construction Completed 31 January 08
Preparation of Recreational 4wd Communications and Education Plan	February 08	February 08	Plan Completed 28 February 08

12. CONSULTATION AND COLLABORATION

Describe the level of community consultation undertaken or proposed for the project (eg. public comment sought, community meeting held, community representation on working group). Is there general community support for the proposed project?

Does the natural disaster hazard extend to surrounding regions (eg. flooding in a larger catchment)? If so, has the project been developed in consultation with other relevant agencies and interested parties? Give details.

Extensive community and agency consultation was undertaken during the preparation and review of the Wellington Park Fire Management Strategy 2000, and again during the review in 2006. The strategy was endorsed by the relevant municipal Councils, the Parks and Wildlife Service, and the Tasmania Fire Service.

Further consultation has been undertaken with agencies and community stakeholders through the Recreational Vehicle Working Group, consisting of representative from community recreational vehicle clubs, Forestry Tasmania and Tourism Tasmania. Refer attached letters of support from relevant management agencies.

There is considerable community support for maintaining Jefferys Track as a through route for recreational and

tourism pursuits, and the proposal will seek to maintain the status of the track for that purpose.

There is considerable local support for the reduction of siltation of local waterways and catchment areas used for drinking water supply.

13. PROJECT MANAGEMENT AND MAINTENANCE

Explain how the project will be undertaken and managed. Indicate who will manage the project (eg. agency staff, contractor, consultant) and reporting/management structures. How will the project form part of a long-term plan for natural disaster management in the area? Who will be responsible for its future maintenance and upkeep?

The project will be managed by the Senior Ranger, Parks and Wildlife Service, with the assistance of the Manager, Wellington Park Management Trust. The PWS will use a mixture of internal and external contractors to obtain the best on-ground outcomes, and to ensure that the track is maintained to the standard required in the Wellington Park Fire Management strategy 2006.

Future upkeep will be negotiated with individual agencies with the aim of achieving a consistent standard along the length of the Track. To facilitate this, a reference group will be established with representatives from relevant stakeholders to both finalise the works schedule and to determine future management requirements and responsibilities.

Other stakeholders, such as four-wheel drive clubs and local residents will be encouraged to involve themselves in the ongoing management of use of the Track, through the education plan prepared as part of this project.

14. EVALUATION

How will the project be evaluated (eg. peer review, community survey) and what will determine whether it was a success? What measures will be used to determine whether the project achieved its expected outcomes?

The project will be evaluated against the standards and requirements of the Wellington Park Fire Management Strategy 2006. The strategy will be again reviewed in 2011, which will include any updates to fire trail construction and maintenance standards.

On-ground monitoring of the condition of the track will be carried out through local users and resident, and four-wheel drive clubs. These groups will be encouraged to provide on-going feedback to management agencies to ensure that works carried out as part of this project are maintained. This will be through visual monitoring and reporting from users of the track, and photographic evidence.

15. READINESS TO PROCEED

Projects should be ready to proceed as soon as funding is approved. As applicable, advise if the project is included in the agency's plan of management or capital works programme with funding budgeted for it, and indicate which of the following have been commenced or completed: preliminary investigations and design work; development approval; environmental, heritage and risk assessments.

The project is ready to proceed. Initial works plans and costings have been prepared, and these will be fine-tuned as the first step in the project.

It is not envisaged that any further approvals are required.

16. COST

Provide the cost of the project itemising the different cost elements (eg. community consultation, mapping, design, land acquisition, construction, project management). Provide as much detail as possible. Do NOT include GST. Give an annual breakdown if the project is to be carried out over more than one financial year.

Component	2007-08	2008-09	2009-10 & beyond	Total
Preparation of Initial Works Plan	\$4 000	\$	\$	\$
Cultural Heritage Survey and Report	\$1 000	\$	\$	\$
Finalisation of Works Plan	\$4 000	\$	\$	\$
Works Implementation	\$78 000	\$	\$	\$
Project Management	\$7 000	\$	\$	\$
Preparation and Implementation of Communications and Education Plan, incl. signs.	\$4 000	\$	\$	\$
Total	\$98 000	\$	\$	\$

If the project is an element of a larger mitigation scheme provide the name of the scheme and its cost:

Mitigation scheme	Name of scheme	Implementation of Wellington Park Fire Management Strategy 2006, a regional approach to the mitigation of wild fire risk both within the Park and on adjoining properties via: <ul style="list-style-type: none"> Maintenance of fire trails and other access infrastructure Implementation of prescribed burning plans Manual vegetation control to reduce fuel loads Education and awareness initiatives
	Total cost	> \$150 000 p.a. (for capital improvements spread across respective Wellington Park management areas e.g. Hobart City Council, Glenorchy City Council, Parks and Wildlife Service) Plus - uncalculated amount for: maintenance of existing fire trails; implementation of fuel-load reduction plans; and education initiatives.

Provide an estimate of the project's annual maintenance cost and explain how this was calculated:

Maintenance	Estimated annual cost	\$5 000
	Basis for calculation	Cost of grader over length of works area

17. AVERAGE ANNUAL DAMAGE

Average annual damage (AAD) is the average cost of damage per year to the affected area caused by the natural disaster hazard over a long period of time. It is an indication of the size of the problem facing the community and can be used, through its reduction, to measure the benefits of the project.

Advise the average annual damage, if known. Optional if the total cost of the project is less than \$100,000.

Average annual damage	Calculated AAD before project undertaken	\$	Calculated AAD after project complete	\$
-----------------------	--	----	---------------------------------------	----

Basis for calculation	Describe the type of analysis that was undertaken to calculate the AAD – indicative, simplified (eg. average property damages, extrapolation of historical data) or comprehensive analysis (eg. ANUFLOOD model).
Source	Specify the source of the AAD (eg. risk management study). Provide the name of the report, author and year published.

18. BENEFIT COST RATIO

The benefit cost ratio (BCR) is the result of an economic appraisal of the proposed project. In addition to project costs and benefits, the appraisal should include social, environmental and equity costs and benefits as far as these can be quantified.

Advise the project's benefit cost ratio, if known. Optional if the total cost of the project is less than \$100,000.

Benefit cost ratio			
Basis for calculation	Specify the discount rate and project life used to calculate the BCR.		
	Discount rate (%)	%	Project life (years) years
Source	Specify the source of the BCR (eg. risk management study). Provide the name of the report, author and year published.		

19. EXCEPTIONAL CIRCUMSTANCES WAIVER

Generally the Australian Government will contribute up to one third of approved project costs. State and Territory governments are required to at least match this funding with local agencies making up the balance. The local agency contribution may be reduced or waived by agreement between the Australian and State and Territory governments in exceptional circumstances for low capacity local councils, remote indigenous communities or remote unincorporated communities. In certain cases, a waiver of one or more of the usual conditions of application, reporting and/or accountability may also be permitted.

Give details if an exceptional circumstances waiver of one or more of the above conditions is sought. Explain why application of the normal cost-sharing or reporting arrangements would cause financial hardship or otherwise preclude participation in the programme. Consider issues such as local agency rate revenue and capacity to raise funds, local agency expenditure and service area, population affected, degree of risk and level of vulnerability of the affected community, anticipated level of risk protection.

--

Alternatively, please indicate if your project meets one of the following criteria:

- ☐ Upgrade of state owned infrastructure
- ☐ Installation of telemetered flood warning systems
- ☐ Development of nationally consistent i) risk assessment methodologies across disaster types; ii) systems for data collection and analysis, or iii) post disaster evaluation methods.

If your project **does** fit into one of these categories, it may be eligible for funding of up to one half of the approved project costs by the Australian Government. Please refer to the section 'Special funding arrangements' in the programme guidelines found at www.dotars.gov.au/disasters/ndmp.

20. BUDGET

Answer this question on the basis that the Australian Government will contribute up to one third of approved project costs unless an exceptional circumstances waiver has been sought in question 19 or other exceptions apply – see programme guidelines.

Provide the level of funding sought. Do NOT include GST. Give an annual breakdown if the project is to be carried out over more than one financial year.

Contributor	2007-08	2008-09	2009-10 & beyond	Total
Australian Government	\$30 000	\$	\$	\$
State/Territory Government	\$30 000	\$	\$	\$
Local agency	\$38 000	\$	\$	\$
Other	\$0	\$	\$	\$
Total	\$98 000	\$	\$	\$

Specify the source and nature of any funding received under 'Other'.

Provide details of work activities included in any in-kind contributions.

Preparation of Initial Detailed Works Plan
 Preparation of Final Detailed Works Plan
 Overall Project management and agency support – PWS / WPMT
 Preparation of Communications Plan
 Contribution of agencies to project reference group

Give details if funding has also been sought from another source (eg. EMA Research & Innovation Program, Roads to Recovery, other State or Territory funding programmes).

21. OTHER COMMENTS

Provide details of any other relevant information.

22. ATTACHMENTS

List any attachments (including number of pages) submitted with this application.

- 1 - 1967 Wild Fire Map (1pg)
- 2 - Locality Map (1pg)
- 3 - Indicative Works Plan (1pg)
- 4 - Letters of Support from Relevant Agencies (5pp)
 - 4.1 - Norske Skog
 - 4.2 - Tasmania Fire Service
 - 4.3 - Huon Valley council
 - 4.4 - Derwent Valley Council
 - 4.5 - Forestry Tasmania

23. HOW DID YOU LEARN OF THE 2007-08 CALL FOR APPLICATIONS?

Please help us improve our advertising of the Natural Disaster Mitigation Programme by telling us the primary means by which you learnt of the 2007-08 call for applications:

- ☒ Letter inviting participation
- ☐ DOTARS website
- ☐ Newspaper advertising – if so, which newspaper _____
- ☐ Other, please specify _____

DECLARATION

To be signed by the **Chief Executive Officer**.


I declare that the information given in this form is complete and correct, and the appropriate group or organisation endorsement has been received to submit this application.

I confirm that the local agency contribution shown at question 20 has already been sought or committed/will be sought for 2007-08 if a funding offer is made.*

I consent to the release of information in this application (excluding personal details) for non-commercial public information purposes.

Should this application be successful, I confirm that the project will not commence until after funding has been approved and agreement with the State lead agency has been signed.

* strike out which ever does not apply.

Signature	
Name	Michael Easton
Position	Manager, Wellington Park Management Trust
Date	23 February 2007



5th March 2006

File: TG3

Michael Easton
Manager
Wellington Park Management Trust
GPO Box 503
HOBART 7001

Dear Michael

Jefferys Track Grant Application

Norske Skog is pleased to offer support for application to the Natural Disaster Mitigation Programme for the upgrade of Jefferys Track.

