

THE OLD GREAT NORTH ROAD

Conservation Management Plan

University of Canberra

NSW National Parks and Wildlife Service

Australian Convict Sites World Heritage Property



United Nations
Educational, Scientific and
Cultural Organization



Australian Convict Sites
inscribed on the World
Heritage List in 2010

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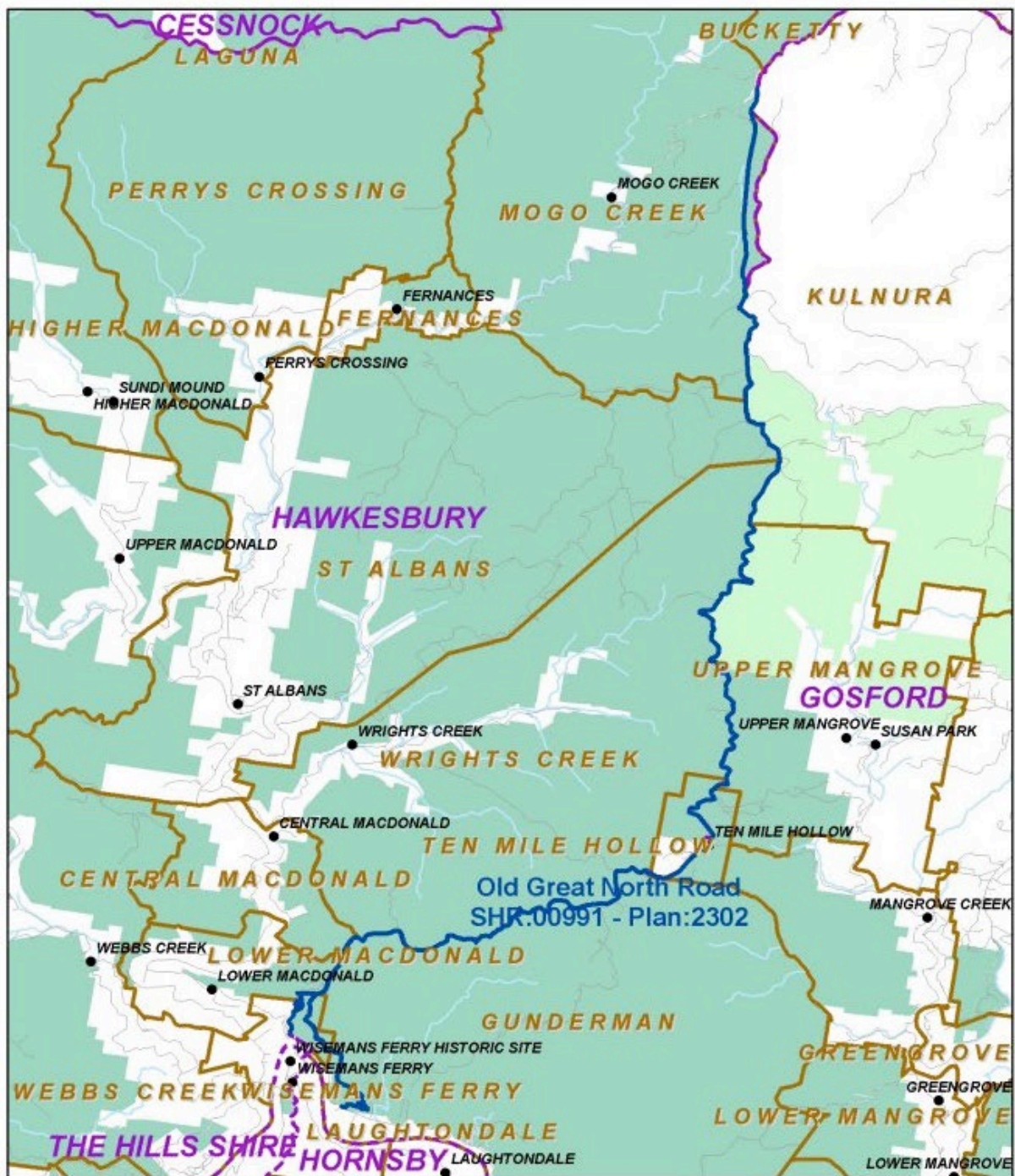
1 INTRODUCTION

1 INTRODUCTION

1.1 Background

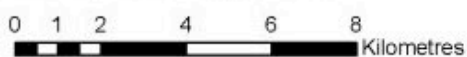
The Old Great North Road cultural landscape is a place which combines a rare amalgam of qualities—natural beauty and biodiversity, monumental sandstone structures, convict and colonial histories and narratives, Aboriginal histories and cultural places—all entwined in a trail which visitors can experience as a road to the past. The Great North Road was built using convict labour between 1826 and 1835, spanning the 250km distance between Sydney and the Hunter Valley. The 43km stretch of road between Wiseman’s Ferry and Mt Manning is the most substantial section of the Great North Road which has not been re-used, overbuilt and up-graded, due to its early abandonment in favour of more convenient routes. This section is termed the ‘Old Great North Road’ (OGNR) to distinguish it from other portions of the route which have now been modernised.

The NSW Office of Environment and Heritage commissioned a team led by the University of Canberra to prepare a revised Conservation Management Plan for the portion of the OGNR located within Dharug National Park in November 2018, with further revisions completed in 2022, including an updated condition assessment following the 2019/20 bushfires (Figures 1.2 and 1.3). The 2018 revision responded to the changed legislative status of parts of the OGNR within Dharug National Park. In 2007 the Devines Hill and Finchs Line sections of the OGNR were included in the National Heritage List and in 2010 were inscribed on the World Heritage List as part of the Australian Convict Sites World Heritage Property (see Figures 1.4 and 1.5). This essentially transformed the Old Great North Road from an historic heritage place and cultural landscape managed as part of the NPWS estate, and listed on the NSW State Heritage Register, to a component part of an internationally recognised group of sites that illustrate key features of global convictism, as well as the unique Australian convict story.¹ This Conservation Management Plan responds to this change in status and aims to provide a robust framework for the sustainable long-term conservation of all values of this rich and complex heritage place.



State Heritage Register

Gazettal Date: 2 April 1999



Scale: 1:145,000

Produced by: Naomi Nelson

Legend

- Locality
- Major Roads
- Major Rivers
- SHR Curtilage
- State Forest
- LGAs
- NPWS Reserves
- Suburbs

Figure 1.1: State Heritage Register OGNR

1.2 Features and Areas Subject to this Conservation Management Plan

Dharug National Park is located north of the Hawkesbury River, 55 km north of the centre of Sydney, and 25km west of Gosford. Dharug National Park covers 14,834 hectares and it is bounded by Yengo National Park, Wiseman's Ferry, McPherson State Forest, private land along Mangrove Creek, and the townships of Gunderman and Spencer (see Figure 1.3). The Old Great North Road forms the park's border to the northwest, but except for the Shepherd's Gully Road, the management of the OGNR is the responsibility of Dharug National Park (see Figure 1.4).

The Great North Road formed the original northwestern boundary of Dharug National Park when it was reserved in 1967. Dharug National Park encompasses a 16km stretch of the Old Great North Road, between the spectacular ascent of Devines Hill (1.8km) through to Ten Mile Hollow (12kms). Dharug National Park also contains the original 5km ascent from the Hawkesbury known as Finch's Line. It was abandoned in 1829 to build the alternative ascent up Devines Hill. Also encompassed by this CMP are Simpsons Track (3 kms), which joins the OGNR at Ten Mile Hollow, and the Shepherds Gully and Sternbecks Gully Roads (4kms), which join the Old Great North Road at the top of Devines Hill and connect through to the Macdonald Valley. The latter roads fall within Yengo National Park.

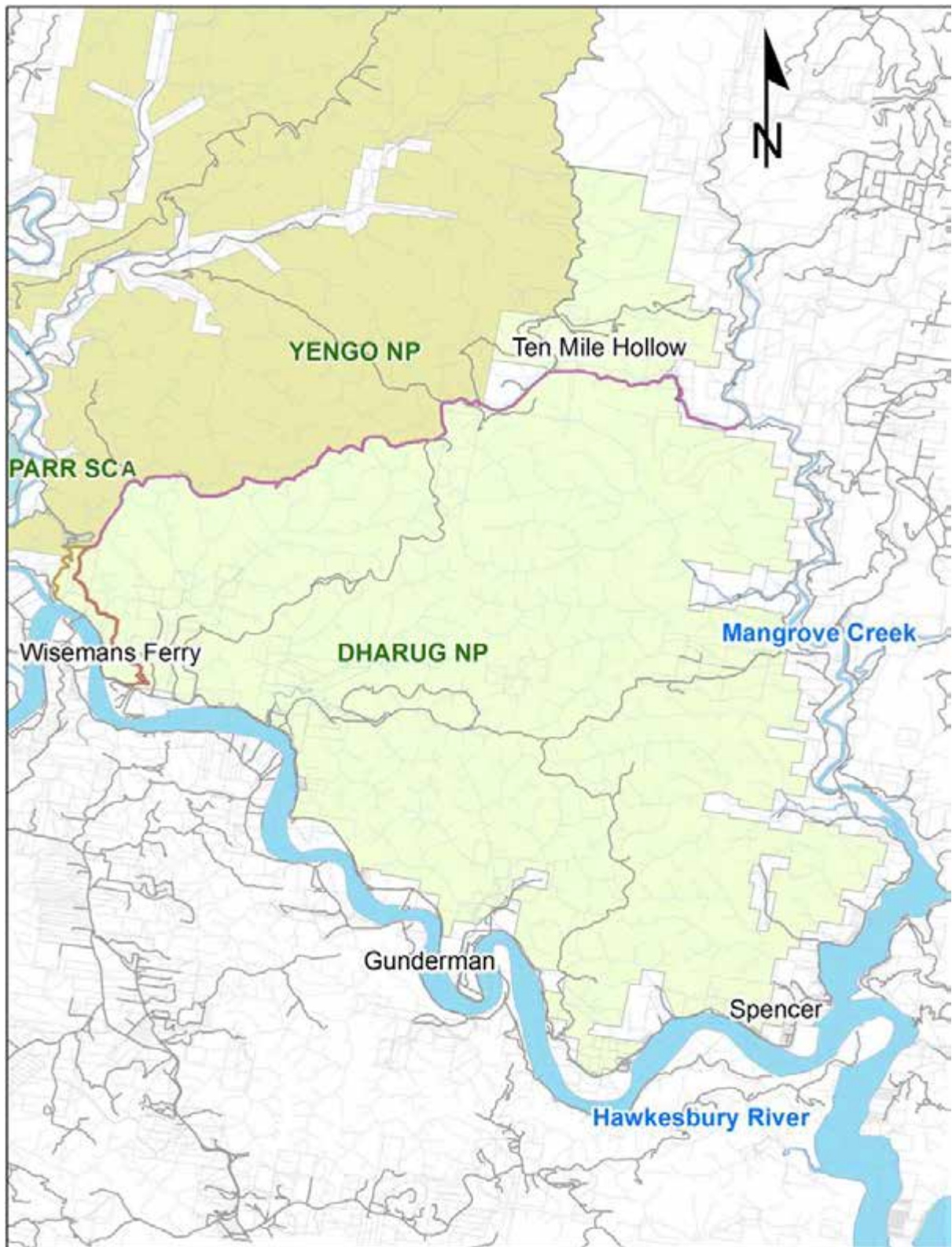


Figure 1.2: Location of Dharug National Park

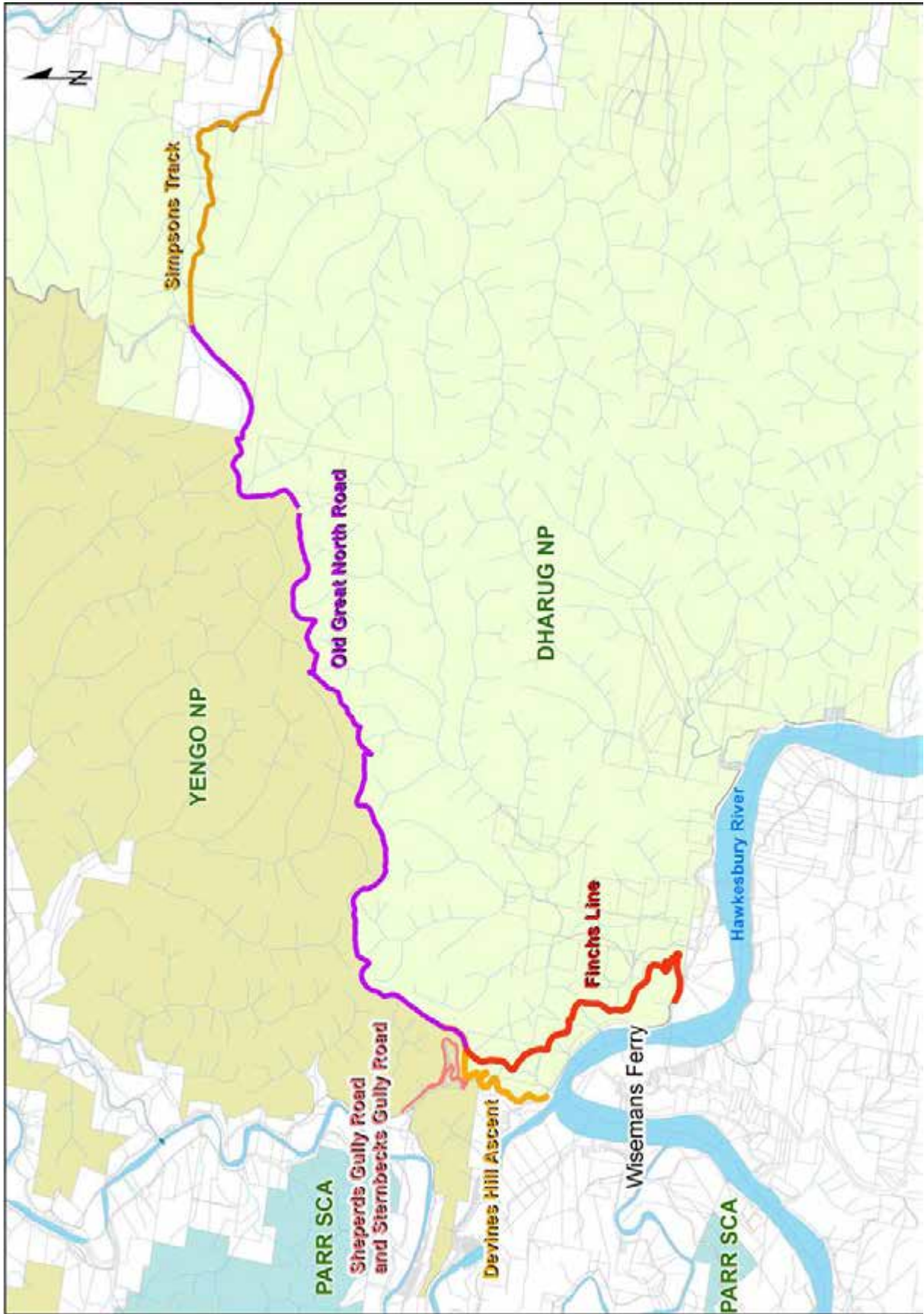


Figure 1.3: Location of Old Great North Road along northern boundary of Dharug National Park

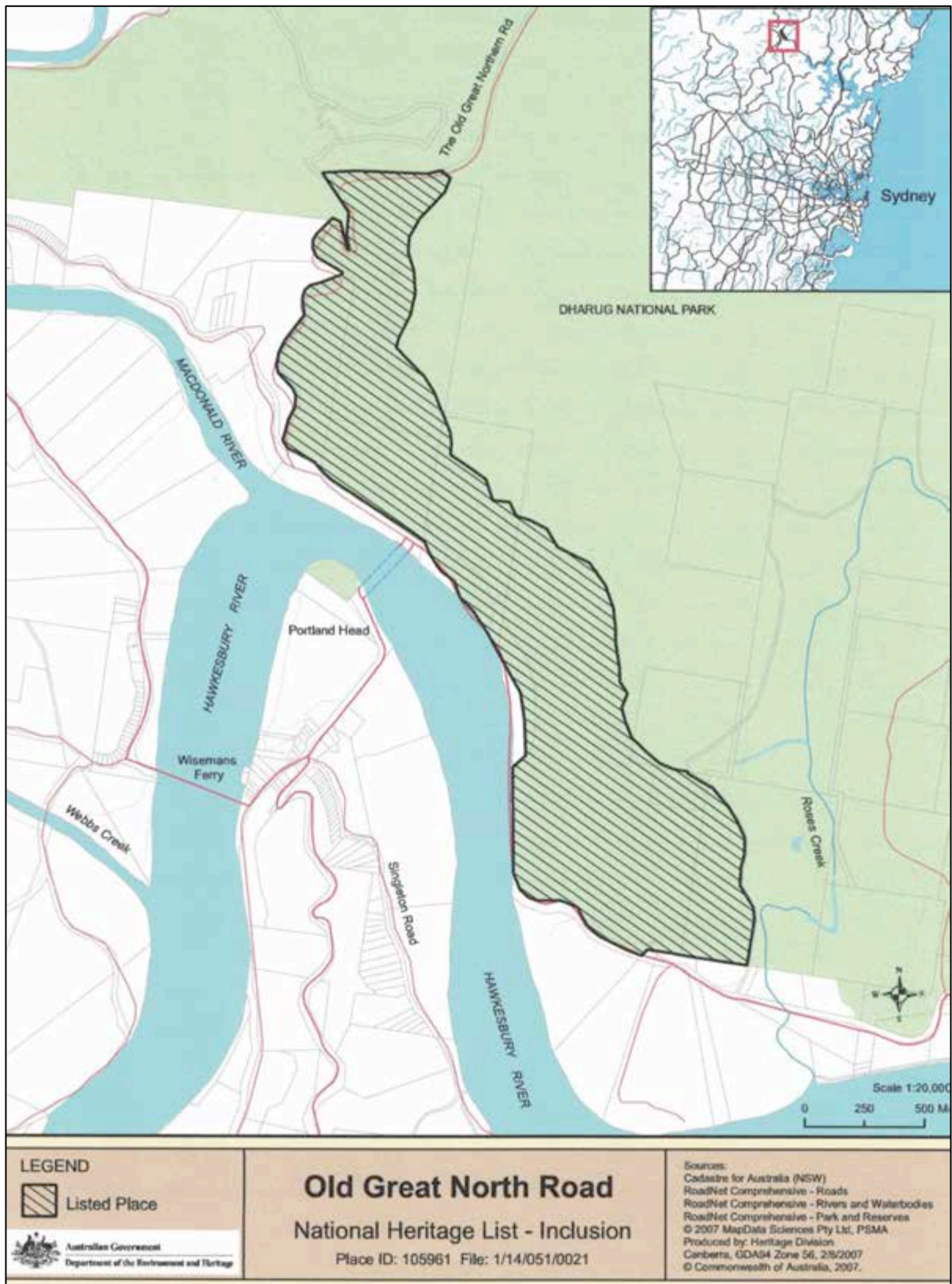


Figure 1.4: National Heritage Listing for OGNR

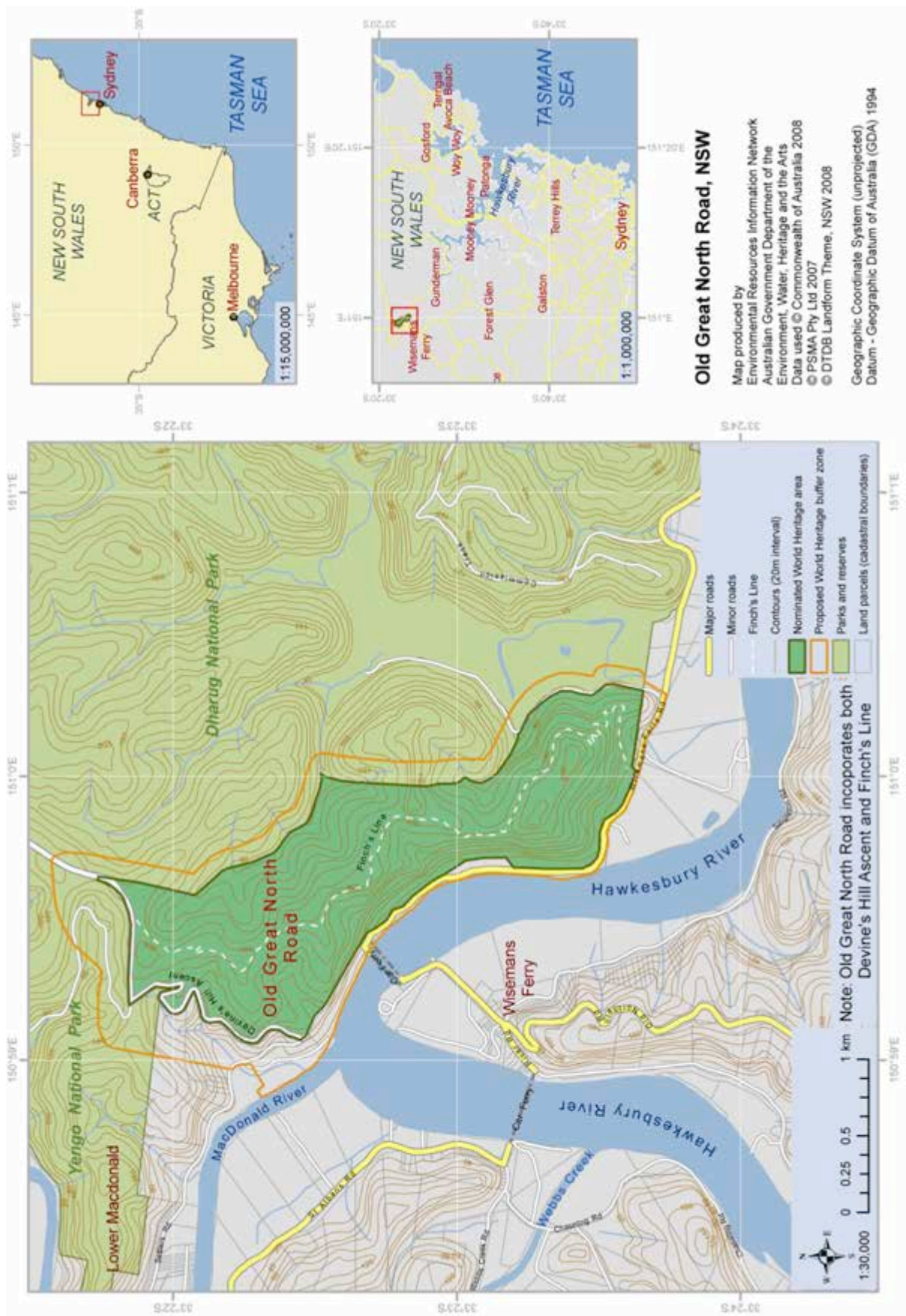


Figure 1.5: World Heritage listed area and buffer zone for OGNR

1.3 Objectives of this Conservation Management Plan

The brief for this Conservation Management Plan required the development of a sustainable and strategic direction for conservation management.

Key objectives of this Plan are to:

- assist NPWS to meet its corporate objectives and statutory requirements;
- ensure balanced and compatible management of cultural and natural values;
- provide balanced management of all levels and aspects of the cultural significance of the OGNR cultural landscape;
- develop forward-looking, sustainable and strategic management policies within the context of legislative requirements, the NPWS management context and community expectations.

Key outcomes of the Plan will be:

- support for the long-term conservation of the OGNR in Dharug NP;
- best-practice management of integrated heritage values;
- identification of sustainable uses for the places.

This revised CMP replaces and updates the following documents in terms of conservation management framework and policies:

- OGNR Conservation Management Plan 2005 (Griffin nrm 2005)
- OGNR CMP Addendum (OHM Consultants 2008)
- OGNR Revised CMP (University of Canberra 2019)

It **does not replace** the 2007 OGNR Maintenance Plan (Young, Urwin, Ireland 2007) as it remains relevant to guiding the implementation of maintenance protocols.

1.4 Methodology

The 2005 Conservation Management Plan for the OGNR (Griffin nrm) was developed in line with a whole-of-landscape assessment of values through an understanding of the environmental, historic and cultural setting of the OGNR. This has once again been adopted as the approach for the preparation of this revised CMP. An addendum to the 2005 CMP was completed in 2008 (OHM Consultants), responding to the impending inscription of the OGNR as part of a World Heritage Property and the regulatory requirements under the EPBC Act relating primarily to monitoring and reporting. The review and incorporation of the provisions of this addendum and baseline for site monitoring is an important component of the CMP revision.

The Dharug National Park section of the OGNR is also covered by the *Conservation Plan for the Great North Road* prepared by Siobhán Lavelle, Grace Karskens and RTA Technology for the Convict Trail Project (1999). This Conservation Plan covers the entire 240 km length of the Great North Road. The Dharug National Park portions of the road equate with Lavelle and Karskens' Section No. 3 comprising:

- Precinct 3.1.0 Finchs Line

- Precinct 3.2.0 Devines Hill
- Precinct 3.3.0 Devines Hill Stockade
- Precinct 3.4.0 Shepherds Gully Road
- Precinct 3.5.0 Mitchells Loop
- Precinct 3.6.0 Ten Mile Hollow.

Other sources and studies are acknowledged through the text, including an annotated bibliography of past studies pertaining to the OGNR in Dharug National Park, found in Chapter 9.

Apart from the strategic aspects mentioned above, this revised CMP aims to ensure that management of this important heritage item is kept abreast of developments in good practice heritage management. These developments can be summarised as:

1. the integrated assessment of values, including natural, Aboriginal, cultural and broader community values, and historic heritage values (NPWS 2000: 10);
2. a cultural landscape, rather than a sites-based, approach; and
3. an understanding of heritage as a culturally constructed and 'socially grounded' (Byrne et al 2001: 140).

These approaches derive from the changing nature of society- as society changes and as cultural values change, so too do understandings of heritage significance and what communities hold to be culturally important.

This CMP has also been prepared in accordance with the philosophies and definitions set out in the following documents:

- The Burra Charter (The Australia ICOMOS Charter for Places of Cultural Significance, revised 2013);
- The Dharug National Park Plan of Management, NPWS, (1997);
- The Conservation Plan, JS Kerr, National Trust of Australia, (revised 2013);
- Australian Convict Sites Strategic Management Framework, Department of Environment, Water, Heritage and the Arts (undated);
- National and World Heritage Management Principles in the *Environment Protection and Biodiversity Conservation Act 1999*; and
- NSW Heritage Manual, NSW Heritage Office and Department of Urban Affairs and Planning (1996) including updates.

1.5 Authors

This report is a revised version of the 2019 CMP (University of Canberra), the 2005 CMP (Griffin nrm 2005) and the 2008 Addendum to the CMP (OHM Consultants 2008) and therefore incorporates text and data from these documents. Revisions were undertaken by a team led by Professor Tracy Ireland, University of Canberra, and including Professor Richard Mackay, AM, Dr Steve Brown and Mr Neil Urwin. All the consultants visited the study area in December 2018. The revised condition assessment was undertaken

by Professor Tracy Ireland and Dr Steve Brown in December/January 2020/21 and incorporated into this revision in February 2022.

Research assistance was provided by Mr Hakim Abdul Rahim, Ms Jessica Western and Mr Chris Holden, PhD students at the University of Canberra.

1.6 Maps and Photographs

Base maps for OGNR Precincts and locations of cultural, historic and natural heritage items were prepared using ArcGIS and public domain spatial data.

Unless specified otherwise in the photograph captions in this report, all photographs were taken by the authors.

1.7 Limitations

This Conservation Management Plan has been prepared based upon review and analysis of existing management plans, and other existing historical, environmental and contextually relevant research, and in the light of an analysis of current statutory requirements, management structures and arrangements, and community expectations. Extensive comparative research conducted for the National Heritage List and World Heritage nomination processes has also informed this CMP. Limited time has therefore been available to conduct new historical, archaeological, scientific or community-based research, however while additional research is likely to influence future interpretation opportunities, it is unlikely to affect the CMP policies.

1.8 Acknowledgements

The consultants would like to acknowledge the contributions made to this work by Sarah Brookes who managed and guided this project for OEH. We are grateful to Dr Sue Rosen for sharing her research on convict-built roads. Thanks to Megan Smith, Therese McCarthy and Pamela Ricardi of the Historic Heritage Section, Department of the Environment and Energy, for advice on the National Heritage listing.

ⁱ Australian Convict Sites Strategic Management Framework, Australian Government, Department of Environment, Water, Heritage and the Arts, no date.

A photograph of a stone wall made of large, roughly-hewn grey stones. The wall is set against a background of green trees and foliage. A semi-transparent brown rectangular overlay covers the middle portion of the image, containing white text. The text is centered and reads: '2 THE OLD GREAT NORTH ROAD CULTURAL LANDSCAPE: HISTORICAL AND ARCHAEOLOGICAL CONTEXTS'.

2

THE OLD GREAT NORTH ROAD CULTURAL LANDSCAPE: HISTORICAL AND ARCHAEOLOGICAL CONTEXTS

2 THE OLD GREAT NORTH ROAD CULTURAL LANDSCAPE—HISTORICAL AND ARCHAEOLOGICAL CONTEXTS

2.1 Introduction

Roads have multiple resonances when we try to understand them in a cultural landscape sense. Built to connect places, they are also places in themselves, locating people in a linear landscape and within an imagined cartography of linked places. In Australia roads are symbols of imperialism and colonialism, of modernity and progress. Some merge a pre-colonial, First Nations cultural landscape with colonial history, representing contact, conflict and knowledge sharing between Aboriginal people and colonial settlers. The colonial roads of NSW are also narrative trails evoking and recalling the colourful mythology of convicts, explorers, the personalities and policies of individual Governors, and the notoriety of bushrangers' exploits. The OGNR has become 'The convict trail': a journey in search of cultural roots, local connections and the personal histories of men caught up in an oppressive imperial system. As a part of the Australian Convict Sites World Heritage property the OGNR represents a global imperial system of capitalist expansion on the basis of enforced labour, and it particularly exemplifies the role of road gang labour as part of a deterrence and punishment system for re-offending convicts.

The OGNR's construction by convict labour facilitated the expansion of the British colony beyond the Sydney Basin. It was difficult country to build a road through, and difficulty of traverse remains a quality of the landscape today. As the road fell rapidly into disuse, its preservation was fostered – those parts of the Great North Road that continued to be used are those that have been most re-built. The section of OGNR in Dharug National Park has thus become a 'road museum' - no longer used for day to day transport. To put the OGNR into a meaningful context we can approach it as part of cultural landscape- an entanglement of environment and place with different cultures and classes, and the work and impacts of different individuals and groups of people. To understand Australia's colonial heritage requires consideration of continuities and transformations of all aspects of the cultural and physical landscape which connects the pre-colonial past, through the colonial period, to the present and to a potentially emerging post-colonial

world. The NSW National Parks and Wildlife Service has long stressed the importance of the cultural landscape approach for understanding NSW's complex heritage places and their narratives (Brown 2010).