Norske Skog recognises the strategic importance of Jefferys Track for the management and control of wild fires. We understand that the track is designated as a High Priority Trail in accordance with the Wellington Park Fire Management strategy 2006, and would also act as an important control line during any wild fire. Norske Skog owns a plantation resource in the area and the proposed upgrade will assist with access to our resource for fire fighting emergencies.

I can confirm Norske Skog's in-principle commitment of \$5,000 to the project, subject to successful funding by the Natural Disaster Mitigation Programme. Norske Skog will also provide in-kind support through participation in a project reference group to finalise proposed on-ground works and to advise on relevant aspects of the project.

Yours sincerely,

NORSKE SKOG

A handwritten signature in dark ink, appearing to read 'S Hetherington', written in a cursive style.

Sandra Hetherington

Norske Skog Boyer (Australia) Limited
Boyer

Softwood Procurement Team Leader

Boyer
Tasmania 7140
Australia

ABN: 84 009 477 132
Phone: +61 3 6261 0111
Fax: +61 3 6261 3247

**TASMANIA FIRE SERVICE****HOBART DISTRICT**

Corner Argyle & Melville Streets, Hobart 7000 (GPO Box 1526, Hobart 7001)
www.fire.tas.gov.au

Officer: GF:BD
Direct: (03) 62308458
Facsimile: (03) 6234 6647
E-mail: gavin.freeman@fire.tas.gov.au

Michael Easton
Manager
Wellington Park Management Trust
GPO Box 503
HOBART 7001

Dear Michael,

Jefferys Track Grant Application

I am pleased to offer Tasmania Fire Service's (TFS) support for application to the Natural Disaster Mitigation Programme for the upgrade of Jefferys Track.

TFS recognises the strategic importance of Jefferys Track for the management and control of wild fires. We understand that the track is designated as a High Priority Trail in accordance with the Wellington Park Fire Management strategy 2006, and would also act as an important control line during any wild fire.

TFS are enthusiastic about improving trails such as this not only for fire suppression and firefighter safety considerations, we also view Jefferys track as being pivotal in the prevention of, preparedness for and response to major fires threatening the Hobart city interface.

I can confirm TFS's in-principle commitment of \$8000-00 to the project, subject to the finalisation of the 2007-08 budget. TFS will also provide in-kind support through participation in a project reference group to finalise proposed on-ground works and to advise on relevant aspects of the project.

Yours sincerely

Gavin Freeman
DISTRICT OFFICER, HOBART



Huon Valley Council

ABN 77 602 207 026

ATTACHMENT 4.3

Replies addressed ⁶⁷
to General Manager

Public Office,
40 Main Street,
PO Box 210,
Huonville 7109

Phone: (03) 6264 8400
Fax: (03) 6264 8440

email: hvc@huonvalley.tas.gov.au
Web: www.huonvalley.tas.gov.au

PLEASE QUOTE THIS REFERENCE ON ALL CORRESPONDENCE

Our Ref: 19/54

Your Ref:

Enquires to: Gary Reid

27th February 2007

Mr Michael Easton
Manager
Wellington Park Management Trust
GPO Box 503
HOBART TAS 7001

Dear Michael,

Jefferys Track Grant Application

Further to our discussions I am pleased to offer Huon Valley Councils support for an application under the Natural Disaster Mitigation Programme for the upgrade of Jefferys Track.

Huon Valley Council recognises the strategic importance of Jefferys Track for the management and control of wild fires. We understand that the Track is designated as a High Priority Trail in accordance with the Wellington Park Fire Management Strategy 2006, and would also act as an important control line during any wild fires.

I can confirm Huon Valley Council in-principal commitment of \$3,000 to the project, subject to the finalisation of the 2007-08 budget. Council will be prepared to contribute a further \$2,000 to the project subject to all other agencies contributing to the upgrade.

Huon Valley Council will also provide in-kind support through participation in a project reference group to finalise proposed on-ground works and to advise on relevant aspects of the project.

We look forward to a successful application.

Yours sincerely,

G D REID
MANAGER ENGINEERING SERVICES



DERWENT VALLEY COUNCIL

Enquiries: Stephen Mackey
Telephone: (03) 62618512

File: Jeffreys Track

28th February 2007

Michael Easton
Manager
Wellington Management Trust
GPO Box 503
HOBART TAS 7001

Dear Michael

Jeffreys Track Grant Application

I am pleased to offer Derwent Valley Council's support for the application to the natural disaster Mitigation Program for the upgrade of Jeffreys Track.

Derwent Valley Council recognises the strategic importance of Jeffreys Track for the management and control of wild fires. We understand that the track is designated as a high priority trail in accordance with the Wellington Park Fires Management Strategy 2006, and would also act as an important control line during any wild fire.

I can confirm Derwent Valley Council's in-principle commitment of \$4,000 to the project, subject to the finalisation of the 2007-2008 budget. Derwent Valley Council will also provide in-kind support through participation in a project reference group to finalise proposed on-ground works to advise on relevant aspects of the project.

Yours Sincerely

Stephen Mackey
GENERAL MANAGER



Forestry Tasmania

GROWING OUR FUTURE

Phone:

Sargison (03) 6233 7444 *Peter Volker*

Your Ref:

61191

Our File:

27 February 2007

Michael Easton
Manager
Wellington Park Management Trust
GPO Box 503
HOBART 7001

Dear Michael,

Jefferys Track Grant Application

I am pleased to offer Forestry Tasmania's support for application to the Natural Disaster Mitigation Programme for the upgrade of Jefferys Track.

Forestry Tasmania recognises the strategic importance of Jefferys Track for the management and control of wild fires. We understand that the track is designated as a High Priority Trail in accordance with the Wellington Park Fire Management strategy 2006, and would also act as an important control line during any wild fire.

As part of Forestry Tasmania's in-principle commitment to the project, Huon District will allocate \$10 000 for 4WD Track Works, subject to the finalisation of the 2007-08 budget. Forestry Tasmania will also provide in-kind support through participation in a project reference group to finalise proposed on-ground works and to advise on relevant aspects of the project.

Yours faithfully

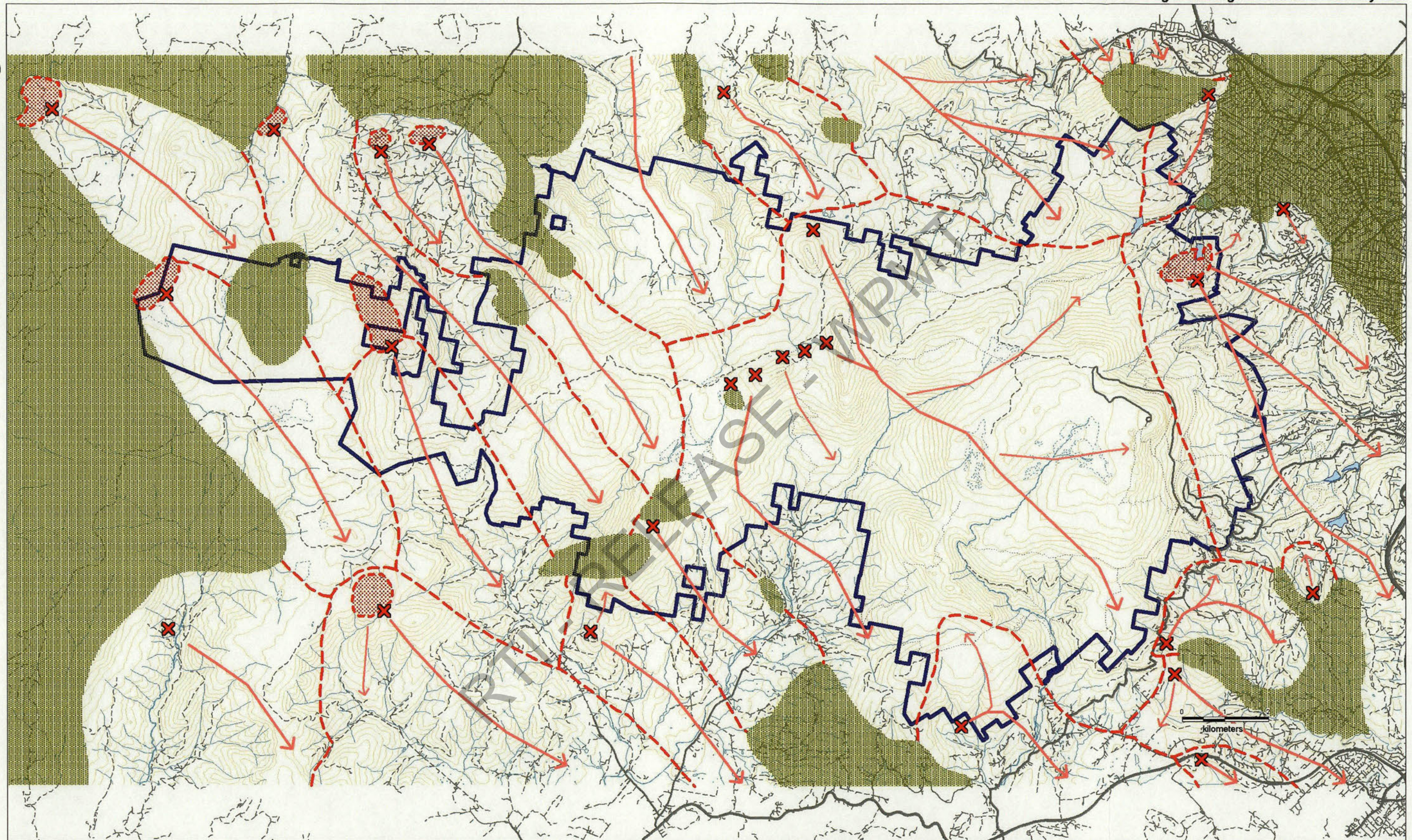
Graham Sargison
Manager Field Services

79 Melville Street Hobart. GPO Box 207 HOBART TAS AUSTRALIA 7001. Telephone 03 6233 8203. www.forestrytas.com.au
Facsimile 03 6233 8444. International Facsimile 61 3 6233 8156

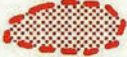


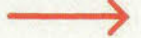




Certified
Environmental
Management
ISO 14001 LIC C10332
Standards Australia

FIGURE 7 - Fires Burning in Wellington Park on 7 February 1967

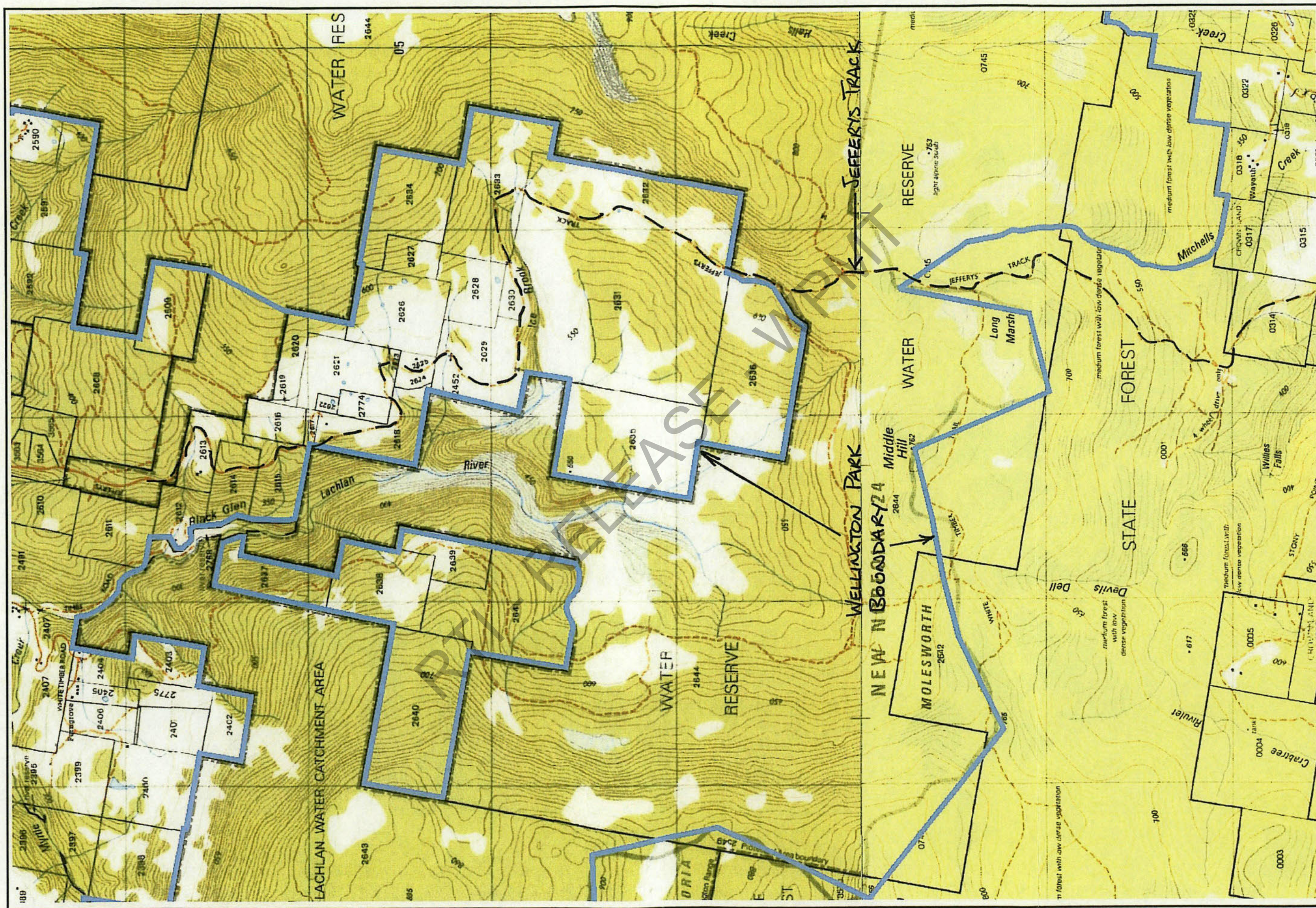


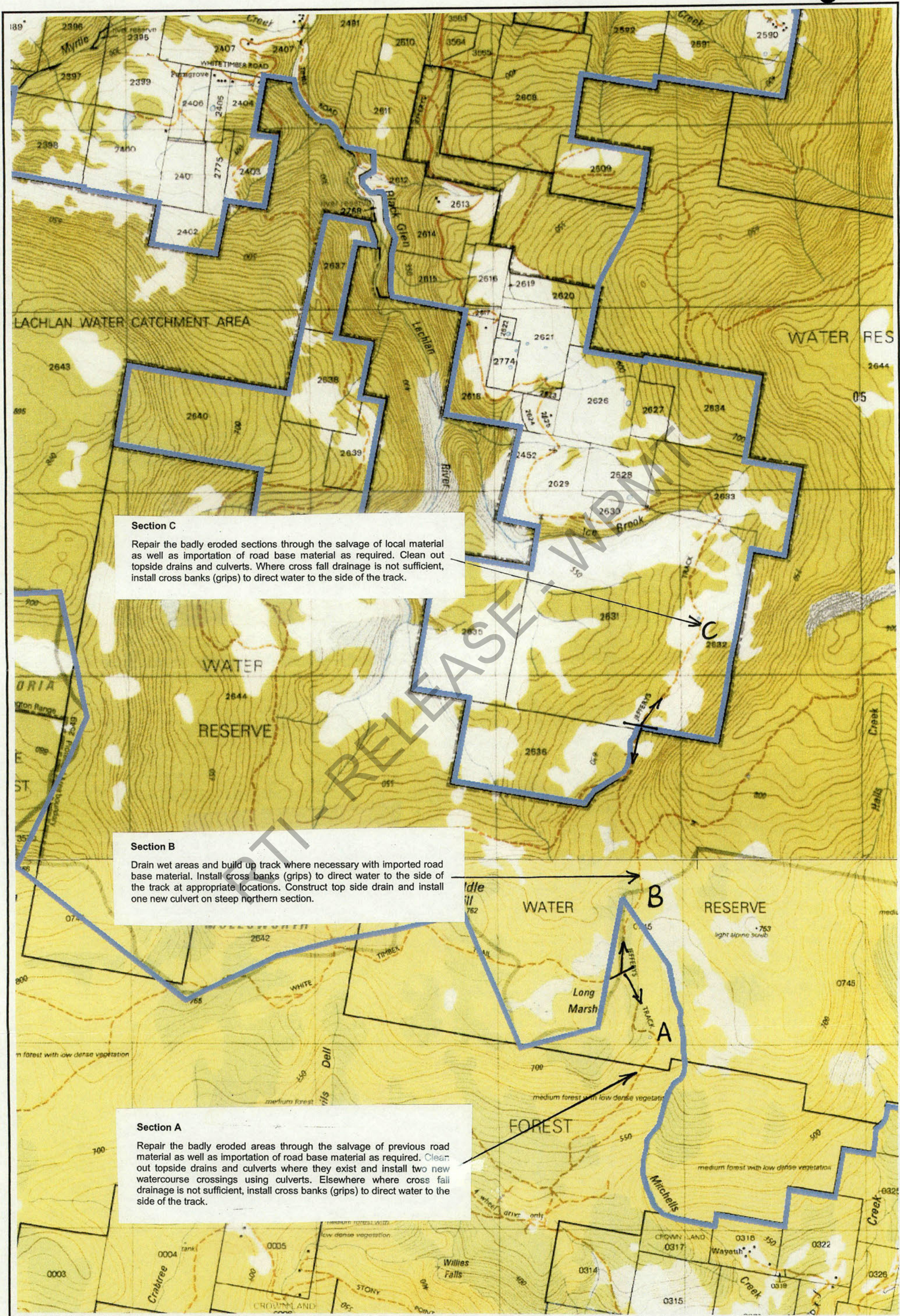
Fires Burning on the Wellington Range on 7 February 1967

- | | | | |
|---|---------------------------------|---|---------------------------|
|  | Areas burnt prior to 7 February |  | Approximate fire boundary |
|  | Unburnt areas |  | Main direction of spread |
|  | Approximate ignition points |  | Minor Direction of spread |

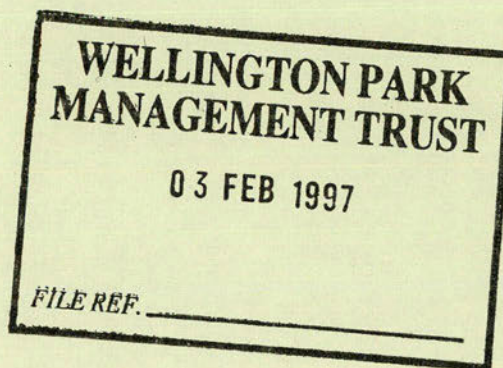
Information supplied by N. P. Cheney, CSIRO Division of Forestry and Forest Products, Canberra







Inquiries: G. Hall
 Phone : 62 336560
 Fax : 62 336559
 Our ref : 505897
 Your ref :
 Email :



Memo to: Jayne Hay

Subject: Jeffreys Track - Wellington Park

As you are aware, in July 1996 vehicle damage to part of the Jeffreys Track in Wellington Park made it impassable and potentially hazardous, necessitating its temporary closure. Preliminary investigations were undertaken to determine the works required to reinstate that section to four wheel drive standard. No PWS funds were available for the unplanned project.

Both PWS and the Hobart Special Fire Area Committee identified the track to be of strategic fire suppression importance. Similarly 10.4.21 of the Wellington Park Management Plan requires Jeffreys and other fire trails to be maintained as part of an effective fire trail system with 10.4.23 and 10.3.38 also relevant. 4.3.28 prescribes open use of Jeffreys Track by vehicles, 10.3.40 for horses, 10.3.48 for bicycles and 10.3.52 for dog exercising.

The only short term option available was the offer by the PWS fire mangement section to repair, reshape and drain the the damaged section of the track as best able utilising their resourses. Having regard to the above, particularly no allocation of funds, importance of the track for recreational and fire access as well as the impending fire season, the option was taken up.

I liaised with the PWS works officer and fire works officer to determine the course of action. The PWS D7 dozer was used to repair the damaged section, reshape the whole steep section of track, drain a natural spring including installing two culvert pipes as well as constructing a number of cross drains. The work was undertaken over the period 2/12/96 to 4/12/96 inclusive. The cost of the dozer operation and culvert pipes was met by the fire management section from Government funds made available for fire management resulting from the Bale Report. The work was undertaken in accordance with the relevant prescriptions of the then draft Management Plan. However, some landscaping and rehabilitating work is required.

The work resulted in the opening of the track to the public and for this fire season. However, the local soils are dolerite clays and without surfacing the track, it will deteriorate and become impassable over the winter or sustained wet periods.

I followed up on what would be required to upgrade the track by way of hardening. There are basically two options.

1. Import base course rock and surface the whole steep section of track. (ideally all of WP section of the track)
2. Win the rock locally by lowering the top section of track where it appears dolerite rock is under the clayey surface.

Estimates were obtained from Hazell Bros earthmoving division. For option 1 it was indicated that 200 tonne of "surge pile" (150mm base course with fines) was required. Because of the location, access and condition of the rest of Jefferys Track the material would have to be double handled and a 6x6 moxy truck used. The estimate to supply, cart and spread the 200 tonnes was \$6,500.