2.2 The pre-colonial cultural landscape—the archaeological and ethnohistoric evidence

The known Aboriginal cultural places within Dharug National Park are part of the rich body of archaeological material evidence of the Sydney Basin sandstone. The NPWS Aboriginal Heritage Information Management System (AHIMS) shows that 213 Aboriginal objects and Aboriginal places have been recorded near the OGNR. There are 186 known Aboriginal sites within Dharug National Park and 396 in Yengo National Park. There are 49 known sites within 2km of the OGNR (Figure 2.1). Axe grinding grooves and shelters with art are the most frequently recorded site type in the Dharug National Park, with rock engravings also common. Rarer site types include shelters with archaeological deposits, stone arrangements and shelters with midden. These sites have been recorded by a variety of workers over an extended period, and the number of registered places is highly likely to be an underestimate of what actually exists in the landscape. A number of significant archaeological research programs, particularly those by Pat Vinnicombe, Val Attenbrow, and Jo Macdonald, have been carried out in the vicinity of Dharug National Park and they demonstrate the general chronology of Aboriginal occupation of this landscape and the long-term dynamism in people's ways of life in the area. There is a broad sequence of change through time in the intensity and form of people's stone-working technologies, art production and the selection of animals hunted. Also demonstrated is the variety of people's interactions with the local micro-environments and the wider region¹.

¹ This work was well summarised by Ingereth Macfarlane for the 2005 OGNR CMP (Griffin nrm 2005: 4.9-4.23).

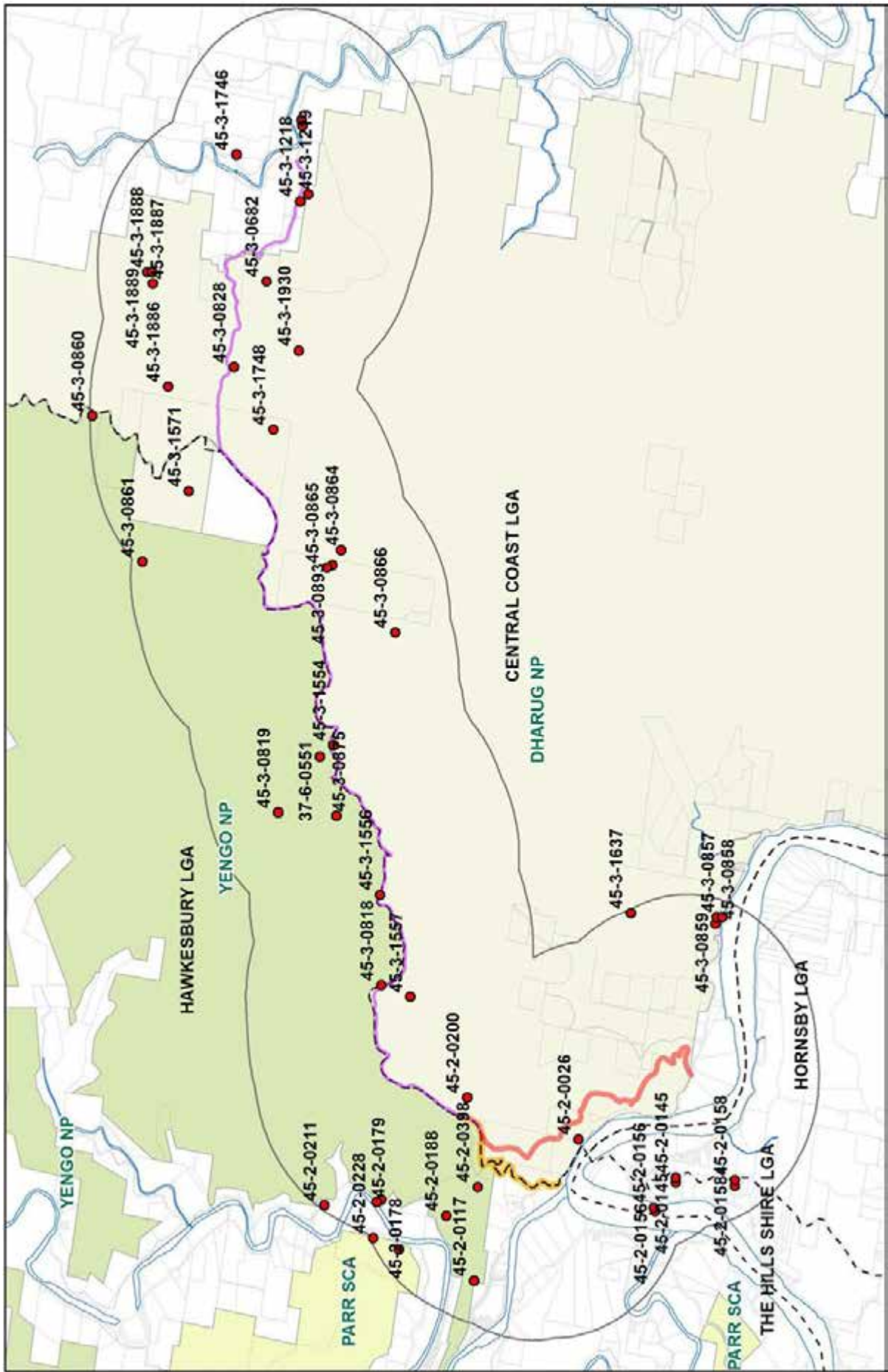


Figure 2.1: Known Aboriginal sites within 2 kms of the OGNR.

Spatially, the country north of the Hawkesbury River is towards the northern end of the Sydney Basin, and the complex of engravings and pigment art sites, axe grinding grooves and occupation sites displays regional differences and connections to the Hunter region further north. For example, the area to the north of the Hawkesbury River is marked by the dominance of stencil art in 'a highly developed art form' in most of the shelter art assemblages to a greater degree than elsewhere in the Sydney Basin (McDonald 1994b: 110-112). Two sites in Darkinjung territory – Swinton's shelter (in the Mangrove Creek area) and Yengo 1 (37-5-1, near Mt Yengo) – are the most intensively painted shelters in the Sydney region, in terms of numbers of motifs. Stone artefact raw materials and art styles provide evidence of regular contact – physical movement and meetings and/or exchange – between the people of the Hawkesbury territory and those to the north in the Hunter region, as well as to the south coast.



Figure 2.2 Contact art: detailed charcoal depiction of a two-masted ship on the roof of a rock shelter about 40m above Gunderman Creek, close to the OGNR. (Photo: Lesley Walker, 2004)

Observations of Aboriginal people by early European colonists is often termed 'ethnohistory'. The colonial officials were trained observers and keen to record information of scientific interest about the local people in reports and diaries – the first book based on these was published as early as 1789 (Attenbrow 2002: 13; McDonald 1994: 35). The Aboriginal people were at the same time observing the ethnographers, but their observations are only sometimes reported, or recorded in contact art, which also exists in the OGNR cultural landscape: the image of the European 2 masted ship is found in a rock shelter associated with traditional representations and stencils, near Gunderman Creek (Figure 2.2). While there are evidently many limitations to the information these observations provide, Attenbrow (2002) provides a detailed account of the ethnographically described social structure, material culture and subsistence bases of the people of the Sydney Basin. The early colonists noted the differences in the words used by people of adjacent areas on the coast, in Point Jackson and Broken Bay, for example. These differences came to be identified with language group names only during the 1870s, when the identifiers Darug, Dharawal, Darginung, Guringai were first used (Attenbrow 2002: 31). Each language group lived in a particular division of land with particular sets of totemic sites. The language spoken inland to the northwest of the Hawkesbury River was Darkinjung (There are many spelling variants: Darkinjung is used by the LALC, Darginung by Mathews 1897 and Attenbrow 2002). The group would have been made up of a number of smaller kinship-based residence groups, who would meet for economic and social reasons (McDonald 1994: 36-40). Mathews (1897, cited by McDonald 1994: 40) specifies the totems associated with the two Darkinjung moieties (primary kinship divisions): grey kangaroo, diamond python, wombat, black snake and wallaby for one and scrub possum, emu, bandicoot, eaglehawk and wallaroo for the other. One of the complex ceremonies of the Darkinung, in which these feature, is described in detail by Mathews in 1897. Analyses of early colonial ethnographic accounts and excavated deposits from rock shelters suggest the broad basis of people's terrestrial economy in pre-colonial times. This made use of the resources of all the local micro-environments – yams were dug from the river flats, shellfish, fish and birds trapped from

the rivers, large and small mammals and reptiles, insects and honey acquired from the slopes and ridges (Ross 1990).

The Boree Track

The ridgelines from the Macdonald Valley to the Hunter were in use as a route through the inland prior to the surveying and construction of the OGNR. There is speculation about the origins and status of these early tracks. The rock art recorder Sim (1966:10) states that it is a 'historic' track known as 'the Boree Track or Blaxland's Road' and that it 'was opened by JM Blaxland in the 1820s for access to Wollombi Valley. It served until the 1940s as a route between the Macdonald Valley and those valleys to the north' in the Hunter. The track runs from a tributary of the Macdonald River, Mogo Creek, then follows high ridges, where vegetation is light sclerophyll and movement comparatively easy (Moore 1981: 402-3, Fig 1; Sim 1966: 10). Sim (1966:10) suggests that this historically known track was 'a main line of travel' for Aboriginal people, both prior to colonial times and during the nineteenth century. The archaeologist David Moore (1981) expands on Sim's discussion, reasserting that there are engravings in the vicinity of the track. One branch of the track leads to Mt Yengo, a sacred place (recognised by its declaration as an Aboriginal Place under the National Parks and Wildlife Act, 1974), and beyond to Howes Valley and Milbrodale, and another leads into the Wollombi valley (Moore 1981:401-3). Moore doubts that Aboriginal people would have exposed a ceremonially significant route to visitation by leading European people along it. However, it is unclear whether or not the route itself was ceremonially important, or only more limited areas that it passed through or lead to. This cluster of associations is also stated in Lesley and Alan Wickham's discussion of their understandings of the OGNR (in Bottomley 1996:77-87). They have been told by local Aboriginal educator Coral Edwards that the road that became the OGNR was 'a regularly used route by tribal people' and was 'shown to the early white explorers by Aboriginal people' (1996:77). They speculate, based on their own experiences of the road, that Aboriginal guides would have 'skirted sacred sites' (1996:84). Archaeologist Jo McDonald (1994: 43) considers that '[d]ue to the rugged sandstone landscape, movement around the region would have been mostly by way of ridgelines. It makes sense that major access routes would have occurred in "zones of intermediacy", on the periphery of a clan's estate'. The final route of the OGNR does not directly follow the Boree Track, instead going further east, following the Mogo Creek valley and passing Mt Manning (Moore 1981: 403), but it is significant that this general line of travel following major ridgelines was known and used by Aboriginal people in pre-colonial and colonial times, as well as by convicts escaping from Newcastle (Gale and Haworth 2002) and by explorers, surveyors and settler traffic, as it afforded the best line of travel through the country. Even if the OGNR does not exactly follow a specific Aboriginal route from Sydney to the Hunter, the flow of people and goods along this general inland route has a 1600-year precursor. As Coral Edwards says 'there are other footsteps that went before' (1996: 88).

2.3 The colonial Aboriginal cultural landscape

Our current understanding of the more recent Aboriginal history of the landscape which was to become dominated by the OGNR is fragmentary. The OGNR is not an immediately obvious candidate for consideration as a 'contact zone' as it was built late in the history of colonial interactions in the Sydney Basin – after over thirty years of farming on the Hawkesbury's alluvial flats, and traffic of stock through the area, and about ten years after major episodes of violent suppression of Aboriginal resistance to these incursions. By the time of its construction in the late 1820s, colonial agricultural settlement and its associated violence and disease had profoundly impacted the peoples of this region. Established historical narratives have made it easy to overlook the continuing presence of Aboriginal people in the area at the time of construction and later. There has been a silence or disconnection between two separate landscapes: one of ancient occupation, another of white colonial settlement. Significant recent research has begun to disrupt these historical domains of visibility and invisibility: most notably Grace Karskens' history of early Sydney *Colony* (2009) and Paul Irish's history of Aboriginal people of Sydney's coastal areas *Hidden in Plain View* (2017).

A number of places where Aboriginal people were able to congregate along the Hawkesbury River and throughout the Cumberland Plain became recognised camps. For example, in 1803 there was a principal camp at South Creek, and in the 1840s another near Windsor, at the confluence of South and East Creek, at Sackville Reach (Brook 1999: 15). Another group at Blacktown included the descendants of Maria Lock, sister of Colebee and daughter of Nurragingy, who married Robert Lock, an ex-convict, in the 'first official marriage of the two cultures'. They lived at Plumpton on the land granted to Colebee of the Burrunburongal clan and Nurragingy of the Dharug by Macquarie in 1819 (Brook 1999: 15; Tobin 1997). It is clear that 'by the end of the 1820s, there was no-one in the Sydney region that was not in some way affected by the British presence' (Attenbrow 2002: 84). At the time of the building of the OGNR, the census of 1828 shows that at Macdonald River ('first branch') there were 25 Aboriginal men, 22 Aboriginal women and 18 children (Sainty and Johnson 1980:15).² Scraps of published information about the Aboriginal people of the area through the 19th and early 20th centuries provide at best patchy glimpses of elements of their lives through this period. In 1834 Mrs Felton Mathew witnessed a wallaby hunt in the Macdonald River area. People ran along ridge tops shouting, to drive the wallabies down onto the flats where they were killed with spears and dogs (Ross 1981: 204). Kangaroo hunts as described by Barrallier in 1802 were traditionally large-scale cooperative operations (McDonald 1994: 46) and so it is significant that one was organised in 1834.

In 1883 the Aborigines' Protection Board was set up to create reserves where Aboriginal people were directed to live. From 1889 to 1946 the 60 hectare Sackville Reach Aboriginal Reserve provided a secluded retreat, with access to the river for fishing, on the Cumberland Reach of the upper Hawkesbury River. However, from 1907 the Protection Board was granted greater control over people, and there were increasing numbers of removals of children (Brook 1999). In the lower Hawkesbury, Mathews says in 1897 that '[a] small remnant of the Darkinung Tribe, numbering about 60 persons – men women and children – are at present located on a Government Reserve on the left bank of the Hawkesbury River, about 12 miles below Windsor... There are now only two initiated men surviving in this tribe – Joe Gooburra and Charley Clark...' (1897: 1).

This rough, patchwork overview of the continuing presence of Aboriginal people in the area through the 19th and early 20th centuries highlights the primacy for Aboriginal people of maintaining relationships to land, evident in the ferocious battles that were fought to maintain access. There is an overwhelming emphasis in historical and contemporary descriptions on the most fertile areas of the landscape. Conflict was at its height there, and it is where colonists and Aboriginal communities were both trying to live. This component of the landscape was necessary for viable Aboriginal subsistence *and* for viable settler agriculture. Much of the surrounding land on the lower Hawkesbury was never settled – hence the existence of the National Park there now. There is evidence from Mathews that people continued to carry out painting and engraving in the area until 1855 (Attenbrow 2002: 151). It is significant that at least some of the important places in the hinterland, and the ceremonies associated with them, were maintained for so long. There are some accounts of chance encounters with groups of Aboriginal people, for example by Mitchell on his 1829 survey of the GNR (Ross 1981: 204). There are snippets of information such as the wallaby hunt in the 1830s described in a family's oral history above. But beyond that, we know little about what people's lives in these more remote, less fertile areas were like during these times. Archaeologically, the most recent, surface dates for the occupation of sites, when available, are pre-colonial, but they are not always recorded. It is possible that a different set of sites was occupied, with novel patterns of use that developed in the colonial period as a response to the changes in land access.

² There was a total counted population of 40,000 people in NSW at the time and 2,979 Aboriginal people counted in settled areas of NSW (Sainty and Johnson 1980).