For option 2 it was indicated that a 30 tonne excavator with ripper for 2 days to win the material, a tractor to load and spread and a 6x6 wheel moxy truck would be required costing \$4,900. The estimator was confident that sufficient and suitable material existed below the clayey surface. An environmental impact assessment of this option would be required. Relevant sections of the plan are 4.3.26, 4.3.33, 10.4.24 and 10.7, 10.16 particularly 10.16.4.

If either the Lachlan or Crabtree section of Jefferys Track were upgraded then PWS 4 wheel drive trucks could cart the base course rock and reduce the cost considerably. To that end, I intend to discuss the requirements and maintenance program of the whole of the 4wd part of the track with ANM and Forestry Tasmania.

Through the Hobart Special Fire Area Committee, I sought a contribution to the funding of repair work to Jefferys Track from the Tasmania Fire Service. A copy of their declining response is attached.

To complete the picture, I advise that the dozer was unable to remove a small dolerite rock outcrop in the middle of the top section of the track. It is a potential hazard although vehicles can get around it. The rock will be blasted on Monday 3/2/97 all being well.

As indicated, I will follow up on a "whole of track" approach and see what the neighbouring land managers views and programs are. Also I will monitor the condition of the track and keep you informed.



Grant Hall
Senior Ranger, Derwent
 1/2/97



TASMANIA FIRE SERVICE

SOUTHERN REGION

Corner Argyle & Melville Streets, Hobart 7000 (GPO Box 1526R, Hobart 7001)

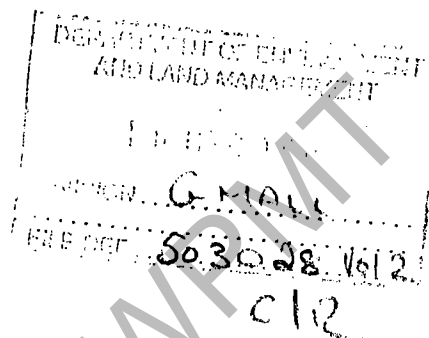
75

27
10

Officer: DK:JP
Direct: (03) 62 308406
Facsimile: (03) 62 313184

13 December, 1996

GH Noted 18/12/96.
Mr G. Hall,
Dept. Environment & Land Management,
134 Macquarie Street,
HOBART TAS. 7000



Grant,

Jeffrey's Track

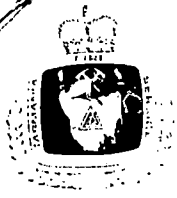
Please find enclosed a self-explanatory letter from the Chief Officer, Tasmania Fire Service in response to the Hobart Special Fire Area Committee's request for funding to maintain Jeffrey's Track.

As discussed, funding for the track will need to be sought from DELM and/or the Wellington Park Trust if the existing problem area is to be rectified this year.

Damien Killalea
Chairperson,
Hobart Special Fire Area Committee

enc.

012863



TASMANIA FIRE SERVICE

Corner Argyle & Melville Streets, Hobart, Tasmania 7000
GPO Box 1526R Hobart Tasmania 7001
Telephone (03) 62 30 8600 - Facsimile (03) 62 34 6647

76

1995

Information & Records Section

Our Ref: 328
Officer: JBG:MK
Telephone: 6230 8605

10 December 1996

Mr D Killalea
Chairperson
Hobart Special Fire Area Committee

FUNDS - JEFFREY'S TRACK

I unfortunately advise that your request for support funding for repair work for Jeffrey's Track is declined. Whilst it is acknowledged that Tasmania Fire Service has funded such works in the past, I believe it inappropriate for Tasmania Fire Service now to be responsible for providing funds given the land tenure in this situation.

Over and above this our current financial situation limits participation in this project.

J B Gledhill
CHIEF OFFICER

File	yes	no
Issue	yes	no
File No	328	
Reg. No	0238/96	
Entered	28	
Moved		
Return Admin		
Attach to file		
Resubmit		
Copy on/to		
Action Officer	BC - n	

Jayne Hay
62-336081
05-06-46

10 September 1996

Acting District Ranger Derwent
Ranger Brian Campbell

*Glen Shields rang 10 Oct 97
to complain about 4wd use on
Stony Point Trail. Jeffreys has
been open since Dec. 1996 so
this is not an issue.
Not a matter for WPM T, way outside
our jurisdiction - the Park.
Most access onto White Timber
would be from Jeffreys.
Matter for Property Tasmania
Phil Williams 62 336040. Discussed
with Phil today and indicated he
could expect a phone call.*

14/10/97

JEFFREYS TRACK CLOSURE AND ERECTION OF SIGNS

Following the closure of Jeffreys Track on 27 August 1996 I have received two reports of an increase in 4wd activity along the Stony Point Trail (ref. Longley 5024) which connects with White Timber Trail to join Jeffreys Track inside Wellington Park.

The reports have come from a [REDACTED] indicating approximately 4-5 vehicles over Stony Point during the weekend of 7-8 September and suggesting that we erect another sign where White Timber Trail meets Jeffreys.

If you are in agreement, and feel this might alleviate the situation in the short term, I have no problem with the placement of another sign at the White Timber Trail /Jeffreys crossing. Please let me know.

An earlier report was lodged by [REDACTED] stating that 4wd use on Stony Point had risen markedly since our signs were placed. This trail traverses her Crabtree property and while-ever Jeffreys Track remains closed, traffic disturbance will be a problem. The basis of this report was not compliant, merely questioning the situation with Jeffreys as [REDACTED] has been seeking for some years to restrict access over Stony Point via the Property Services Branch with little success. Problems with firewood pilfering (presumably from the Forestry area on the western perimeter of the Park) and heavy vehicles were the main concerns.

Whilst preparing this file note, [REDACTED] rang (Lachlan Rural Fire Brigade tel. 62-612173) to confirm the brigade's navigation/orientation and familiarisation trip planned later this month.

To recap, he telephoned me on 7 August 1996 to seek approval for the abovementioned trip using two troop carriers, with six people maximum in each and requiring access to the East West Trail to Mt Marian and Collins Bonnet, using the hut there as the stop over/bbq destination. Following my discussion with you, I indicated that the hut was no longer there and also stated that unless a fireplace already existed at that site, then gas bbq's only would be acceptable.

As Jeffreys Track is now closed, suggested alternative access via Gumtop (Ringwood Trail) but exit only, with entry via Montrose Trail.

I informed [REDACTED] that all Park trails were closed due to winter weather conditions and the trails he wished to use could only be authorised via permit. [REDACTED] stated that he would telephone me closer to the planned exercise to confirm details and arrange necessary permits, ie this is the purpose of our conversation of this day.

The proposed date for the program has been moved back to the weekend of 11-12 October 1996 and I indicated that [REDACTED] should now talk to you regarding the details and permit arrangements.

He queried the state of Jefferys Track and when remedial work might be completed, however I stated that continued attempted use even following the erection of the closure signs was exacerbating the situation further. [REDACTED] reported several groups of vehicles coming in from the Lachlan end of Jeffreys Track over the weekend of 7-8 September 1996.

Where Jeffreys Track is concerned, I agree that a reasonable solution would be to arrange a meeting with the land managers/owners ie Forestry, ANM, Derwent Valley Council and The Department of Environment and Land Management to discuss funding and works. I will arrange this as a top priority issue, however in the interim, could you please indicate what funding the Department of Environment and Land Management has for works of this nature (if any) and I will similarly investigate from this end.

Thanks and regards

Jayne Hay
EXECUTIVE OFFICER

File note :


05-09-31

80

Fire works officer

Brian Campbell indicates that Mark Whitney (Parks & Wildlife) - Protection Branch has money for upgrade/works on Jeffreys Track - possibly during the 1996/97 summer. Brian will follow this up. Parks intend an ongoing program in the Park (Jeffreys Track).

This fire/works program throughout the State is a result of the "Bale report" - Parks & Wildlife found negligent in its Fire Management regime - Brian to supply me a copy.


22/7/96

* Michael Cooper - P&W
Land Rehab. Officer
DCM rep. T Ben Reinberger
on X Govt. Govd C Hill

Jayne Hay
336081
05-09-31

11 July 1996

Mr Rod Grice
Area Liaison (South)
Tasmanian Recreational Vehicle Association Inc.

*Rod also delegate from TRVA
on the Govt. R.V. Working
Party (Tasman, Tourism, Sports
Rec., Forestry). TRVA has 2 participants.
RVWP contact - Chairman (Gary Kelly - TSR)
RV Working Party
PO Box 399
Hobart 7001
(RVWP really has a role as independent
arbitrator) - trouble shooter.*

*[Redacted] fax
[Redacted] (m)
[Redacted] (h)*

Dear Rod

As discussed with you this a.m; both the Wellington Park Management Trust and the Parks and Wildlife Service are aware of the current state of Jeffreys Track and are in the process of taking preventative and remedial measures to rectify the situation.

This involves in the immediate short term, an addition to the two signs leading into the Park (at Hydehurst Road, Lachlan and Mitchells Road, Crabtree), some advice that the track is presently impassable. I have spoken to Louise Woodruff re this matter, and will similarly be corresponding with her in order that members of the TRVA and other clubs be advised to avoid the track in the interim.

In the longer term, I feel it would be appropriate that the Trust approach the two relevant Councils ie New Norfolk and Huon, to remove the signs on the aforementioned access roads, which might alleviate some of the pressure on the track. Please don't construe this suggestion as a move on our part to deny your members further access to the Park, rather we wish to encourage responsible use and to maintain the experience for those who use the track regularly.

I would welcome your views on this issue and of course any other suggestions you might have to assist with the matter.

Now to rectify the problem, I would very much like to call on the resources of the TRVA and organise a joint working bee with Parks, to clear out some of the drains and get the track back into a reasonable, passable state. I note that you have a timeframe in mind of approx. 6 to 8 weeks due to your schedule of meetings etc; however if you could set the process in train, that would be a great start. Please keep me informed of progress, as I am concerned to prevent further damage to the track, and similarly, if there's anything that requires further action from this end, let me know.

In closing, the Trust would like to envisage a cooperative and harmonious working relationship with the TRVA and affiliated clubs, and I particularly look forward to our future dealings.

Yours sincerely

Jayne Hay
EXECUTIVE OFFICER (*enclosure*)

RTI - RELEASE - WPMT

Jayne Hay
336081
05-09-31

[REDACTED] (W) - TSR
[REDACTED] (h)

11 July 1996

*rang Louise 22/7 re
TRVA expedition to the Park
(Leon Cooper) on 21/7, to
inspect damage, take photos.
see over for
further details*

Mrs Louise Woodruff
Secretary
Tasmanian Recreational Vehicle Association Inc.
PO Box 662
GLENORCHY 7010

*Louise indicated that
TRVA members received
notification on Thursday
18/7 of track condition
via Rod Grice.*

Dear Louise

Further to our telephone conversation of 10 July last, I wish to confirm that the Wellington Park Management Trust and the Parks and Wildlife Service are aware of the access problem presently on Jeffreys Track, and will be taking immediate action to rectify the situation.