2.4 Histories of the Old Great North Road

The history and material remains of the Great North Road³ have inspired interest and research since the early 20th century, while a number of accounts of travelling the road in the 19th century also exist (see Lavelle and Karskens 1999 for sources, as well as Webb 1999; and Grantham 1999). Interest in the material remains of colonial history escalated markedly in Australia in the 1960s and 1970s. In NSW this saw the emergence of the new subjects of historical archaeology and industrial archaeology, and the formation of groups such as the National Trust's Industrial Archaeology Committee in 1969 (Ireland 2002). As well as buried sites and their excavation, historical archaeology focused on a whole range of relics and ruins which were unlikely to be studied by heritage architects, but could be combined with documentary records to produce insights into aspects of colonial history which were omitted from official histories. Grace Karskens developed this approach to the OGNR through her innovative research into both material remains and documentary records for her 1985 masters thesis. Karskens' research formed the foundation for a succession of heritage assessments commissioned by NPWS since 1988 to record and analyse in detail the fabric of the OGNR which came under NPWS control in the late 1970s (see reports by Burke 1988, Comber 1990, 1991a, 1991b). Ian Webb has also published two volumes of history about the road (Webb 1999), drawing upon extensive research, as well as his personal interest developed since 1965, and his work as a NPWS ranger stationed in Dharug National Park and the region between 1975 and 1989. Since the early 1990s a community group, The Convict Trail Project, has not only successfully lobbied for restoration funding and greater coordination of all the authorities managing the road, but has also prepared a comprehensive Conservation Plan for the road as a whole (Lavelle and Karskens 1999), and promoted a range of on-going historical research projects (see <https://convicttrail.com.au/>).

2.4.1 The need for the Great North Road

The Great North Road was the first in a planned network of 'Great Roads', which mirrored the Great Roads of England, and aimed to facilitate colonial expansion from Sydney to the North, South and West (Lavelle and Karskens 1999: 6). As Sue Rosen summarises, the construction of the colony's great road network reflects a number of key tensions: the need to facilitate economic expansion; the need to control and govern the spread of free settlement; and the necessity of developing an effective penal system.

'The construction of the three great roads to the north, south and west of Sydney by a recidivist convict workforce in the 1820s and 1830s derived from the evolution in Britain of the science of penology, involving the development of philosophies and methodologies of criminal reform, punishment and deterrence. In New South Wales, from the mid 1820s, servitude on the roads played a key role in a graduated penal reform. New sites of secondary punishment for transportees who had re-offended after their arrival in the colony were established. The road gang system's emergence was associated with efforts to establish the effectiveness of transportation over the penitentiary as a penal methodology. The system also reflected local security concerns' (Rosen 2006: 3)

The Great North Road, constructed between 1826 and 1835 by around 720 convicts under secondary punishment, implemented the findings of the Bigge Inquiry and Governor Darling's aim of establishing the road gangs as an 'instrument to revive the dread of transportation' (World Heritage Nomination:54).

³ This historical overview is derived from the NPWS CMPs for the OGNR 1999, 2005 and other documents as cited. This section is only a summary of the wealth of historical information that is relevant to the Old Great North Road. For further historical information, readers can refer to the bibliography for a list of historical resources. Key sources are Karskens (1985), oral history from former Senior Ranger Ian Webb, Upton (1932) and NPWS files. A broader discussion of road design and road construction is found in Lavelle and Karskens 1999.



Figure 2.3: 'View from the summit of Mount York, looking towards Bathurst Plains, convicts breaking stones, N.S. Wales'. Augustus Earle, ca. 1826. National Library of Australia (nla.pic-an2818287), Rex Nan Kivell Collection NK12/23. Reproduced with Permission. Earle gives us a rare depiction of work gang convicts on the Great West Road from the same period as construction of the Great North Road.

As Ballantyne claims, 'mobility is the life blood of empires' (Ballantyne 2014:7,8) and the convict system aimed to regulate the mobility of convicts and channel their labour into economic development, while also facilitating the mobility of free settlers and other economic interests of the colonial administration. The Hunter Valley was known by the colonists as a fertile area from as early as 1801, but it was not until 1819 that Governor Macquarie considered opening the area to free settlement. There were two reasons for this. Firstly, since 1815 the number of free immigrants to the colony had been greatly increasing. The original settlement had expanded to fill the Cumberland Plain and new areas of settlement were needed. The lush pastures of the Hunter Valley fulfilled this need. Secondly, since 1804 Newcastle had been the site of a settlement for convicts sentenced to secondary punishment, and isolation of this settlement from land access had been considered desirable. However, as some escapees had begun to find their way back overland by 1819, Macquarie decided to remove the convicts to an alternative site. He resettled them in Port Macquarie in 1822 and subsequent free settlement was rapid. In 1821 there were 21 free settlers in the Hunter Valley and by 1825 there were 283. Towns such as Wallis Plains (present day Maitland) and Patrick's Plains (present day Singleton) developed to serve the area as the population increased.

Access to the lower end of the Hunter Valley was still by water. Howe's Track (Bulga Road) was partially located in 1819 and completely marked by blazed trees from St Patrick's Plains to Windsor by April 1820. This marked line was in use for transport of cattle and sheep in 1821, but was not trafficable for carts until November 1822 (Webb 2004 pers comm.). The track gave access to the upper end of the valley but settlement here was not well established until the second half of the century. The route was arduous and circuitous and considered to be of little use to most of the settlers in the valley. It became apparent to the Government that there was an urgent need for better overland access to the Hunter Valley from Sydney.

The Great North Road was planned to fulfil this need. At the same time its construction would be able to utilise some of the growing numbers of convicts from the colony as well as remove them from settled areas. The Great North Road was a tangible signifier of the outlooks of early colonial society. Its magnificent structures were powerful symbols of the colony's perceived place and role in the course of the empire, unmistakable evidence that the 'civilised state' was being attained, and a triumph over the rugged and inhospitable landscape separating the centre of Sydney from the 'garden of the colony', the Hunter Valley.

2.4.2 Nefarious Geographies

The OGNR cultural landscape also reveals evidence of what Grace Karskens has called the 'nefarious geographies' of convicts and others who challenged official regimes of control (Karskens 2009:307). Graffiti and other evidence of the actions of individual road gang convicts are perhaps the most compelling reflections of alternative colonial experiences of the OGNR. The engraving of a man with hat and pipe (Figure 2.4) found on a sandstone surface on Devines Hill, beside a section of the road built by gangs between 1829 and 1832, is an intriguing example (Ireland 2015).



Figure 2.4: Engraving of a man with hat and pipe found on Devines Hill.

The iconography of the engraved profile portrait clearly links to other contemporary representations of convicts, showing their high-crowned hats and clay pipes—suggesting that this image would have been readily recognised by contemporary observer. An 1830 lithograph by Augustus Earle is a rare contemporary image that depicts work gang convicts and their distinctive clothes and material culture standing outside the building now known as Hyde Park Barracks in Sydney. Several wear distinctive high crowned hats and grip short-stemmed clay pipes between their teeth (Figure 2.5).

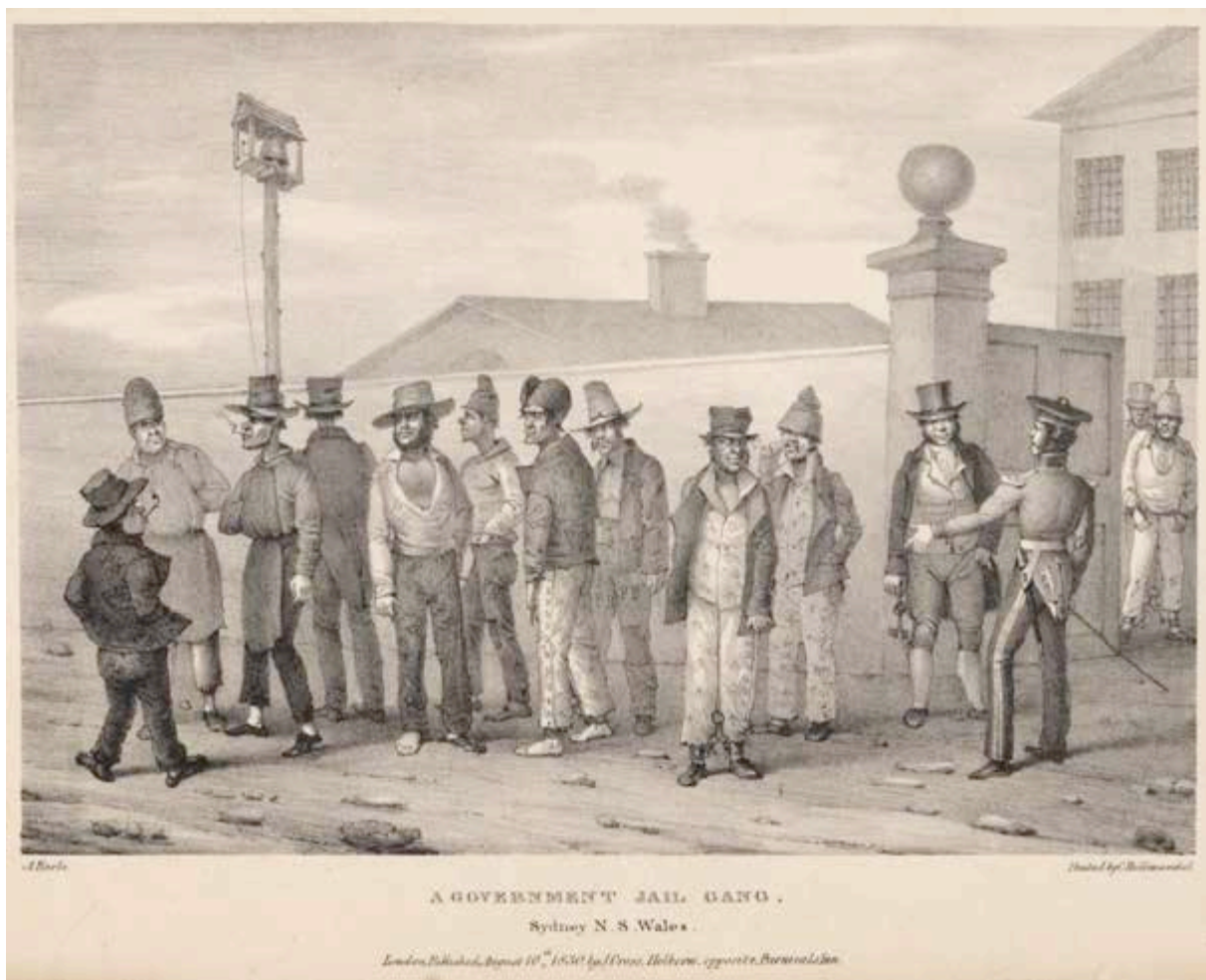


Figure 2.5: 'A government jail gang, Sydney, N.S. Wales', Augustus Earle, Plate number 3 of part 2 of Earle's *Views in New South Wales and Van Diemens Land* published in 1830. National Library of Australia nla.pic-an6065451. Reproduced with permission.



Figure 2.6 Details from Figure 2.5 showing work gang convicts with hats and pipes.

Three convict love tokens from museum collections also show very similar iconography (Figures 2.7, 2.8, 2.9). There is a convincing similarity between the lithograph, love tokens and the rock engraving, suggesting that this combination of attributes would have clearly represented a work gang convict in the 1820s.



Figure 2.7 Convict love token dated 1820 showing a man in chains smoking a pipe and wearing a tall hat. Reproduced under Creative Commons Licence from the collection of the National Museum of Australia <http://collectionsearch.nma.gov.au/?object=157536>



Figure 2.8 Convict love token from 'J.E' showing a man in chains smoking a pipe. Reproduced under Creative Commons Licence from the collection of the National Museum of Australia <http://collectionsearch.nma.gov.au/?object=162823>



Figure 2.9 'Love token', smoothed Cartwheel penny George III 1797, with engraving of a convict c1810-20. Collection: Museum of Applied Arts and Sciences. Photo: Marinco Kojdanovski. Reproduced with permission.

It's been suggested that the examples of graffiti along the road attest to problems with supervision of the convict gangs (Lavelle and Karskens 1999: 3.2.3). The gangs were sometimes 70 men strong and contemporary records detail that men were constantly absconding and that there was bribery and collusion between overseers and gang convicts (Robbins 2003). Road gangs were also reported to use a strategy called the 'Hawk', a lookout who used a secret code of signals to warn idle gang members when authority approached (Robbins 2003: 170). Is 'the man with hat and pipe' a convict overseer—is the engraving part of the code of signals used by lookouts? Perhaps this engraving was worked by a 'Hawk' on duty, or by idling convicts amusing themselves by satirising their overseer. The overseers were powerful intermediaries on the OGNR, brokering the relationship between convict workers and the colonial administration and ideal targets for graffiti which might conceivably be either the defiant resistance usually associated with institutionalised situations, or alternatively, a form of deference or acknowledgement of the role played by the overseer in negotiating favourable conditions for the road gangs (Karskens 1986).

2.4.3 Chronology of survey and construction

- Sept 1825**
 - Surveyor Heneage Finch completes survey from the 19 mile post on the Windsor Road, through Castle Hill North to Solomon Wiseman's farm and from north of the Hawkesbury River to the head of Wollombi Brook.
- April 1826**
 - Hunter Valley settlers petition Governor Darling to start work on the surveyed road so they can have good overland access to Sydney.
- Sept 1826**
 - Construction begins from Castle Hill North to Wiseman's Ferry by 67 convicts supervised by soldiers of the Royal Staff Corps. Not completed until 1830 but trafficable by 1828.
- April 1827**
 - Lt. Jonathan Warner takes over supervision of construction. Convict numbers risen to 127.
- Sept 1827**
 - Convict numbers risen to 200 and comprise four groups: Nos. 3, 4 and 8 Iron Gangs (wearing leg-irons) and No. 25 Road Party (whose members were not shackled).
- March 1828**
 - Work starts on the northern side of the Hawkesbury River (No. 25 Road Party and part of No. 3 Iron Gang) on the ascent now known as Finchs Line.
- April 1828**
 - No. 8 Iron Gang from the top of the ascent to Ten Mile Hollow (then known as Twelve Mile Hollow).
- June 1828**
 - Lt. Percy Simpson arrives to take over from Warner. He advocates a route traced by Warner from Ten Mile Hollow through Mangrove Creek and north to Wallis Plains but this is later rejected. (The track leaving Ten Mile Hollow in this direction is now known as Simpsons Track).
- Sept 1828**
 - No. 9 Iron Gang brought into Maroota area.
- Dec 1828**
 - Surveyor-General Major Thomas Mitchell rejects Finchs ascent although it is almost completed and instructs him to survey a new ascent. Finch provides two new options, both of which are rejected. Mitchell also surveys a line of road from Bedlam Point (near present day Abbotsford) through Ryde and Pennant Hills to Dural, superseding the section of road between Castle Hill and Dural just after its completion.

- Jan 1829**

 - On instruction from Darling, Mitchell surveys a fourth ascent (the present Devines Hill, which he had located with Wiseman and Simpson) which cuts 2 1/2 miles from the route. Renames Twelve Mile Hollow as Snodgrass Valley but the name is not commonly used and the area later becomes known as Ten Mile Hollow. Construction begins on Devines Hill, No. 25 Road Party worked on the lower section, the bridge below Devines Hill and the wharf of the north side of the river until September 1830. The No. 3 Iron Gang worked on the section of Devines Hill from the soft stone dyke uphill to the junction with Finchs Line. They were assisted by the No. 7 Iron Gang in late 1830, the No. 8 Iron Gang in 1831 and the No. 4 Iron Gang in 1832.

- April 1829**

 - Most of the Great North Road between Baulkham Hills and Ten Mile Hollow completed apart from the descent to and ascent from the Hawkesbury River.

- Nov 1829**

 - No. 9 Iron Gang working beyond Ten Mile Hollow to Giber Gunha (Mt Baxter) until April 1830.

- Jan 1830**

 - No. 8 Iron Gang working around Ten Mile Hollow and the hairpin bends near the 7 mile position.
 - Clare's Bridge party, comprising men from the No. 25 Road Party, constructs Clare's Bridge, finishing in October 1830. Some of the men also work on the Sampson's Pass Bridge.

- Feb 1830**

 - Construction of the Great North Road to Hungry Flat and Sampson's Pass, mainly by the No. 8 Iron Gang, until December 1830.

- June 1830**

 - Work commences on a section north of Mount Manning by the No. 29 Road Party.

- c. 1831**

 - Construction of the Circuit Flat Bridge by the North Road Bridge Party, under the charge of overseer William Barratt, completed April 1832; Barratt was originally an assistant overseer in the No 25 Road Party and his engraved name is associated with the Hanging Man engraving on Devines Hill.

- 1833**

 - Lines to the middle and upper Hunter surveyed and worked on until 1836.

- May 1833**

 - Repairs started to the road on both sides of the river at Wiseman's Ferry, where rains had washed away the centre.

- April 1834**

 - The gang at Wiseman's is moved to Bedlam Point.

- Nov 1834**

 - The constable stationed on the north side of the river is assigned three convicts from the prison ships to keep the watercourses on the road clear and carry out small repairs on both sides of the river. If they performed well they would receive a ticket-of-leave; this is the last document found about convicts working on the OGNR (Webb 2004 pers comm.).

- July 1836**

 - Supervisor Ogilvie writes a report to Mitchell detailing the large amount of work still to be done between his station and Maitland. Mitchell removes Ogilvie as Assistant Surveyor of Roads for using road gang men on his own land.

- Oct 1836**

 - Newcastle Iron Gang working on the Northern Road (now New England Highway) at Harper's Hill; the gang was still working on the Northern Road near Scone in 1841.

2.4.4 Abandonment

In mid 1831 steamers were introduced between Sydney and the Hunter Valley. These were faster and more reliable than previous water transport and quickly became the preferred mode of transport to the Hunter Valley. By 1836, as the few remaining gangs were completing the last, northern sections of the Great North Road, it had been almost entirely abandoned as a route to the Hunter, and parts of the Road fell quickly into disrepair through neglect.



Figure 2.10 'Wisemans Ferry in 1838', Conrad Martens, circa 1838. Collection of the Art Gallery of NSW. Reproduced with permission.

It was not only the advent of steamers that led to this virtual abandonment but also the nature of the terrain covered by the route. It was considered a long and difficult road to traverse with a lack of suitable accommodation and scarcity of water.

Later alternative routes north sealed the fate of much of the Great North Road. In 1844 an alternative route north via Peats Ferry came to be regarded as far superior, while in 1884, the road from Wiseman's Ferry through St Albans to Wollombi was formally opened to traffic.

The Great North Road thus:

never became the great thoroughfare it was intended to be. It is to this historical irony that we owe the physical survival of the Great North Road, and [especially its] ... most intact section in terms of impressive and

modest structures, pavements, grades and sight lines, ... that between Wiseman's Ferry and Mt Manning (Karskens 1991:2).

2.4.5 Shepherds Gully Road

The Shepherds Gully Road, descending from the summit of Devines Hill to the banks of the Macdonald River is historically closely related to the Great North Road, as it linked the Devines Hill ascent with the river valley road through the Macdonald Valley settlements below. This more hospitable route gradually evolved as the main road to the north (through St Albans and Mt Manning), and remained so at least until 1927. The water-bound Macdonald Valley, known earlier as The Branch, was settled by European colonists moving north from the Hawkesbury from about 1803. The river remained the sole means of transport and communication until the convict gangs cut the roads (Finchs Line, then Devines Hill) along the ridge to the southeast. By then, a maze of unmade tracks most likely linked the farms within the valley, and a line northwards was discovered by John Blaxland in 1825 along the western side of the Macdonald River to St Albans. The road down Shepherds Gully from Devines Hill joined Blaxland's Road (now St Albans Road) via Butler's Ford (later Book's Ferry). The valley's settlements flourished, and the homesteads, hotels and farms it generated provided a far more hospitable environment for travellers, and the local route was increasingly used by through traffic as well as local traffic. As such, they were gradually improved through formation and drainage structures.

Work may have been sporadically carried out over the following decades, although in 1864 Surveyor Pitt declared the St Albans Road generally to be 'still only a bridle track'. More construction was carried out, probably by the Department of Public Works in the early 1880s and the road was formally opened in 1884 (Upton 1932).

Oral history evidence collected by National Parks and Wildlife Service personnel during the 1970s suggests that a third stage of road work was undertaken in the 1920s or 1930s (NPWS File F427, Central Coast District, brief dated Feb. 1991). This was most likely the outcome of the popularisation of motor cars, demanding the upgrading of many difficult sections of road. By 1927 the *NSW Motorists Guide* showed the Wisemans Ferry - Devines Hill - Shepherds Gully - Road as the main route to the north. Traffic to the Hunter used Devines Hill and Shepherds Gully to access the Macdonald Valley and then followed the newly completed Mogo Creek route. This use of the Old Great North Road continued until the 1930s when the Pacific Highway was opened. The Old Great North Road was the only route in World War II when the Pacific Highway ferries were removed for war use.

Ironically, it was thus one of the meandering, rough 'bush' tracks so despised by Thomas Mitchell which superseded his grand and 'scientifically' planned road. The vague and sparsely recorded history of the Shepherds Gully Road is typical of such unofficial local roads, for they evolved mainly in the local contexts, serving settlers for decades (Karskens 1991:21-22).

2.4.6 Simpsons Track

Simpsons Track was an important route which took travellers from Ten Mile Hollow to Mangrove Creek, Mangrove Mountain and then to Gosford (Webb 1999: 60). Webb suggests that this was the main access to the Brisbane Water prior to the introduction of vehicular ferries on the Peats crossing in May 1930 (Webb 1999: 60). Simpsons Track was named for Lt Percy Simpson who supported this route, which had been 'discovered' by a convict named Macdonald in early 1828, as the best course for the OGNR from Ten Mile Hollow to Wallis Plain (Maitland) (Webb 1999: 29). However, it was not supported by Mitchell, who

determined that the Great North Road should follow the ridgeline northwards to Wollombi. As the Simpsons Track went through gentler country, with ample water and grass, and passed by established small land holdings, it continued in use as an important local route.

2.4.7 Becoming a National Park and historic site: Twentieth century use and management

Devines Hill to Ten Mile Hollow was used as access to Gosford until the late 1920s to early 1930s when the Spencer road was upgraded and a bridge built over Mangrove Creek at Oyster Shell Road. Until the opening of the Pacific Highway in 1930, with a ferry service for cars to cross the Hawkesbury River, the Old Great North Road was part of the major road route between Sydney and Gosford. Simpsons Track was a part of this route. In 1859 - 1860 the Northern Telegraph Line was installed between Wiseman's Ferry and Wollombi along the roadside between Finchs Line (including 1.8 km of Finchs Line) and Ten Mile Hollow. Maintenance work was carried out on parts of the Old Great North Road by the Post Master General (PMG) until 1965 in order to retain access to the telegraph line. This involved the use of a backhoe, grader and small bulldozer on the Old Great North Road. Several wooden culverts were pulled out and replaced with concrete pipes and headwalls during this time. Between about 1954 and 1965, loggers used the Old Great North Road to get access to timber, gaining access via Shepherds Gully Road. This involved the passage of bulldozers and timber jinkers over the road.

Since the gazettal of Dharug National Park in 1967 the NPWS has monitored the condition of the Old Great North Road and carried out emergency conservation and maintenance works. However, several instances of serious damage carried out by councils, electricity companies and the army are documented in NPWS files. In 1978 the NPWS was able to close the most visually spectacular section of the Old Great North Road, Devines Hill, to public use by vehicles and horses. Emergency conservation works were then carried out. In 1988 funding became available to record the historical features of the Old Great North Road in order to provide an adequate basis for its first conservation management plan.

In December 1992, following lobbying by NPWS and others, the NSW Minister for the Environment closed the Old Great North Road, Shepherds Gully and other ancillary tracks, between Devines Hill and Mogo Creek Road (43 kilometres), to public vehicular access to prevent further damage to the historic fabric and for public safety reasons. From the 1990s to present protective management regimes have been developed for the road and regularly updated. With regular monitoring, repair of culverts, and vegetation management the condition of the fabric has been stabilised and an array of interpretation facilities have been installed throughout the length of the road within Dharug National Park, but focussing on Devines Hill. The Dharug National Park portions of the OGNR were included on the NSW State Heritage Register in 1999, and Devines Hill and Finches Line were added to the National Heritage List in 2007 and included as part of the Australian Convict Sites World Heritage property in 2010.

3

THE OLD GREAT NORTH ROAD CULTURAL LANDSCAPE: ENVIRONMENT AND MATERIAL CULTURE

3 THE OLD GREAT NORTH ROAD CULTURAL LANDSCAPE: ENVIRONMENT AND MATERIAL CULTURE

3.1 The Environment and Setting

The geology of the Old Great North Road landscape is Hawkesbury Sandstone, except at the northern end of the study area at 10 Mile Hollow, where there is a small volcanic breccia diatreme. Hawkesbury Sandstone both underpins and dominates the natural and cultural landscape. Its many forms include a range of cross-bedding, extensive and differential weathering (honeycomb weathering, gnammas¹, cavernous joint weathering, overhanging sandstone visors, and undercut bluffs), liesegang rings², and limonite and ironstone concretions (Figures 3.1 and 3.2). The sandstone provides both the setting of the road and its fabric.



Figure 3.1: Sandstone cutting along Devines Hill showing cross-bedding.



Figure 3.2: Liesegang ring in weathered sandstone.

The road has pushed through and across ridgetop formations where slopes vary from 5% to 20%. The predominant slope of the line of the Devines Hill ascent is 10-15%. The elevations which OGNR crosses ranges from 15m ASL at the trackhead of Finchs Line to 265m ASL at its junction with the Western Commission Track.

¹ Small sandstone depressions which usually hold water.

² The glossary of geology defines liesegang rings as: 'Secondary, nested rings or bands caused by rhythmic precipitation within fluid saturated rock'. The liesegang rings tend to be red from iron oxide and hydroxides.

The vegetation on Hawkesbury sandstone varies with terrain and aspect, with dense forest on south facing footslopes and in gullies. The OGNR mainly traverses the drier, more open forests of the upper slopes and ridgelines. The two forest communities which characterise the OGNR setting are (i) the Sheltered Dry Hawkesbury Forest/Open Forest , on east-southwest facing slopes dominated by *Angophora costata*, *Eucalyptus piperita*, *Corymbia eximia*, +/-*Syncarpia glomulifera*; and (ii) Exposed Hawkesbury Woodland on ridges or west-northeast facing slopes dominated by *Corymbia eximia*, *Angophora bakeri*, *Eucalyptus oblonga* +/-*Eucalyptus punctata* and *Leptospermum trinervium*.



Figure 3.3: Sheltered Dry Hawkesbury Open Forest with *Angophora costata* and *Eucalyptus piperita* along Finchs Line.



Figure 3.4: Exposed Hawkesbury Woodland with *Corymbia eximia* and *Angophora bakeri* on north-west facing slope.

At the species level, the vegetation along and adjoining the road alignment contains a number of unusual species which are either currently vulnerable as a population or restricted in their distribution.

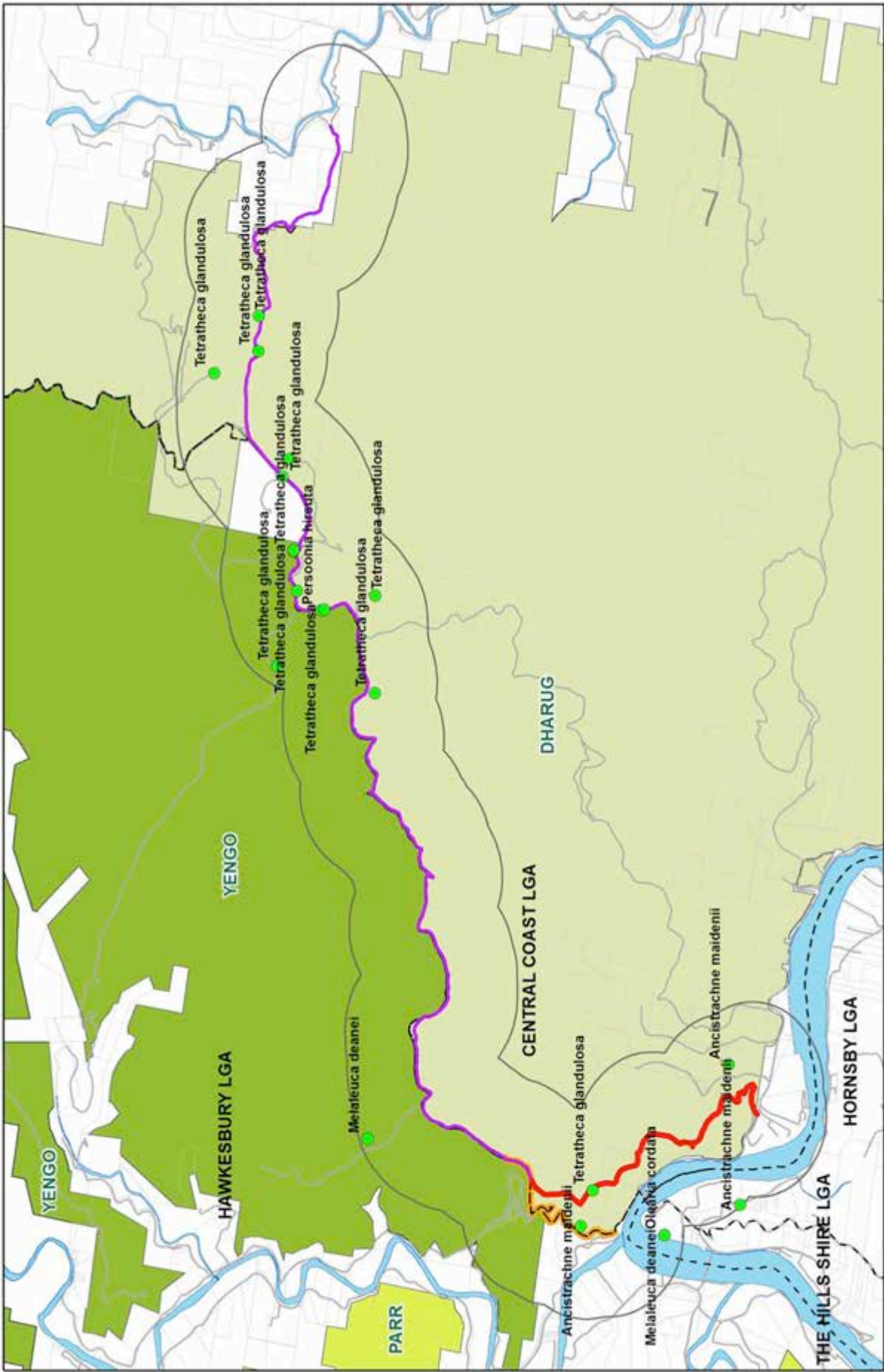


Figure 3.5: Listed Vulnerable and Endangered Flora Species within 1km of OGNR

The species array of the study area contains elements which have disappeared elsewhere in the region and are thus a measure of the completeness of the area's floristics. The distribution of these species within 1km of the road is shown in Figure 3.5.



Figure 3.6: The vulnerable flora species, *Tetratheca glandulosa*, widely distributed along the OGNR.