As a first step, we will be making some addition to the two signs that currently exist on Hydehurst and Mitchells Roads (Lachlan and Crabtree entrances respectively) advising that Jeffreys Track is now impassable. Your advice to this effect to TRVA and Suzuki club members (and of course other affiliates), would be much appreciated as we need to alleviate further damage to the track until remedial action is underway.

In the longer term, I feel it would be a reasonable step to approach the two Councils bordering the Park (New Norfolk and Huon) with a view to removing the signs directing users to the track, thus taking some of the pressure off further. As I similarly indicated to Rod Grice this morning, we have no desire whatsoever to limit club access to the Park via this move, but merely to encourage responsible recreational use and preserve the track in a state that continues to be enjoyable for everyone.

Your views on this latter issue would of course be welcome.

I have approached Rod about the possibility of a joint working bee with Parks to clear out some of the drains etc; and get the track back into some reasonable state of repair, and this looks very promising. A copy of my letter to Rod is enclosed for your reference.

Thanks for your advice in this regard.

On behalf of the Trust, I very much appreciate your cooperation in this matter and anticipate a fruitful and positive working relationship for the future.

Please don't hesitate to contact me should you require further assistance or advice on any issue. I look forward to your response.

Yours sincerely

Jayne Hay
EXECUTIVE OFFICER Enclosure

Jeffreys Track

Conversation with Brian Campbell 22/7.
Signs for Hydehurst + Mitchells Roads
ready by Friday 26/7. Aluminium, black &
white. Directly beneath Council signs.

Bob Curly stationed on Jeffreys Track on
Sunday 21/7. Approx. 30 people on the track
during 4 hours on Sunday.
Leon Putter (TRVA) and others inspected track,
took photos. Complained that didn't receive any
notification of track closure/state. Indicated a
lack of apparent communication b/w Parks -
feel that should have been consulted prior to
drainage works being initiated. Have photos
prior to drainage works, 3 weeks ago, and from
21/7. Focused on rapid deterioration since that
time.

Bob Curly states that track state worse since Tuesday
16/7 to Sunday 21/7 (weather conditions and use) -

over →

J. Hay & B. Campbell reviewed Jefferys Track
Cranstree to Cochran 23/7/96 - took photos.

Jefferys Track (Well. Park) has been placed
on agenda for Cross Gort. meeting
(TSR, Dec 11, Forestry - TRM) on Friday
26/7/96.

Brian Campbell will attend.

RELEASE - WPMT

Site No	Site Name	Site Type	Site Location (MR)	Site History	Physical evidence	Sources
			200m W of Pinnacle Road)	plenty of entertainment" (STSA website). Aves notes that drifting snow prevented the skating rink from being effective. Understood to have had minimal use. Presumed to have been designed to hold/pool rain water which would then have frozen in low temperatures (Wolfe 2005).		Knott, M. (2005, pers comm) Southern Tasmanian Ski Association website 11/4/2005 (www.webbed.com.au/staa/history2) Wolfe, I. (2005, pers comm) WPMT (1985 – gazetteer) WPMT (1996, Appendix B)
[HCC]	Jackson's Bend Bridges	Bridge	215/484 (on the Huon Road at Jacksons Bend)	According to Errey (2005) Jacksons Bend was a longer bend (went further N and closer to the creek) up until the 1970s when the road corner was shortened.	As well as the present bridge there is evidence at the bend of two previous bridges (Marriott 2005).	Errey, T. & R. (2005, pers comm) Marriott, B. (2005, pers comm)
[HCC]	Jackson's Bend Hut	Hut	211/486 (off Bracken Lane Fire Trail on S side of Sandy Bay Rivulet)	Origin unknown, but location is shown on Sprent's 1846 map. Could be remains of early timber workers'/snarers huts (Grist & Grist) (Note – timber getting was occurring in the local area in 1869 – refer <i>Sawpits 1</i>).	Ruin - Longish platform dug into slope, spoil dump at northern end. Two rubble heaps, possible chimney bases, no artefacts, pottery, etc. (Grist & Grist).	Abrahams (2001 – plan) Grist & Grist (2003, p6) Sprent (1846 – map) WPMT (1996, Appendix B)
[HCC]	Jacksons Bend Track	Track	2164840 to 209/485 (Huon Rd to Radfords Track)	There was no track along this route until the current track was constructed in the 1970s by the HCC under the RED scheme (Knott 2005); does not appear on the HWC 1931 and 1942 maps. Starts on Huon Road at Jacksons Bend and runs up E side of Sandy Bay Rivulet to the Radfords Track/Pillinger Road i/s.	Extant (in use)	HWC Maps (1931 & 1942). Knott, M. (2005, pers comm)
[PWS & OSA]	Jefferys Track (Huon Track) (Crabtree Track)	Track	029/560 to 037/470 (runs across range between U. Lachlan valley and U. Crabtree valley)	The track connects the Derwent Valley to the Huon Valley and is the only formal/semi-formal connector other than via Hobart. The date of construction is not known, but appears to be post-1848 (does not appear on Woodward's 1848 survey map). The track was used in the late 1800s/early 1900s to send stock from the New Norfolk area to Huon markets, and was administered by the New Norfolk Council. Families migrated in both directions and intermarried, at least partly because of this connection. In 1912 the poor state of the track was preventing Townsend, a Lachlan resident, from sending cattle to market, and Huon bushmen (including James Cannell) were contracted to carry out track improvements (which included widening; and 'slabbing' on the plains near Mt Townsend). In 1916 another contract for track work (clearing tree and repairing culverts) was let to D. Mitchell and Archie Wakefield of Grove/Mountain River. In 1920 W&G Townsend complained that the track was untrafficable for stock due to fallen trees. In the 1920s, Cecil Oakley recalls seeing mobs of over 100 head of cattle being driven by stockmen and their dogs down the track. Use of the track has continued, and as late as the 1980s there was a Crabtree resident who was teaching in New Norfolk who commuted by motorbike via Jefferys Track	Extant	North Buckingham 2 Plan (1957) Chapman, GTF (1934, p20). Hall, G. (2005, pers comm) Luckman, J. (2005, pers comm) Macfie, P. (c.1994, p17-18) WPMT (1996, Appendix B).

Site No	Site Name	Site Type	Site Location (MR)	Site History	Physical evidence	Sources
				(Macfie). In 1934 the track is described as 'a bridle and stock track'. In 1934, this track appears to be the only track known to bushwalkers W of Collins Bonnet Chapman). Jessie Luckman remembers doing an overnight walking trip from the south end to the north end of the track in the c.1930s (with HWC members). The name Jefferys Track appears to be a recent name - it has only been used on maps since 1966. Previously it was called the Huon or Crabtree Track) and is still referred to as the Huon Track by locals (Macfie). It is likely to have been named Jefferys Track in relation to the Jefferys who owned land near the north end of the track. Hall (2005) has been advised (source unknown) that 'it has been in existence since the early 1800s and named after Molesworth Jeffrey who was a landowner near Lachlan'.		
[GCC]	Johnson & Butler's Farm	Farm	193/537 (general) (U. Merton, Tolosa Street)	Part of Hull's grant. G. Klug sold 95 acres for Soldier Settlement in 1919. Leased by Johnson & Button. Saunders (2001) notes that the Johnson lived on the property in c.1916-1922 and they had a 'nice place'. Acquired by GCC 1944.	ND	Saunders, M. (2001 - interview WPMT OH19MS by E. Stoddard).
[HCC]	Johnston's Hut	Hut	2050/5065 (on the Middle Island Track below the Lenah Valley Track)	Built c.1928 by council worker Cecil Johnston as a 'weekender' (Grist & Grist). Photo in the JF Colln is has hut dated 1927. From the Davies Colln/JF Colln photo the hut was a simple small rectangular hut with a gable roof; walls of lapped vertical board and a roof of similar construction with a stone chimney at one end and with timber rounds and plank benches beside the hut. WPMT (1985) notes the hut was burnt in c.1935.	Ruin: 'A good platform with an excellent chimney base containing some tools (bowsaws etc) plus an adjoining platform. Roofing iron below hut site, rock garden border' (Grist & Grist). A levelled area, stones and a couple of rhododendrons of a rare variety (found in Victoria but not Tasmania) (Fitzgerald, B & J).	Abrahams (2001 - plan) Davies, R. (photo collection). Fitzgerald, B. (& J.) (2005, pers comm) Grist & Grist (2003, p6) Hepper & de Gryse (1994) Jill Fitzgerald collection (ex D. Wilson collection 1998). Wellington Park Tracks database (ref 1173AC) Wiggins, A. (nd, map) WPMT (1985 - gazetteer) WPMT (1996, Appendix B)
[HCC]	Johnston's Lookout	View-point	1965/5035 (approx) (on the Organ Pipes Track near Sawmill Track junction)	This lookout point is marked on both the 1931 & 1942 maps. The location on each map is slightly different, but in both cases between the Sawmill Track and Red Paint Track intersections. Luckman (2005) does not remember there being a structure at the lookout. She also notes that it was named after Ralph Johnston's father who was associated with the HCC in some capacity (mayor?).	ND	HWC Maps (1931 & 1942) Luckman, J. (2005, pers comm)
[HCC]	Junction Cabin Abraham's Hut 3	Hut	20500/51450 (junction of the Lenah Valley Track, Hunters Track & Myrtle	According to Lakin, the original Junction Cabin was built in wood, but after being burnt down a couple of times it was built in stone in the early 1930s. Abrahams notes that it was built on the site of the old Kings Sawpits at Brown's Flats (date unknown). According to Abrahams, the original Junction Cabin was an open sided walker's shelter with several picnic tables and 2 fireplaces - one at each end. Nicholson (2001) confirms that hut in the 1930s-40s had a chimney at each end and states it	Extant: The hut is clad with rock walling (dolerite & mudstone rocks of irregular size and shape) with cement mortar; gabled corrugated iron roof (25° pitch); chimney of stone (similar to walls) on S end; 3 windows; entrance via S wall door of timber slabs on a steel frame; porch at entrance also rock walled with a corrugated iron roof. The internal	Abrahams (2001, pp21-25) Cornish (1969b) Davies, R. (photo collection). Davies, R&K. (2001, interview WPMT OH02KRD by Stoddard, E.)

margins also have potential for locating sites as these were areas where people would have fished or camped.

It is difficult to tell where travelling tracks would have traversed the slopes, but is possible that some of the earliest historical tracks could have deliberately followed Aboriginal tracks, particularly in difficult terrain where choice of route was limited. Jefferys Track may be one such track, as it conveniently links the valleys immediately north and south of the Park. In providing a route over the ranges, it would allow Aboriginal people to travel to and from the Derwent and Lachlan Rivers and the Huon River to the south without having to hug the coast.