Observations of the vegetation in the period of road construction include those of Von Hugel who was much taken with the profusion of Gynea Lilies (*Doryanthes* sp.) along the rock cuttings and on the Devines Hill section mentioned *Boronia ledifolia*, *Epacris pulchella*, *Acacia* spp. and *Telopea speciosissima* (Hugel, 1833-1834). The same species, in similar profusion, can be observed along the road today. Mitchell describes the area more generally, noting the 'dreary labyrinth' of the bushland and that the sandstone rock 'is only partially covered with vegetation' (Mitchell 1996). A similar woodland/open forest community covers these ridge top areas today.

The integrity of the vegetation is reflected in a correspondingly rich fauna array in the parks and along the road. The results of wildlife data searches through BioNet for this CMP indicate that the species richness previously reported may be an underestimate. This is illustrated by the extensive list of vulnerable and endangered species recorded within 2km of the road alignment (Figure 3.7). In both parks, amphibia and reptiles are numerous and the Plans of Management for Dharug and Yengo speculate that this is due to the lack of disturbance and 'the extensive topographically diverse areas of weathered sandstone' which provide microhabitats and niches for the smaller vertebrates. The areas along the OGNR are typical of this description and are rich in small ground-dwelling vertebrates.

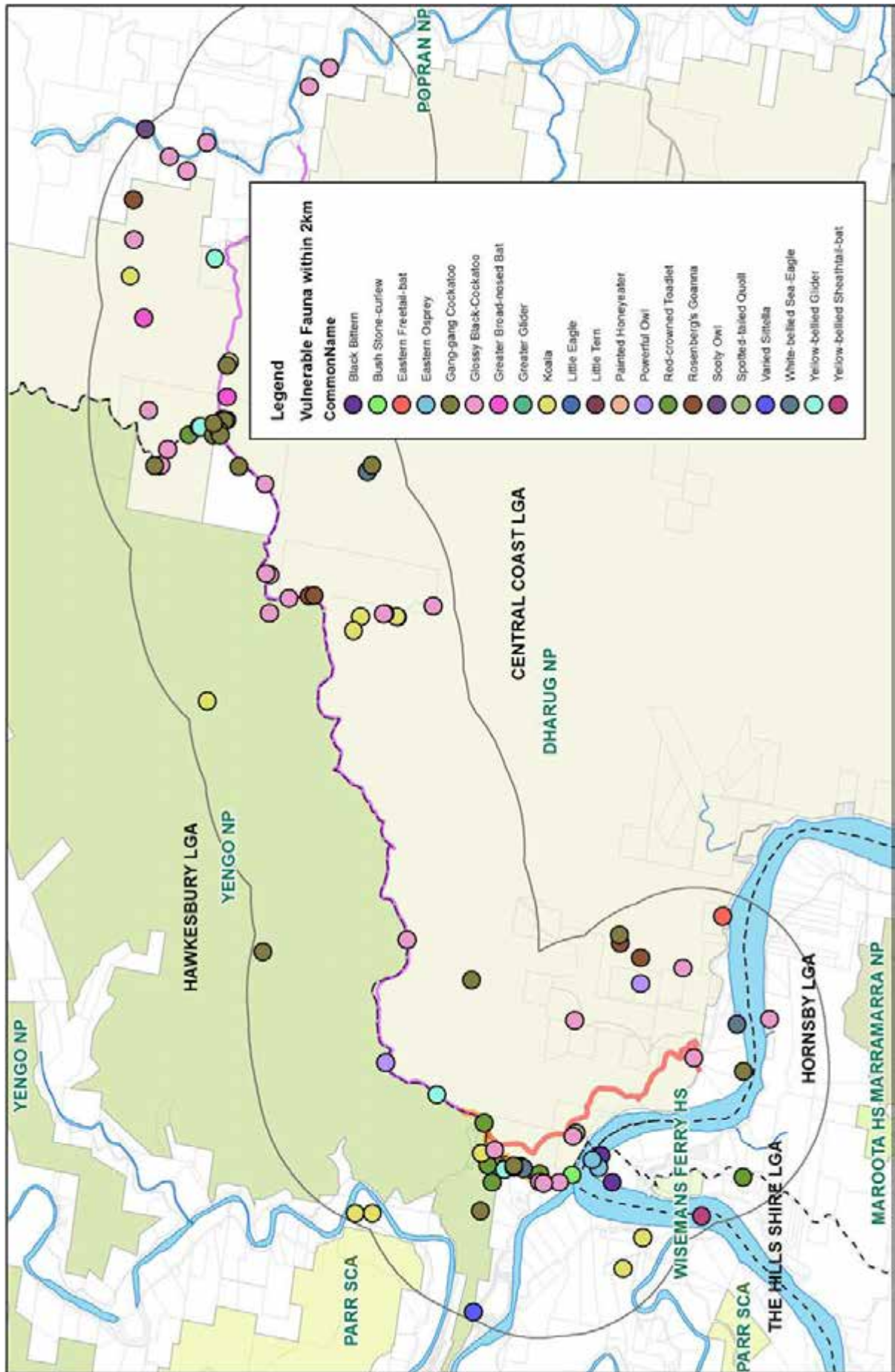


Figure 3.7: Listed Vulnerable and Endangered Fauna Species within 2km of OGNR

The main way that the road is experienced is by travelling along it. This provides two distinct visual experiences: the views from the road of the surrounding landscape, and views along the road and of the scenic interaction of the road and the landscape through which it passes. Through the delineation of viewsheds from the road³ (ie, what can be seen when looking out from various sections of the road) the setting and views can be accurately delineated. The views, both inside and outside the Park are extensive, taking in the bushland ridges to the north and east (in Dharug and Yengo NP), and across the Hawkesbury river to Wisemans Ferry and its hinterland as well as views up the Macdonald River valley. A significant attribute of this setting is the relatively undeveloped nature of the rural and bushland Macdonald / Hawkesbury River valley landscape.

3.2 Aboriginal Heritage

As shown in Chapter 2, the OGNR cultural landscape is part of a deeper cultural landscape with a rich array of evidence of Aboriginal cultural and economic activities. The NPWS Aboriginal Heritage Information Management System (AHIMS) has shown that 213 Aboriginal objects and Aboriginal places are recorded in or near the Great North Road. Figure 2.1 shows those Aboriginal places that are within 2 kilometres of OGNR. Two kilometres is further than you can see, looking out from the road. The distance is made greater in terms of travel times by the difficulty of crossing the sandstone country. Thus this distance encompasses all the archaeological places within the vicinity of the OGNR. There are 186 known Aboriginal sites within Dharug National Park, of which 15 are within 2km of the OGNR. A breakdown of these sites according to the site types shows that axe grinding grooves and shelters with art are the most frequently recorded site type in the DNP (Figure 3. 8), with rock engravings also common. Rarer site types are shelters with deposit, stone arrangements and shelters with midden. Open sites have not been recorded in the DNP.



Figure 3.8: Hand stencils in rock shelters in Dharug National Park.

³ Using a LIDAR-derived 1m digital elevation model from Geoscience Australia

Registered Aboriginal sites recorded within Dharug National Park

SITE TYPE	NUMBER	PERCENTAGE
Shelter with deposit	9	4.8
Shelter with art	66	35.5
Rock engraving	36	19.4
Axe grinding groove	68	36.6
Stone arrangement	6	3.2
Shelter with midden	1	0.5
Total	186	100%

Of the 42 known Aboriginal sites recorded within 2km of the OGNR, only 15 are located within the boundaries of Dharug National Park.

Registered Aboriginal sites within 2km of the OGNR

SITE TYPE	NUMBER	PERCENTAGE
Shelter with deposit	4	9.5
Shelter with art	23	54.7
Rock engraving	5	11.9
Axe grinding groove	5	11.9
Stone arrangement	2	4.8
Scarred tree	1	2.4
Waterhole/ well	1	2.4
Open camp site/ stone artefact scatter	1	2.4
Total	42	100%

3.3 Historic Heritage

The history and material evidence of the OGNR and its construction by convict road gangs has been the subject of detailed historical and archaeological research. The physical remains of the road have been extensively studied and catalogued and this sections aims to broadly describe the key components of this aspect of the OGNR cultural landscape.

3.3.1 The road elements

This section presents a brief overview of the physical elements of the OGNR and its associated sites. A detailed catalogue of these elements and the most recent reports on their condition, is provided in

Appendix 2. The physical evidence or fabric of the OGNR is defined as all the remaining material features of the road and its associated precincts. This includes:

- the formation of the Old Great North Road, meaning its shaping as well as the shaping of the immediate setting uphill and downhill, and including the sub-surfacing and surfacing;
- the alignment of the Old Great North Road; and
- individually identified elements and classes of elements.

A wealth of material from the period of road construction and use remains, demonstrating both road making activities, the life of convict workers and of others who used the Old Great North Road. The road making activities included cutting and filling to form the shape of the road (involving chiselling, blasting and quarrying), building walls and bridges, sub-surfacing and paving of the road, the construction of drainage systems and fencing. Evidence of convict life includes stockade and hut sites, graffiti and water supply features.

Devines Hill to Ten Mile Hollow – carriageway

The road carriageway was formed as follows:

Wherever the natural terrain sloped from one side of the road to the other, the lower side was embanked and/or the higher side cut down. A gentle slope was often slightly embanked with a side wall of one or two courses. On very steep slopes both cutting and filling were required and the operations were usually simultaneous, the material from the cutting forming the embankment. Where land was naturally level, it appears that no formation was made at all. The line was simply cleared and a broken stone pavement laid.

Three main methods of reducing the slope were used according to size of the area to be reduced. Generally where a stone cutting was required up to approximately 1.5m/4ft in height, it was hand cut with chisels or rock picks and the face was vertical. Larger stone cuttings were usually blasted out and where retaining walls were required, the exposed rock faces were quarried both to provide stone and to widen the road (Karskens 1985:277- 9).

Blasting involved the preparation of holes to the depth of rock to be blasted off. This is likely to have required two men, one holding a jumper bar and the other wielding a hammer or sledge. Some time after preparation of the hole, gunpowder was poured in, the top tamped with clay and the rock face blasted off. This process would be begun on the uphill side of the road with successive layers dislodged until the road attained the correct depth (after Karskens 1985).

Evidence of blasting can be seen in the numerous jumper scars with their distinctive triangular profile and in occasional unused jumper drill holes (Figure 3.9). Associated artefacts include possible powder magazines at Devines Hill and Finchs Line and portable artefacts such as jumper bars and sledges.



Figure 3.9: Jumper bar scars on a sandstone rock face on Devines Hill. (Photo: Richard Mackay, Mackay Strategic Pty Ltd, 2018)

The cuttings range from road edging a few centimetres high, to walls approximately 1.5m in height.

Quarrying was carried out with basic tools using primitive methods. While quarrying may have been done using wedge pits, guttering and/or plug and feather methods, there is evidence only for the first of these. This involved the cutting of wedge pits up to 9 cm depth into the rock with a chisel or pick. Iron wedges were then driven into the pits with a maul in order to split the rock. If quarried or blasted rock was unsuitable for wall construction it was discarded over the edge (Karskens 1985:279).

Large scale quarrying left a rock face with a distinctive benched profile. Both used and unused wedge pits can be seen along the Old Great North Road.

Alignment

In general, the alignment of the Old Great North Road is dictated by the landscape with the road largely following the ridge line, however specific areas such as the Devines Hill ascent illustrate Mitchell's 'straight line' policy of road construction.

Road surface

The road carriageway was levelled to make it suitable for horse and cart traffic by forming a pavement.

This was usually done in one of two ways depending upon the composition of the road surface. Broken stone pavements involved putting down layers of stones of various sizes grading from large at the base to small on the top, while sheet stone pavements were formed from the incorporation of natural rock platforms or shelves. For these, they were simply smoothed with picks or chisels and any gaps filled in with broken stones (Burke 1988:16 after Karskens 1985a).

Broken stone pavement is more commonly used along the Old Great North Road, however there are significant sections of sheet stone pavements.

Retaining walls

The construction of the road over a ten-year period by numerous gangs under different supervisors resulted in an extremely diverse range of retaining walls, varying broadly in every possible way. The dimensions vary according to the functions, from between less than 30cm to over 9.5m in height and between 30cm and 1m in thickness. In some cases a single course of stone was required to enclose a slight embankment elevating and levelling uneven ground, while in other cases over twenty heavy courses were necessary to support massive formations on precipitous slopes.

The common factor is that all the walls are dry laid. Even walls comprising the smallest and most ill-shaped blocks were not mortared. It appears that either broken stone or a mixture of earth and stones was employed as backing fill for these walls (Karskens 1985a:340-2).

There are several kilometres of retaining walls altogether. They range in length from a few metres to several hundred metres (Figure 3.10).

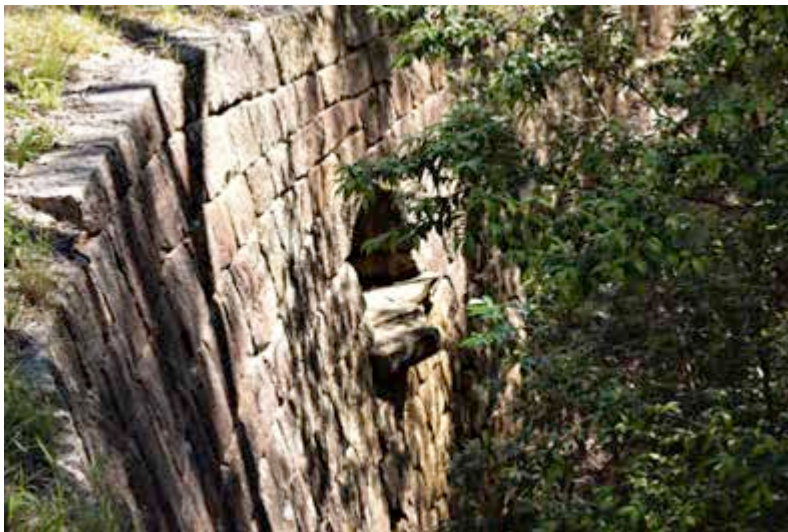


Figure 3.10: Retaining wall, Devines Hill.

Drainage

Drainage along the Old Great North Road takes two forms: side drains and culverts. Their size:

seems to vary indiscriminately and often without apparent logic. The cross-sectional area of many culverts is often smaller at the entry and larger at the discharge end. One is left with the impression that the design of the hydraulics of the road drainage was ad hoc...This indeed is very likely the case as the fundamental design information for proper control of the water would have been unavailable to the constructors of the day (McBean and Crisp 1990a:35).

(l) Side drains

The side drains constructed served to collect and channel water and were of three types: stone-cut, stone-block edged or merely as a ditch dug in the soil along the side of the road. Stone-cut examples were constructed through areas of sheet sandstone outcrop, where these formed the surface of the road, while ditch-drains were installed in other sections. Stone-block edged drains provided a low wall of sandstone blocks along the inner edge of the drain to prevent road fill material from washing into the drain (Burke 1988:15 after Karskens 1985a).

For most of the Old Great North Road there is a drain on the inboard side (Figure 3.11).



Figure 3.11: Constructed drain along inboard side of road, Devines Hill.

(ii) Culverts

Culverts were constructed from either stone or timber and served to divert water from the side drains, underneath and away from the road. Both types of culvert were constructed in a similar fashion, only the basic compositional material varying. A typical stone block culvert had both walls constructed from sandstone blocks and capping stones of thinner sandstone slabs. The inlet and outlet were both composed of stone blocks, sometimes the lintel stone being curved, for purely decorative reasons (Figure 3.12).



Figure 3.12: Stone culvert with curved lintel, Devines Hill. (Photo: Richard Mackay, Mackay Strategic Pty Ltd, 2018)

Timber culverts had two parallel support beams running the width of the road, with split slabs used as capping and squared logs used as lintels for both inlets and outlets. The lintels were often secured by iron stakes driven into the support beams beneath (Burke 1988:15 after Karskens 1985a).

One hundred and eight culverts have been recorded, 28 constructed out of wood, 63 out of stone and 17 consisting of concrete pipes, which for the most part are known to have replaced wooden culverts and were installed within the past 40 years. The locations of a further 6 wooden culverts which have completely disintegrated over the past few years and 3 stone culverts buried under Settlers Road, between James's Bridge and the site of the toll house and the ferryman's house, near the bottom of Devines Hill, have also been recorded (Webb 1990, 1991).

Wooden structures

Remnants of guard-rail fencing exist in three locations. They comprise a total of 8 wooden posts *in situ* and fragments of worked timber nearby.

3.3.2 Finchs Line

The ascent of Finchs Line is relatively short (about 1km of the 5.2km line) and very steep and narrow with several zig-zags where the road widens to form turning circles of 8-10 metres width. The retaining walls are dry laid, roughly squared and coursed and rise up to 5 metres. Much of the line below the ascent comprises an embankment with only one course of stone to delineate the outer boundary, while the line above the ascent, following a relatively flat ridgeline, has walls ranging from one to several courses high. The drainage system comprises sloping roadway to facilitate runoff and 7 stone slab culverts (Comber 1991b). Finchs Line features a major quarry, 3 examples of convict graffiti (Figure 3.13), an engraved mile marker (at one mile) and the remains of a stone hut a short distance from the Old Great North Road.

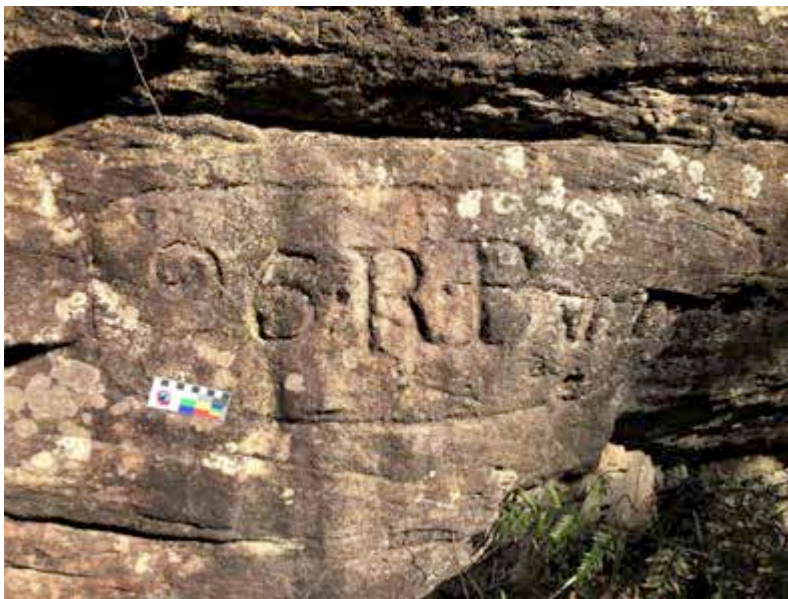


Figure 3.13: Rock engraving on Finchs Line, '25 RD. PARTY'. The 'D' is small to the top right of the 'R'.

3.3.3 The Shepherds Gully Roads

The archaeological evidence detailed in Comber (1991a) may be interpreted as loosely reflecting three phases of development. First, approximately 350m of the original levelled track (probably dating from the late 1820s) edged by an intermittent course of stones and featuring a stone slab culvert. Second, the better defined Sternbeck's Gully Road, with Type 2a/2b stone retaining walls up to 7m high, blasted quarries, seven stone slab culverts and a small bridge; these sections are thought to date from 1841-1880s. Third, the Shepherds Gully line, with retaining walls and culverts of both stone slabs [15 culverts, 4 of which have remnants of wooden decking] and of pipes with stone facing at inlets and outlets [3 culverts].

This road is thought to date from the 1920s/early 1930s. The stone comprising some structures appear, from their texture and the looseness of construction, to have been robbed from the Old Great North Road above and re-erected on this, the new main road north. The use of pipes and stone facing is more typical of early twentieth century work; many other examples are located on the St Albans Road further north, and on the 1912 Berghoffer's Pass in the Blue Mountains (Karskens 1991:22).

3.3.4 Simpsons Track

Simpsons Track dates to as early as 1828, and was used as the first road linking the Central Coast to the OGNR. It leaves the OGNR at Ten Mile Hollow and while the OGNR continues northward on the sandstone, it passes through sandy open forest following the gully of Ten Mile Hollow Creek until it meets the boundary of Dharug National Park. The track therefore has quite a different character to the OGNR and the surrounding vegetation is slightly different. Webb reported that retaining walls and timber and stone culverts are to be found along the stretch of the Track within Dharug National Park, and that they are similar in construction to those found on the Shepherds Gully Road (Webb 1999: 66). One timber and two concrete culverts have been identified and catalogued in the most recent condition survey (OHM Consultants 2008).

3.3.5 Features associated with the Road

Quarry sites

Quarry sites are found on Devines Hill, Finchs Line and Shepherds Gully. They demonstrate an array of stone mining techniques including wedge pits and jumper marks where gunpowder has been used. The Shepherds Gully quarry appears to have been used in the 20th century, utilising modern earth moving equipment.

The Devines Hill stockade site

There were apparently up to six semi-permanent encampments along the Old Great North Road. The Devines Hill stockade site has been located and several more locations are known to National Parks and Wildlife Service staff (Brooks 2019 pers.comm.). Similar camps are located south of the river within Wiseman's Ferry Historic Site, also managed by the NPWS. Early encampments (1826-7) comprised temporary slab and bark huts in random groups at convenient intervals along the Great North Road. Later encampments, known as stockades, were more complex, comprising buildings with stone foundations, hearths and ovens (from Karskens 1985a: 59ff). The vegetation on the Devines Hill Stockade area has been managed where it is affecting footings (pers comm. Sarah Brooks). Stone footings and evidence of earthworks can be observed in the clearing. Features surviving in the area have been catalogued by Comber (1991: 61-62) and Karskens (1985: 521). Devines Hill stockade is very significant as it was the only stockade on the northern side of the Hawkesbury between the river and Muswellbrook and Maitland. There were 16 semi-permanent convict campsites between the Hawkesbury and Bucketty, six of which were between the river and Ten Mile Hollow (Webb 2004 pers comm.). Devines Hill cannot be termed semi-permanent as it was used from 1829 to at least late 1834, the longest used site on the OGNR (Webb 2004 pers comm.).

Hut site

The remains of stone hut foundations are found at the base of Finchs Line.

Water supply sites

These comprise several hand-cut rock features including races, basins and wells.

Graffiti or rock engravings

Numerous examples of convict graffiti occur along the Old Great North Road. Graffiti from later periods up to the present also occur. The convict graffiti is pecked into the rock face with a road or quarry pick. Initials are the most common form but pictures and words also occur.

Hangman's Rock or the powder magazine

The small natural rock shelter on Devines Hill known as Hangman's Rock has been modified with hand-cut steps, shelf and postholes (Figure 3.14). It is thought that this site may have been used as a powder magazine due to its location close to a major quarry, its open aspect, the presence of postholes, suggesting a barrier, and the fact that the dimensions of the shelf correlate with the dimensions of gunpowder containers of the period (Webb, pers. comm.).



Figure 3.14: 'Hangmans Rock' or powder magazine on Devines Hill.

Mile markers

Three mile markers have been identified: the 1 mile on Devines Hill, the 7 mile and the 1 mile on Finchs Line. All are engraved except the 7 mile marker, which is a wooden post, no longer *in situ*. It is held at the Mill Creek Depot. Three timbers from the timber culvert at Ten Mile Hollow are also located at Mill Creek Depot. The 12 mile marker has also been identified; however this marker is outside the study area.

Portable artefacts

This category includes a number of metal artefacts such as leg-irons and picks as well as larger items such as the wooden 7 mile post (Burke 1988:50), all of which have been removed by the NPWS for their protection and housed at the Bucketty Depot. Some other portable artefacts are thought to have been removed by members of the public from places such as the stockade site on Devines Hill (I. Webb, pers comm.).

3.3.6 The North Telegraph Line

Bushfire has today destroyed much of the evidence of the North Telegraph Line which was installed in 1859. The line ran from Windsor to Wiseman's Ferry, to Wollombi and thence to Maitland. It spanned the Hawkesbury and joined the Finchs Line where some steel ring bolts and insulators driven into the rock can be observed. Many burnt telegraph poles and insulators can also be observed around Ten Mile Hollow and at other locations along the road. This line was maintained until 1965 and the PMG carried out work on the OGNR in order to maintain the line until that date (Webb 1999: 58. 63).

3.3.7 The Ten Mile Hollow archaeological site

Substantial masonry footings are visible close to the road at Ten Mile Hollow around 50 metres before the creek crossing. Much wombat activity is evident in the sandy soils around these remains, but a portion of abutting walls is exposed and appears to have been excavated at some time. Webb published a sketch plan of the site (1999: 67) with the legend 'limits of excavation' around the exposed portion. Webb reports that Solomon Wiseman was granted 100 acres of land at this location and four allotments in the town site for an inn, but that a village development was planned but never executed (1999: 65).

Webb suggests that there is no evidence that Wiseman ever built at this site but does report that an unlicensed house associated with a man named Paley is referred to in the 1840s. Another reference to an unlicensed house at '12 Mile Hollow' (an earlier name for Ten Mile Hollow) comes from 1838 (Swancott n.d. 95,96). No surface artefactual material was observed at this site.

3.3.8 The Meisterham house and garden remains and the Wat Buddha Dhamma

Three archaeological sites associated with the Meisterham family who lived at Ten Mile Hollow prior to the 1960s, have been recorded by NPWS. The sites are titled: 'Meisterham house ruin', 'Artefact scatter – Meisterham house ruin' and 'Garden, Meisterham house ruin'. The Meisterhams established a pine plantation (now largely removed) at Ten Mile Hollow. Webb also reports that the family harvested native plants for sale to Sydney florists (1999: 66). Ten Mile Hollow contains the only evidence of historic habitation (post construction) along the OGNR in Dharug National Park.

This habitation continues today by virtue of the one surviving freehold block within DNP. This block was purchased from a Meisterham family member by the Wat Buddha Dhamma which established a Buddhist retreat, now a monastery, on the site. The retreat consists of an array of small timber buildings, and a few mud brick buildings, clustered in a clearing. The buildings narrowly escaped the bushfires of January 2003. The Wat continues to use the OGNR, north of the Western Commission Track, as its access (NPWS POM 1997).

3.3.9 The Western Commission Track and transmission line

The most recent change to the DNP/OGNR landscape has been the installation of a major power line by Transgrid. This involved the installation of a new track, known as the Western Commission Track.

3.4 Conclusion

The building of the OGNR has been the most substantial alteration to and impact upon this landscape. The building of the road has been a focus, a funnel for all subsequent human activity. The landscape shaped the road and in turn it has shaped the landscape: it has shaped patterns of fire - acted as a firebreak and as a route of access for firefighting. It has shifted erosion patterns. It congregates other uses around it such as the telegraph line of 1859, the modern power line, the unlicensed inn of the 1840s, and the small amount of rural/domestic development: the Meisterham house and the Buddhist Monastery.

The remains of convict work are numerous and diverse, ranging from monumental retaining walls, to the intimate graffiti recording initials or character images. The location of these features within this rugged environment, which in terms of geology and vegetation is characteristic of the broader region, contributes to the highly scenic and evocative character of this landscape. With views of bushland as far as the eye can see in many areas, this landscape evokes the ‘frontier’ experience of travelling the road in the 1830s.

The visual catchment of the Old Great North Road (OGNR) is of relatively undeveloped rural and bushland Macdonald / Hawkesbury River valley landscape. This allows the convict-built road remains to be viewed, understood and appreciated in a visual context that reflects the period of its construction and use.

The intact forest and woodland communities and the species richness of the vegetation of Dharug National Park, plus the extensive list of rare and vulnerable species, indicates that the current floristics are likely to be a largely authentic representation of what was there 200 years ago. This is reinforced by a comparison of observations by Von Hugel and Mitchel writing in 1934 and the 1850s respectively with the current vegetation.

The presence of the road has also influenced the recording of Aboriginal sites, with 49 located within two kilometres of the road. The construction of the OGNR impinged upon a pre-existing, and persisting, Aboriginal cultural landscape that included the Boree Track, numerous art and ceremonial places, and evidence of human habitation. The location and route of the OGNR may represent some exchange of knowledge between Aboriginal people and the original surveyors and road gangs, providing an aspect of overlap between the pre- and post-colonial cultural landscapes.

The pre-colonial archaeological places of this landscape contribute to understanding change and continuities through time of the occupation and culture of the people of the Sydney Basin. This evidence includes a significant array of regional art forms that have been interpreted as a communication network important to social cohesion and cultural identity, and distributions of lithic raw materials which demonstrate interaction between people to the north, in the Hunter, and to the south.



4 SOCIAL VALUES

4 SOCIAL VALUES

4.1 Introduction

Many individuals and communities value, and hold a range of attachments to, the OGNR cultural landscape. Previous research has recorded accounts from: Aboriginal community representatives and individuals; individuals who have expert or special knowledge of the road and its environment; organisations that hold the road in high esteem; and residents of local areas for whom the road has been a part of day-to-day life in the past. Previous heritage assessments of the OGNR have produced accounts of social values, including the investigation and consultation undertaken for the 2005 CMP. There are also a number of published sources, most usefully perhaps Bill Bottomley's *By Force of Maul and Wedge*, which records interviews with individuals with long and profound associations with the road. This chapter aims to summarise the main known forms of attachment and social value that have been documented for OGNR and its landscape. It is important to understand social value as a socio-cultural process rather than a fixed set of values, which is built through practice and changes over time.

4.2 Social value

Debates and discussions about social value, as a category of heritage value, are at the heart of changing trends in heritage management (Jones 2017). Broadly defined as 'collective attachment' to places and things, this form of value can accommodate cultural practices, memory, oral narratives, concepts of belonging and identity, social capital and other forms of community resources to do with well-being and regeneration. While various global heritage charters and policies reveal a growing emphasis on the category of social value, in practice it remains understudied and often conflated with values derived from discourses of history, archaeology and aesthetics. It is perhaps more useful to think of social value as a social process rather than as a 'fixed value category that can be defined and measured' (Jones 2017). In this vein, it is important to consider how relationships between people and the OGNR cultural landscape have changed over the last decades and how they continue to change as the heritage management framework around the road creates new understandings and links between this local place and global discourses of heritage. For instance, since it was incorporated in the National Park in 1967, closed to day to day traffic in 1978 and

with further closures in 1992, listed on the State Heritage Register in 1999, and more recently listed as National Heritage in 2007 and inscribed on the World Heritage List as part of the Australian Convict Sites World Heritage Property in 2010, understandings of, and relationships with, this landscape must have changed considerably. Understanding evolving and emerging values requires research that may draw on a range of methods derived from the social sciences, ethnography, anthropology and oral history. The OGNR would be a rich case study for such research in the future and this should be promoted as part of its heritage management.

4.3 Aboriginal community values

Aboriginal community representatives have active associations with the area of the OGNR cultural landscape country which are maintained through visits and through teaching. For example, the 2005 CMP recorded that Darkinjung Local Aboriginal Land Council (LALC) and Metropolitan Local Aboriginal Land Council (MLALC) undertook regular activities in the areas of Yengo and Dharug National Parks: cultural awareness tours have been conducted by members of the Darkinjung LALC in country adjacent to and within the DNP to show 'people, plants and animals so they get the feeling of the place and then moves on to the [rock art] sites' (CMP 2005). Members of the Metropolitan Local Aboriginal Land Council base cultural tours of Dharug National Park and surrounding country at Camp Wollemi (<https://metrolalc.org.au/services-resources/camp-wollemi/>), which is under the management and ownership of MLALC. In this way students in TAFE Aboriginal programs, school groups and Indigenous community members, especially children, gain experience and knowledge of the country. Both land councils have stressed their links to, and pride, in the rich Aboriginal heritage of the area.