Sandstone rockshelters were likely to have been used as shelter by Aboriginal people if the shelters fulfil the comfortable occupation criteria (e.g. a level floor and room for at least one person to sit) and have not been overly disturbed by recent visitation.

4.1.6 Significance

Archaeological data concerning the specific use of the Park and its place in Aboriginal life is limited and therefore, impossible to compare to other areas for its relative significance either in a spiritual or scientific sense. Consequently, any sites and evidence of Aboriginal occupation and use of the Park are of some importance for the information they provide about Aboriginal lifestyles and culture and for their personal value to the present day community of Aboriginals and other people with an interest in the historic roots of human occupation of the island.

Some areas within the Park may be of particular sensitivity². Areas of sensitivity have been previously mapped for the Mountain Park section (208 Network 1994).

On the basis of known information, the following areas are considered to be archaeologically sensitive:

- sandstone rockshelters;
- undisturbed banks of major creeks;
- historical and unsealed tracks; and
- level to gently sloping areas.

Given the scale of the Park and the lack of systematic survey information, it is preferable not to set definite boundaries to sensitive areas as surveying of every

² An area of archaeological sensitivity is one which is likely to contain as yet unrecorded and undisturbed sites or sites obscured by vegetation, leaf litter or soil.

The Range also held tourism value to these communities, particularly in Collinsvale where a small tourism industry developed prior to World War I.

Whilst the Range might be seen by some as an obstacle to communication, Jefferys Track actually provided a link by which the rural communities of New Norfolk and the Huon Valleys traded and maintained social contact (including intermarriage).

4.3.3 Management History

SETTLEMENT TO THE 1970S

Moves to establish a reserve began in the 1870s. By 1870 there was concern that the Tasmanian blue gum had virtually disappeared from Mt. Wellington, although a decade later the Conservator of Forests was able to state that there were still many mature stringy-bark specimens to be found above the Huon Road.

In 1876, a move by Russell Young, lawyer and Franklin MHA, to conserve for the public all the unalienated land on Mt. Wellington, was supported by a Mercury editorial which stated that "The mountain sides are being stripped of their timber, disfigured and robbed of their attractiveness" (*Mercury* 9 October 1876:2). Young's aims were, "...to conserve for the benefit of the inhabitants of Tasmania that portion of Mt Wellington that at present remains unalienated...".

He noted the destruction of the scenery, and continued,

...the question of conserving public forests was one that engaged the attention of leading men in many countries; ...before the question of conserving Mt Wellington for pleasure grounds for the citizen, was that of the climatic effects which forest lands have in relation to the public health. The forest lands of Mt Wellington are also valuable in connection with the water supply to the people of Hobart...

Young was well read on the subject, and he was able to quote current international ideas on the issue of forestry from New Zealand, Europe and North America during the public debate his comments created (*Mercury* 13/10/1876). A vote to ask the Governor to set aside land was agreed to, although the eventual outcome is unclear.

Only a few years later, the writer and artist Louisa Anne Meredith became one of many who deplored the removal of tree ferns from Mt. Wellington for the decoration of streets, ballrooms and butchers' shops. Eventually when the Corporation's workmen removed tree ferns and other vegetation from the vicinity of the Pipeline Track near the Bower in 1881 during extensions to the Water Works, there was a

community and a management structure. These historic battles between contending paradigms have been repeatedly played out, and are being so yet again in the mid-1990s in the debate over Skyway (see Section 7.1.4)⁹.

Elsewhere in the Park, the utilitarian tradition of the Range is still recent enough to be part of the local psyche. Where recreational pursuits have long since taken over from resource exploitation in the Mountain Park section, residents of the rural settings around the Park expressed their concerns that their 'use' of the Park be allowed to continue. More widespread research, may reveal however, that a growing number of 'lifestyle' residents are shifting the balance towards a preservation minded approach to the future of the Park.

4.3.5 Issues and Implications

GENERAL

Until studies examine the interaction and experience of the communities and individuals who have lived, worked and recreated within and around the Park, its full value and cultural significance will not be understood.

However, existing information provides a useful guide to:

- seeing present day management of the Park in the perspective of history (the Park is full of history i.e. the remains of huts and sawmills, the Jefferys track, etc.);
- aiding the identification of things for which the Park is valued so that those values can be protected (increased use threatens some cultural values);
- developing interpretive materials for educational and visitor use (the Park lends itself to a range of thematic studies);
- prioritising future research projects (earlier studies have concentrated largely on the management of the Park's physio/bio-geography as opposed to the interactive and continued tradition of its users); and
- preparing training programmes for management staff.

⁹ See also Crowley (in press) for a chronology of this dispute and a discussion of the clash of values which this current dispute represents. She concludes that the dispute is a "classic study of the ideological contention that inspires environmental conflict" (in press:22).

surface to fail regularly. The damaging actions of freeze and thaw and water penetration under the road from the table drain, have also contributed to the maintenance problems. Problems are especially apparent where clay has worked its way to the surface because of pumping of the failed subgrade.

There is limited traffic data for Pinnacle Road. A traffic count by the Department of Roads and Transport in 1986 showed the annual average daily traffic to be:

- 1650 vehicles (cars, some buses and virtually no heavy vehicles) on the Hobart city side of the Pinnacle Road junction with the Huon Highway;
- 550 vehicles at Pillinger Drive; and
- 1163 vehicles at Summerleas Road junction of the Huon Highway.

The Hobart City Council has also monitored traffic on the Pinnacle Road from time to time. For instance, surveys in 1989 after good snow falls indicated about 1700-2000 vehicles per day on Pinnacle Road. Limited traffic counts were also undertaken in the 1993-94 period. This data showed that over a 24 hour period:

- in September 1993, the daily average vehicle numbers were 216;
- during January 1994, the figure rose to 410; and
- in February 1994 they were 322.

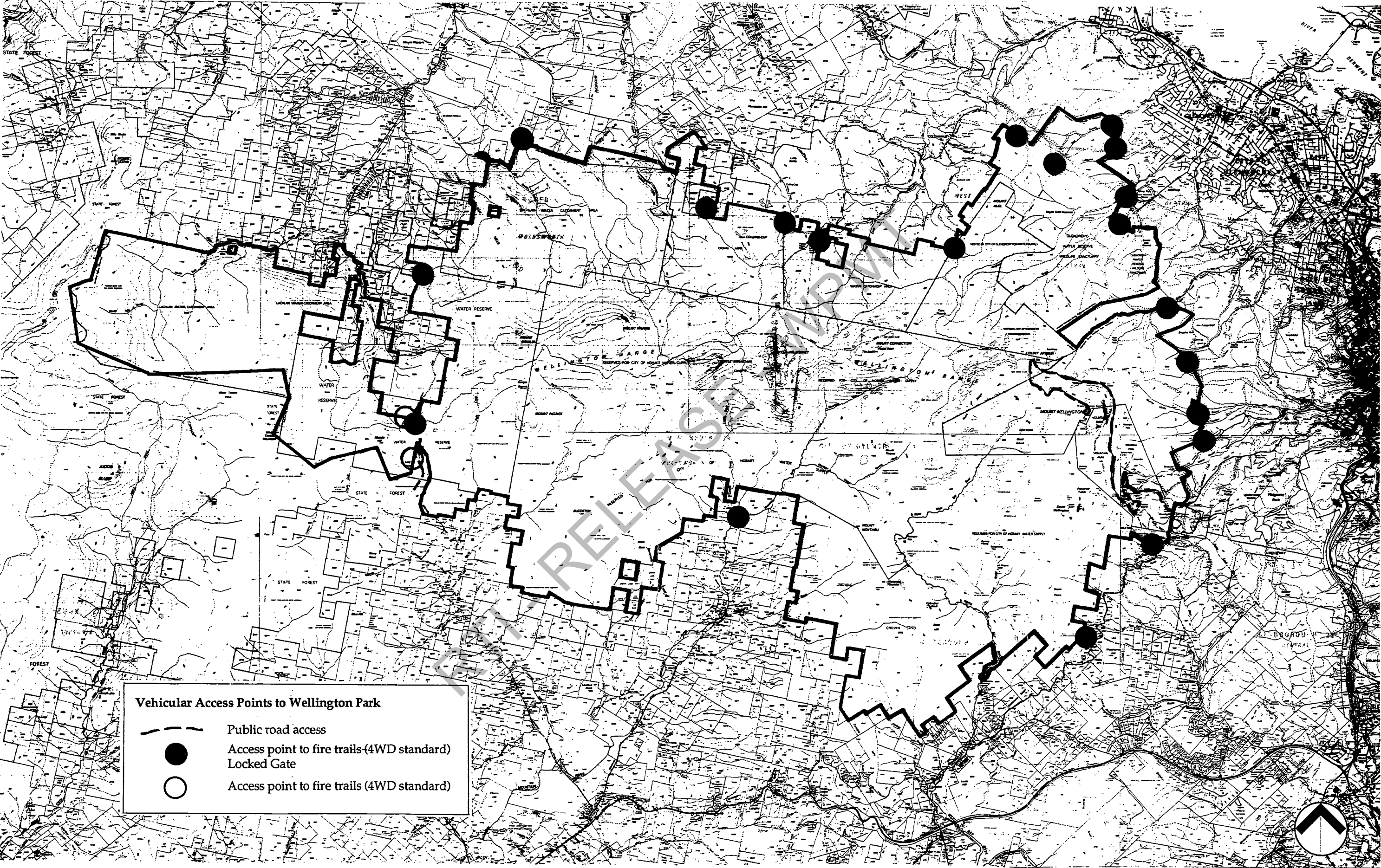
Highest use was during the weekend where the daily average vehicle numbers were 570-620 for a 24 hour period during the January - February period.

Where snow falls and weekends coincide, there are considerable traffic problems along Pinnacle Road and at the Springs. This often leads to conflicts between users.

5.1.2 Jefferys Track

Jefferys Track has provided a historic and on-going link between Lachlan and Crabtree since the early days of settlement (see Section 4.3.1). More recently it has become a four wheel drive link extending from Hydehurst Road in the Lachlan, about 13km to Mitchells Road and then Crabtree Road.

Part of the road has already been upgraded by Australian Newsprint Mills to support the large softwood plantation on adjacent company land. However, in the absence of any other road works, parts of the Jefferys Track have deteriorated to the extent that only useable by four wheel drive vehicles.



Vehicular Access Points to Wellington Park

Public road access

Access point to fire trails (4WD standard)

Locked Gate

Access point to fire trails (4WD standard)

0 1Km

MAP 5.1 Vehicular Access Points to Wellington Park
(Scale: 1 Grid Square = 1 Kilometre. Source: Base Map - Dept. of Environment and Land Management)

The position of the Local Councils is generally that the road has never been sufficiently maintained and thus there is no obligation to do so now and that upgrading of the Track was not a priority for future works.

In past years, the potential of upgrading Jefferys Track to a conventional vehicle standard road linking the Derwent Valley and Huon valley has been mooted as a means to stimulate tourism in these communities. The tourism benefits from the link are not likely to be significant in a regional sense, although it may assist some local shops and tourism ventures within both areas. The high costs involved with road widening and re-alignment, pavement construction, drainage works and maintenance are also considered to be uneconomical.

5.1.3 Fire Trails

Many of the fire trails within the Park were constructed by the Rural Fires Board during the latter part of the 1960's. Following the devastation caused by the 1967 bush fires, the Government established Special Fire Area Committees to consider and implement fire prevention measures, including the upgrading of fire trails. The fire trail network provides access in the event of fire and boundaries for hazard reduction fires which increase the ability to limit the run of wildfires to one or more compartments.

Access restrictions on vehicles were applied in 1989 principally to reduce the deterioration of the fire trails but also to combat unlawful detrimental activities¹. Locked boom gates and signs were erected at the trail accesses, and the issuing of permits required before vehicles could use the trails. This allows the Parks and Wildlife staff to use discretion in allowing, rejecting or modifying access applications with respect to likely damage of the trails and high fire danger concerns. Consultation has occurred with four wheel drive clubs, private land owners, other government agencies and other user groups regarding the permit system.

¹ License agreements were also taken out at that time over areas where fire trails traversed private land.

Meanwhile, access for horse riding has not permitted within the Park, particularly where the tenure of land within the Park is water catchment (see Section 9.1). Exceptions to this have been local use of the Collins Cap and Glen Dhu circuit, Jefferys Track and trails west of this track.

During public consultation for the this and most previous studies, a number of riding groups and horse riders referred to the suitability of Wellington Park for horse riding. Map 6.1 shows the trails identified by horse riding groups that were used prior to the locked boom gates being placed on the trails. However, a number of these trails have no legal horseriding access because they cross private land and do not have the formal agreement of the landowner for such use. In the case of the Cathedral Rock via Andersons Road route, the landowner has rejected access for horseriders. Discussions with other landowners may result in formal agreements for the use of some of these tracks.

The groups estimated that between 75-125 riders per year would use the high altitude trails if they became accessible under the Management Plan. This use would be mainly by individuals or organised club rides during the Spring to Autumn seasons. They also asserted a number of issues in relation to riding in the Park including the:

- history of horse riding in the Park, originally associated with work horses for timber milling operations and since then for recreational purposes;
- use and impact associated with a number of other activities in the Park besides horseriding;
- possibility of using horse grids rather than locked boom gates at the Park boundaries;
- difficulty with obtaining information and permission from the Hobart Regional Water Board concerning horse riding in the Park;
- strong preference for a registration system of use rather than issuing of permits;
- proposed trail by Penny (1990) connects with existing trails in the Ridgeway - Kingston - Summerleas areas at the southern end;
- need to maintain links for horse riding between different communities e.g. Huon and Derwent Valleys, Glenorchy and Hobart;

A number of educational and special interest groups use Mountain Park for nature study (e.g. the University of Tasmania, the Society for Growing Australian Plants and the Tasmanian Field Naturalists) and recreational activities. The interest of these groups in the Mountain has provided valuable information regarding its natural history (see Section 4.6.4). The Springs, Ice Houses, walking tracks, monuments, old hut sites have also been locations for study by historical groups.

6.1.12 Exercising Dogs

The trails and tracks in the lower slopes, which are easily accessed from residential areas, are used for dog exercising, with the exception of the Glenorchy Water Reserve Wildlife Sanctuary, the Pipeline Track and visitor picnic areas. Dogs are also prohibited from the area above the Springs in the Mountain Park section of the Park and all water catchment areas elsewhere within the Park.

Lands (1981) suggested that dogs could be exercised in areas zoned for that purpose and where they were allowed they were to be on a lead. The 208 Network (1994b) recommended that dogs only be allowed in its Lower Slopes Zone below Pinnacle Road and then only on a lead. No other dog exercising was to be allowed in Mountain Park.

Potential conflicts between dogs and other Park users are raised in Section 6.3.2.

6.1.13 Trail Bike Riding

Trail bike riding is not permitted within the Park with the exception of registered vehicles on public roads (Pinnacle Road and Jefferys Track), but the fire trails and some walking tracks on the lower part of the Mountain are regularly used by riders. The policing of the trail bike use has been extremely difficult due to the:

- many access points into Mountain Park from adjoining residential areas and the extent of the trail system within the Park;;
- lack of parental control and responsibility for children/youth using trail bikes;
- history of illegal trail bike use without effective control;
- attitude of some trail bikes riders towards land managers and Police;
- lack of resources and difficulty in apprehending offenders and either prosecuting or changing behaviour; and

K. LOWRIE

96

WELLINGTON RANGE MANAGEMENT PLAN



NATIONAL PARKS & WILDLIFE SERVICE, TAS.
LIBRARY



LANDS DEPARTMENT



RTI - RELEASE - WPMT



Withdrawal

1981

xiii) Four Wheel Driving

The policy recommendation is:

21. That four wheel drive vehicles be prohibited from using the existing fire trails on the Range on an open access/free range basis, with the exception that such vehicles may be used for management purposes and under a restricted permit system. A low number of permits would be available on a first come - first served basis to four wheel driving clubs which are affiliated with the Tasmanian Four Wheel Drive Association and ascribe to the national code of ethics for four wheel driving.

Pages 57-58 contain details of the permit system and its strict conditions; supervision and track inspection requirements; and track access and route selection, and use of the Lachlan - Crabtree track.

xiv) Trail Bike Riding

The policy recommendation is:

22. That trail bikes be prohibited on the Wellington Range although a detailed investigation is to be made of potential small trail bike riding areas at the base of the Range.

Details of this policy include specifications for restricting access of trail bike riders and regular patrolling and policing by the management authority as well as the requirements for an investigation of potential small areas for trail and mini-bike riding at selected points around the Range. These details are outlined on pages 58-59.

xv) Hang Gliding

The policy recommendation is:

23. That, subject to the results of hang gliding trials to be held on at least 2-3 flying days, the managing authority is to decide the future policy for hang gliding from Mt. Wellington.

Details of the reasons for the trials and the trial requirements are outlined on pages 59-60.

xvi) Outdoor Education

The policy recommendation is:

24. That the establishment of an outdoor education centre or centres be permitted at carefully selected locations on the Range to cater for an increasing demand for community and institutional outdoor education programmes.

Brief details of such a centre or centres are outlined on pages 60-61.

The site is in the saddle between Mt. Arthur and Thark Ridge adjacent the existing fire trail access leading from the Big Bend to the western part of the Range. The tourism value of developing a parking area at this site would be:

- that it provides an excellent vantage point in view the presently 'unknown' western area of the Range as well as long distance views of South West Tasmania and the Derwent Valley.
- that it allows visual appreciation of the western part of the Range without the need to develop roads to enable visitors to travel through the area to appreciate its splendour, and
- that it provides another major centre of attraction to assist in dispersing visitor pressures on the mountain.

A preliminary investigation has concluded that the development would comprise a spur road from the Big Bend following approximately 300 metres of the existing fire trail to an adequate parking area in the relatively open area on the saddle immediately below Mt. Arthur. This open area is screened from the western part of the Range by snow gum regrowth although there are numerous western lookout points through the trees and within a short walking distance of the open area. A walking track would be required to lead visitors to the nearest lookout point and to the summit of Mt. Arthur.

The investigation has also concluded that while a detailed site plan and detailed environmental impact statement would be required, a well designed and sensitively constructed spur road and parking area would present no major environmental problems, although extreme care should be exercised in the road construction.

No formal public opinions have been sought on this matter although a small number of public submissions identified and supported the concept of a western lookout. It was similarly requested by a small number of visitors in the Tourist Survey.

The principal objection to the proposal would be that the road and any associated parking area would be a further intrusion into the Range and as such would detract from the natural value of the mountain.

(1) Upgrade the Lachlan-Crabtree Link

The upgrading of the existing track from Lachland to Crabtree and opening it to the general public would have general economic benefits in addition to the tourism benefits, as a result of linking Huonville and the Huon Valley with New Norfolk and the Derwent Valley.

The tourism value would be that tourists could complete a day circuit of the Derwent and Huon Valleys although this route would be unlikely to become one of the major tourist routes in southern Tasmania. However, it would offer the opportunity for visitors to take an additional or an alternative trip to the main tourist routes in this area, that is, via the Huon to Strathgordon and Lake Pedder and via New Norfolk to Hastings Caves.

The other economic benefits would accrue from developing agricultural and farming, commercial and some limited forestry linkages between the two valleys.

In considering the concept of this link road it was concluded:

- that such a road would provide improved access for the public and especially for residents of nearby communities to recreate in the western portion of the Range. An important prerequisite of this improved access is that effective management control would be essential to regulate and minimise problems such as public safety, fire and vandalism and illegal activities including trail bike riding and hunting,
- that the cost of \$5 million to upgrade the road could not be justified on the basis of tourism benefits and improved access to the Range alone. The viability of the road would need to be examined and its potential justified on the basis of combined economic benefits from agriculture, farming, forestry, commerce and tourism, and
- that there would be few environmental problems associated with the development as the road would involve the upgrading of an existing low altitude track in heavily timbered country. An environmental impact statement would be required nonetheless to assess the route.

The final conclusion was that while the Lachlan-Crabtree link would provide some low key tourism and recreation benefits, the benefits would not justify the cost of \$5 million to develop the route. A similar conclusion has also been made by the Derwent Region Transportation Study 1979.

However, the existing track may have some potential for tourist excursions in four wheel drive vehicles.

OPTION 3 - LARGE SCALE TOURISM DEVELOPMENT OF THE WELLINGTON RANGE

The strategy for this option would be to allow major tourism developments on the Wellington Range which would utilise and promote the natural and scenic value of the Range because of its proximity to Hobart for the benefit of the State's tourist economy and the community, provided positive efforts were taken to minimise the impact of such developments on the Range's environment and landscape.

The main tourist developments to be considered under this strategy would include:

- the features listed for Option 2,
- the development of a cableway system on Mt. Wellington and associated developments such as viewing shelters and refreshments facilities, and

- the development of public access into the Wellington Range including four wheel drive tourist services over the existing fire trail network; a new road from the Big Bend on the Pinnacle Road to Collinsvale via Collins Cap; and/or a new long distance road traversing the Range from the Big Bend to an upgraded Lachlan-Crabtree road.

In both cases, the major tourist developments would act to significantly increase the number of visitors to the Range as well as the extent of use of the Range.

Each development is assessed below.

(m) Development of a Cableway System on Mt. Wellington

i) Cableway Policy

The policy aim supporting this alternative is that a well designed, sited and operated uphill aerial cableway would be a major tourist attraction and stimulant to the tourist industry and the economy of the State. The cableway system would be a major feature for tourism promotion either interstate or overseas, complementing other tourist promotion features such as the 'Treasure Island' image of the State's natural resources and heritage and the Casino.

A cableway development may also provide added interest and enjoyment for tourists visiting the mountain as well as a means of access to the snow when the Pinnacle road is closed.

It would also provide limited local employment opportunities during its construction and in its operation.

It has also been argued that a cableway system would allow the Pinnacle road to be closed to car and bus traffic (at least from the Springs to the Pinnacle), although it is extremely unlikely that this would be possible given the continuing need to maintain the road for service/management and public safety reasons as well as for those visitors who may not wish to use a cableway.

ii) Cableway Systems

There are a number of alternative cableway systems that may be considered for Mt. Wellington. The two major alternatives are a cable car or a gondola ropeway.¹⁷

A cablecar system consists of a small number of large passenger cars (usually 2) providing seating for large groups of people.

A rope gondola comprises a large number of small passenger vehicles, with seating for 4-6 people, which may be permanently attached to the cable or may be attached to and detached from the cable depending on passenger demand.

17. A chairlift, which consists of open double or single seater chairs suspended from a continually circulating cable, cannot be considered as a viable system for Mt. Wellington due to the often adverse weather conditions and the resultant discomfort and danger to passengers. It may, however, have some limited potential in the lower slopes.

There are two main access policies.

The first would be to allow four wheel drive tourist excursions on the existing fire trail network.

The second includes extending either:

- i) a medium distance road via Collins Bonnet and Collins Cap to Collinsvale, and/or
- ii) a long distance road to the Lachlan-Crabtree Road and hence to New Norfolk and Huonville.

Each alternative is discussed below.

ii) Four Wheel Drive Excursions

A number of proposals have been received by the Lands Department requesting use of the existing fire trails for tourist excursions in four wheel drive vehicles.

The value of the excursions would be to allow paying passengers to view and appreciate the largely 'unknown' environment of the Wellington Range west of Mt. Wellington. If viable, it would have both some small direct and indirect benefits for the tourist economy, including increased earnings, employment and inter-state promotion opportunities.

In reviewing the tourist excursion concept, the major aspect to be considered is whether the regular use of four wheel drive vehicles is acceptable in principle or not with the basic land use and management goal for the Wellington Range.

In this respect, 90 per cent of the public submissions, including submissions from community, conservation and recreation (including four wheel drive) groups have rejected the concept of four wheel drive vehicles regularly using the Wellington Range fire trails. The basic objection is that the vehicles would be a mechanical intrusion into a large natural area and as such would be conflicting with and detracting from the natural value and aesthetics of the Range, particularly for other users such as walkers.

The small number of submissions supporting increased four wheel drive access and the proponents of the tourists excursions argue that the fire trails exist and have compromised the natural value of the area. Their use by four wheel drive vehicles is not seen as a significant alteration of this situation.

Other aspects for consideration include:

- The Suitability of the Trails for Sustained Use.

The major problems would include:

- scarring of the upland landscape, especially given that any rehabilitation works would be dependent on the slow regeneration rates of the austral montane vegetation,
- an undesirable increase in the number and variety of exotic plants being introduced in the Range,
- an increase in the water supply pollution risk as the road would pass through a water catchment area, and
- increased risks to public safety and of fire.

Another major problem was raised by Collinsvale residents who argued strongly that any tourist road linking to Collinsvale would significantly increase traffic and, in turn, disturbance and disruption in their community. Increased traffic would necessitate upgrading of the existing Collinsvale road network,

- the financial feasibility of the road.

A preliminary assessment of the cost of a bitumen road to Collinsvale would be in excess of \$2m (1980). While the initial cost of a gravel road would be considerably less, anticipated high maintenance charges and the general low tourist appeal of a gravel road would render this alternative as inappropriate.

With additional costs for upgrading the Collinsvale road system, it is apparent that such a road development would not be a feasible proposition for the Government given that the road would generate few economic benefits and that there are other higher priorities for Government tourist investment in the State, especially for constructing new or improving existing tourist roads.

iv) Long Distance Road to the Lachlan/Crabtree Road

The development of a 'through route' from the Big Bend area of the Pinnacle Road to an upgraded Lachlan-Crabtree road would provide tourists with a direct access from Mt. Wellington, either to Huonville and the tourist attractions of the Huon Valley and beyond including Hastings Caves or to New Norfolk, the Derwent Valley including Mt. Field, and beyond to Strathgordon and the South West.

As such it would streamline tourist travel patterns and travel times but apart from the upgraded Lachlan-Crabtree section, the road network would create no other economic benefits for the Tasmanian economy.

The aspects for consideration of this 'through-route' concept are similar to those outlined for the link road to Collinsvale with the notable exceptions that -

- the extent and seriousness of the aesthetic and environmental impact of this development would be significantly greater, and that,

Wellington Park Management Trust

Fire Management Strategy

For

Wellington Park

RTI - RELEASE - WPMT

Revision 1
March 2006

Table 6 - Estimated Distribution of Recreational Usage of Wellington Park

Use	Zone				Probable level of use
	summit	peri-urban	Mountain Park	remote areas	
Sightseeing	•••	-	-	-	estimated as 250,000 visits annually
Walking ¹	-	•••	•••	•	several thousand visits per year
Horse riding	-	•	•	?	currently limited use
Bike riding ²	-	••	••	-	several thousand visits per year
Four wheel driving	-	•	•	•	hundreds of visits per year, controlled by permits
Trail bike riding	-	•	-	-	unauthorised use only
Picnicking	•	•	•	-	concentrated on facilities at The Springs and Myrtle Forest

Relative level of usage:

- High
- Medium
- Low
- None or infrequent

1 - Includes running, bushwalking, nature study, camping, orienteering, exercising dogs.

2 - Mainly mountain bikes but some road cycling.

A purpose built mountain bike park has recently been completed at the end of Tolosa Street, Glenorchy.

Four wheel drive touring is strictly controlled within the Park by locked gates and a permit system. The only part of the Park with completely unrestricted vehicle access is Pinnacle Road to the summit of Mount Wellington. Jefferys Track, White Timber Trail and other tracks in the western portion of the Park are also unrestricted, but the condition of the trails limits usage to four wheel drive vehicles.

Trail bike riding is prohibited within the Park but still occurs, particularly in the part of the Park close to urban areas in Glenorchy.

Implications for Fire Management Planning

The recreational experience for all users could be severely impaired by fires in the Park, particularly extensive, high-intensity wildfires. The recreation activities that are of particular relevance to this fire management strategy are:

- activities that can cause damage to fire trails (eg, four wheel drive touring and trail bike riding)

For these reasons it was considered that this trail should be repaired and upgraded for use as a fire trail. Repairs to the trail have been carried out and it is now in reasonable condition.

Mountain River Trail

This trail runs from the end of Mountain River Road to the East-West Trail. It has been closed for a number of years. Fire brigades to the south of Wellington Park pointed out that this trail had been their only access route onto the East-West Trail, other than Jefferys Track further to the west. It was also noted that this trail had provided a potential escape route from the East-West Trail. On the other hand there is evidence that this trail was poorly located and prone to washouts.

It is considered that this trail should remain closed with the option of reopening sections, or all of the route if required to control a major wildfire. The reason for this are:

- This trail was primarily for access and was not a significant fire control line.
- This strategy proposes to upgrade the Big Bend Trail to provide an access route to the East-West Trail from the south.
- As large fires will travel in a southerly direction across the Park, it is considered more appropriate to use brigades from the north and the east to respond to fires within the Park. Brigades to the south of the Park will need to be prepared to carry out property protection along the southern boundary of the Park if a fire cannot be contained within the Park.

Knights Creek Trail

This trail runs along a narrow ridge from the Knights Creek Reservoir to the Big Bend Trail. This trail is currently impassable due to a number of washouts and fallen trees. The main argument for keeping this trail is that it provides the only fire control line on the eastern side of Mount Wellington between the Goat Hills and Fern Tree. The arguments against keeping this trail are that it runs along the divide between two water supply catchments and there is evidence that concentrated runoff from the trail may have contributed to a major landslide in the Knights Creek catchment that has silted the reservoir requiring it to be closed until the slip has stabilised. The lower part of the trail runs along the top of a narrow, steep-sided ridge and it is doubtful that it would be an effective control line unless the vegetation on the north facing slope was maintained in a fuel reduced state by frequent burning. However, this would be likely to lead to on-going erosion that could permanently close the Knights Creek Reservoir.

On the balance of these arguments it is considered that existing washouts on this trail should be repaired, the trail properly drained to reduce the risk of future landslips and then closed as a fire trail. This will allow the option of re-opening the trail quickly with a bulldozer if it is required as a fire control line in the future.

In some cases it may be possible to landscape defensible spaces and fire breaks to reduce their visual impact. Guidelines for landscaping in defensible spaces are given in MP 6 in Appendix A.

4.9 Stakeholder and Community Concerns

Summaries of the issues raised at the roundtable discussions and community forums held as part of the consultation program for this strategy are included in the Schedule of Submissions prepared following the public exhibition of the draft fire management strategy. This is available as a separate document.

During the initial round of consultation the following major concerns regarding fire management in Wellington Park were noted:

- Tasmania Fire Service (TFS) were concerned about the condition of fire trails within the Park, and access to the fire trail system in the Park for training and familiarisation.
- TFS brigades to the south of the Park were concerned about lack of access into the Park now that the Mountain River Trail is closed and Jefferys Track is in poor condition.
- TFS brigades were concerned that their existing heavy tankers are not suited to the rugged conditions in the Park. Light tankers are seen as more effective.
- Community education regarding fire safety, hazard reduction, evacuation etc. Tasmania Fire Service personnel noted that many new residents around the Park were naive about the risks from bushfires.
- The recovery phase after a major wildfire needs to be addressed in the management strategy.
- Electricity authorities were concerned about maintaining access to their easements and problems that could arise if prescribed burning is carried out under power lines (flashover caused by smoke, sagging of lines, damage to poles and insulators).
- Water supply authorities and catchment management groups expressed concern about possible degradation of catchment areas by fire, including increased erosion and landslips.
- Progress associations and Tasmania Fire Service brigades were concerned about the impact of fire on developments in and around the Park, including lack of enforcement of existing planning guidelines by councils.
- Concerns about the reliability of the water supply for fighting fires on the fringe of the Park, and at The Springs if this area is developed.
- Concerns about possible adverse effects of hazard reduction burning, particularly in sensitive areas, but also concerns expressed about a lack of hazard reduction close to urban areas.