4.4 Themes of social value and attachment

An analysis of comments in the OGNR Dharug National Park Visitor Book for the 2005 CMP raised a number of value themes which indicate some of the ways visitors value the road.

Imperial connections

Travellers from Britain made up a large proportion of the overseas visitors who recorded a comment in the book. These visitors valued the connections they saw between Australian colonial history and Britain; they were fascinated by personal connections, such as finding that one of the historical characters associated with the OGNR came from a visitor's own village. Others valued the road as a testament to British engineering skills, while others marveled at what they saw as the skill and resourcefulness of the British convicts. These responses demonstrate that the OGNR, named for its 'mother' road in England, is perceived by these visitors as a relic of British Imperial history, and as a symbol of the skills and qualities which British people drew upon to build their empire. These responses highlight the importance of understanding the OGNR, and the people associated with it, in a global, imperial context - that they were part of a trans-national cultural and political network linked, rather than separated, by oceans. This reminds us that Australian colonial history is not simply an aspect of national history and heritage, but part of a global history and heritage of imperialism, migration, and forced migration in the case of the convicts.

Commemoration and convicts

Intense interest in convicts as ancestors, and in genealogies more generally, has been a feature of Anglo-Celtic Australian society since the 1960s (Curthoys 1997: 33). Both the undertaking of genealogical research, and recent trends in historiography, have contributed to the individualisation, and an immense widening in the array of the types of people and identities who feature in popular understandings of Australian history. Individualisation of convicts and their stories has been a feature of Australian literature, film and television, as well as academic research, such as Grace Karsken's work on the OGNR and in the

Rocks. This is also clearly seen in the Convict Trail Project's 'Adopt- a-Convict' program, which saw over 500 convict individuals 'adopted' as a research project.

This growth in knowledge about these historical actors leads to a growing empathy, which is expressed in a desire to commemorate their lives, names, experiences and identities. Visitor book comments referred to strong feelings about the need to see the names of individual convicts recorded and commemorated in some sort of memorial associated with the road. This reflects how central the convict story has become to national narratives and how it draws upon other Australian cultural discourses that celebrate the underdog, the oppressed and the anti-authoritarian. The recording of names, a practice long associated with war memorials in Australia, and throughout the western world, has become a symbolic feature of much heritage interpretation in recent decades, and seems to be related to a desire to pay respect to those who may not have been respected in life. Examples of this growing trend include the Prince of Wales Destitute Children's Asylum Cemetery memorial garden in Sydney, The Cascades Female Factory in Hobart, The Edge of the Trees at the Museum of Sydney, and in the USA, the Salem Witch Trials Tercentenary Memorial and the Presidents House Memorial in Philadelphia. (For a discussion of some aspects of these memorials and places see Clark 1996, Ireland 2019.) The theatrical production, *Convict Footprints*, produced by NPWS from 2013-2016 (Figures 4.7-10), and the interpretation commemorating work gang convict's names at the Devines Hill Stockade (Figure 4.11) evoke this growing interest in the experiences of individual convicts in the penal system.

Feeling History

The endurance, tangibility and scale of the visible, material remains of the OGNR evoke sensations in visitors that have been described as 'feeling history' or 'touching the past' (Ireland 2012, 2016). The location of these remains in a setting remote from the sights and sounds of modern development appears to intensify the experience of the OGNR as 'living history'. The landscape, the spectacular stone remains and stories of convicts are a powerful combination, which inspires deep responses of experiencing the past. Port Arthur is probably the best other example where these three elements of landscape, stone ruins and convicts are perceived as literally bringing forth ghosts from the past.

Technical Accomplishment

The Visitor's Book also reveals a great deal of interest in the road as an example of the history of technology. Interest in traditional and often now obsolete technologies has been a strong motivational interest driving Australia's heritage movement since the 1960s. This combines with a more general contemporary fascination concerning engineering or building feats accomplished without the aid of contemporary technology.



Figure 4.1 Interpretation on the OGNR on Devines Hill recognising Traditional Owners of the country.



Figure 4.2 View from Finchs Line to the Hawkesbury below. The setting of the OGNR is key to the experience 'feeling the past'.



Figure 4.3 Interpretation on the OGNR on Devines Hill recognising the experiences of convict work gangs



Figure 4.4 Interpretation on the OGNR on Devines Hill recognising the experiences of convict work gangs.



Figure 4.5 Entrance to Devines Hill ascent of the OGNR at Wisemans Ferry.



Figure 4.6 Monument marking the World Heritage inscription of the Australian Convict Sites World Heritage Property.

4.5 Social Value and Local Value

OGNR is consistently valued for its historic importance, for its technological and engineering achievements, and for the role of convicts in its construction, however over the last 2 decades there have been a number of divergences, or contestations, in the way in which its value has been expressed and in the legitimacy of these expressions (Griffin NRM 2005). These have tended to centre on the different meanings of the road to local communities, heritage experts, and management authorities. The 2005 CMP records debate, for instance, about the place of the road in local history, with some stakeholders suggesting the road had no local history because there were no communities based right on the road. One view was that the only community really associated with the road were the convicts. Others however felt that the road was a part of local history and important family memories (in particular for Mangrove Mountain and other Central Coast communities). Some people who lived locally also stressed that using the road, driving on it to places they knew such as Ten Mile Hollow or Dubbo Gully, was the essence of their attachment to the road. They mentioned that elderly family members, who could no longer walk with ease, would love to relive the journeys they had made in their youth along the road.

4.6 The Convict Trail

The Convict Trail Project, which two local communities instigated in 1994, is an important indicator of how the Great North Road as a whole is valued by those communities who live beside it. The Convict Trail Project has become an over-arching body that draws together many parties with an interest in the Great North Road, including community, government, research and heritage professionals. The Convict Trail Project has been nationally recognised as one of the most successful community-based heritage organisations. The Convict Trail prepared a comprehensive Conservation Management Plan for the entire length of the surviving road in 1999 (Lavelle and Karskens). The following description from the Convict Trail organisation's website (<https://convictrail.com.au/convict-trail-project/>) describes the background and aims of the group:

The Convict Trail Project has been in existence since the early 1990s. It was initiated by the Bucketty and Wollombi communities (population 150 and 300 respectively) because of their concern about the degradation which was occurring to relics of the convict built Great North Road in their areas. The degradation resulted from a combination of neglect, vandalism, lack of awareness of the significance of the relics, and a lack of an overall management or conservation plan.

Frustrated by attempts to find an organisation or agency which was responsible for managing the Road, the local communities took the initiative in their own areas, and began restoring damaged sites under the guidance of a historical archaeologist and with the assistance of their local council. Realising that similar situations were probably happening elsewhere along the 240 km Road, in 1994 the groups began to involve other organisations with an interest in, or responsibility for conservation, management and promotion of the Great North Road. To date over 30 groups have joined the Convict Trail Project, ranging from councils, community groups, regional tourist organisations, government agencies, academic institutions and heritage organisations.

The Great North Road goes through over a dozen local government areas, each with a responsibility for managing heritage sites in their area. Parts of the Road also come under the jurisdiction of the National Parks and Wildlife Service, and the NSW Roads and Traffic Authority. By bringing together all these organisations with a responsibility for managing the Great North Road, and a range of community groups with an interest in its conservation and promotion the Convict Trail Project provides a unique forum for the long term management of one of Australia's national treasures.

The Convict Trail project has a Board of Management and publishes a monthly newsletter for members. It fosters research on the convict work gangs and other colonial figures associated with road. Its website features a series of videos of historical re-enactments of aspects of the history of the road, created in 2014 with the support of the Australian Government's Your Community Heritage Fund.



Figure 4.7 Theatrical performance, Convict Footprints, produced by NPWS on the OGNR, photographed in 2016 (Photo Richard Mackay, Mackay Strategic Pty Ltd).



Figure 4.8 Theatrical performance, Convict Footprints, produced by NPWS on the OGNR, photographed in 2016 (Photo Richard Mackay, Mackay Strategic Pty Ltd).



Figure 4.9 Theatrical performance, Convict Footprints, produced by NPWS on the OGNR, photographed in 2016 (Photo Richard Mackay, Mackay Strategic Pty Ltd).



Figure 4.10 Theatrical performance, Convict Footprints, produced by NPWS on the OGNR, photographed in 2016 (Photo Richard Mackay, Mackay Strategic Pty Ltd).

4.7 Conclusions: Social Values Associated with the Old Great North Road

Members of the Darkinjung, Dharug and other Aboriginal communities maintain interest in and concern for the country in and around Dharug National Park and its archaeological sites and spiritually significant places, by visiting them, teaching about them and conducting cultural awareness tours.

Local communities value the OGNR and its landscape for its historical importance, the links it supplies with colonial and convict history and for the access it has given in the past to familiar places. It is valued because of its entwinement with family stories and because of its importance in opening up the local districts of Mangrove, Macdonald Valley and the Central Coast. It is valued because of its educational potential for future generations. It is also valued as a public resource, a public thoroughfare, belonging to the community.

The concept of a road as a public place and thoroughfare is deeply embedded in Australian Anglo-Celtic and also British culture (viz, the importance of public footpaths in rural England). This is perhaps one of the reasons behind the strong feelings that have been expressed in the past about the locked gates that prevent vehicular access to parts of the OGNR. There is a performative aspect to the public's understanding of a road, perceiving it in terms of its function (ie, to travel along) - as a public right of passage and as being in the public rather than the private domain.

Convict descendants and convict history researchers value the OGNR as a tangible link with an important narrative of Australian history and of Australian cultural identity. This group sees the convict narrative as central to national heritage and focuses their values on the convict construction of the road, rather than on its other historical associations.

British visitors and other international visitors value the place for its historical significance, natural beauty, and also as a link with a broader, trans-national history of the British Empire and migration, to which many individuals feel a strong connection.

The Convict Trail Project is an initiative begun by people living close to the road who value it as a crucial part of the history of their district. This initiative has been nationally recognised as one of the most successful community-based heritage organisations.

The OGNR is valued by many specialist groups such as historians, archaeologists and engineers. Archaeologists value this landscape for its significant Aboriginal and historical archaeological remains and the area has been the subject of a number of landmark studies by archaeologists such as Macdonald, Attenbrow and Karskens.

More broadly, the OGNR and its landscape is strongly valued by communities for its evocative character and for its ability to produce an experience of touching or feeling the past. This derives from the absence of modern development within its viewshed, the aesthetic qualities of topography, vegetation, and geology, and the combination of monumental constructions and small scale relics, such convict graffiti which evoke individuals and their experiences in the past.



Figure 4.11 Monument at the Convict Stockade site on Devines Hill commemorating the names of work gang convicts.



5 HERITAGE VALUES

5 HERITAGE VALUES

5.1 Introduction

Assessing heritage values (or cultural significance) aims to articulate and order the values identified through research and consultation in a way that is clearly understood by the community and the government agencies responsible for managing and safeguarding the OGNR cultural landscape. A series of Statements of Significance have been prepared for the OGNR since 1991 and these statements have changed and evolved over time reflecting both new research findings and societal change. In particular, the 2005 CMP for the OGNR adopted a cultural landscape approach for the first time and therefore placed greater emphasis of the interconnected values of the environment, the Aboriginal cultural landscape and the historic heritage. Since 2005, when the road was only included on the NSW State Heritage Register, parts of the OGNR (Devines Hill and Finchs Line) have been included on the National Heritage List and inscribed on the World Heritage List as part of the Australian Convict Sites property, encompassing 11 sites around Australia.

The management and safeguarding of the full spectrum of values is essential for the sustainable conservation of the OGNR cultural landscape over the long term. Generally, the various listings reinforce core values, however there are some significant differences and apparent inconsistencies between them which are discussed further below in Section 5.9. This chapter offers a revised Statement of Significance for the OGNR cultural landscape which expresses the breadth of identified values in a succinct form; Statements of Significance for each of the Management Precincts that were established in the 2005 CMP; and concludes with a Table of Significance of Component Parts that lists the significance of all the identified features of the OGNR cultural landscape.

5.2 Outstanding Universal Values: Australian Convict Sites World Heritage property

Outstanding Universal Value (OUV) is the central concept in listing under the World Heritage Convention (Article 11). The operational guidelines (paragraph 49) define outstanding universal value as 'cultural and

/or natural significance which is so exceptional as to transcend national boundaries and to be of common importance for present and future generations of all humanity’.

The Devines Hill and Finchs Line precincts of the OGNR have been recognised as of Outstanding Universal Value in the context of the Australian Convict Sites property that was inscribed on the World Heritage List in 2010. The other convict sites are:

1. Kingston and Arthur’s Vale Historic Ares, Norfolk Island (1788-1814, 1824-1855)
2. Old Government House and Domain (1788-1856)
3. Hyde Park Barracks (1819-48)
4. Cockatoo Island Convict Site (1839-1869)
5. Brickendon and Woolmers Estates (1820-50s)
6. Darlington Probation Station (1825-1832, 1842-1852)
7. Port Arthur (1830-1877)
8. Coal Mines Historic Site (1833-1848)
9. Cascades Female Factory (1828-1856)
10. Old Great North Road (1828-1835)
11. Fremantle Prison (1852-1886)

To be inscribed on the World Heritage List a site must be assessed to be of Outstanding Universal Value (OUV). Assessment of OUV includes evaluation against 10 selection criteria, and consideration of the authenticity and integrity, as well as the protection and management, of properties. The Australian Convict Sites were deemed to satisfy criteria (iv) and (vi):

- (iv) to be an outstanding example of a type of building, architectural or technological ensemble or landscape which illustrates (a) significant stages in human history;
- (vi) to be directly or tangibly associated with events or living traditions, with ideas, or with beliefs, with artistic and literary works of outstanding universal significance.

The Australian Convict Sites were assessed as a group and found to maintain authenticity and integrity, despite some impacts of local circumstances such as urban context, or periods of abandonment and reuse. The inclusion of these sites on the National Heritage List and their protection under the *Commonwealth Environment Protection and Biodiversity Act 1999* contributed to the conclusion that the protection and management arrangements for the Australian Convict Sites World Heritage property were satisfactory.

The specific response to the criteria in the official Statement of OUV is as follows:

The property consists of eleven complementary sites. It constitutes an outstanding and large-scale example of the forced migration of convicts, who were condemned to transportation to distant colonies of the British Empire; the same method was also used by other colonial states.

The sites illustrate the different types of convict settlement organized to serve the colonial development project by means of buildings, ports, infrastructure, the extraction of resources, etc. They illustrate the living conditions of the convicts, who were condemned to transportation far from their homes, deprived of freedom, and subjected to forced labour.

This transportation and associated forced labour was implemented on a large scale, both for criminals and for people convicted for relatively minor offences, as well as for expressing certain opinions or being political opponents. The penalty of transportation to Australia also applied to women and children from the age of nine. The convict stations are testimony to a legal form of punishment that dominated in the 18th and 19th centuries in the large European colonial states, at the same time as and after the abolition of slavery.

The property shows the various forms that the convict settlements took, closely reflecting the discussions and beliefs about the punishment of crime in 18th and 19th century Europe, both in terms of its exemplarity and the harshness of the punishment used as a deterrent, and of the aim of social rehabilitation through labour and discipline. They influenced the emergence of a penal model in Europe and America.

Within the colonial system established in Australia, the convict settlements simultaneously led to the Aboriginal population being forced back into the less fertile hinterland, and to the creation of a significant source of population of European origin.

Criterion (iv)

The Australian convict sites constitute an outstanding example of the way in which conventional forced labour and national prison systems were transformed, in major European nations in the 18th and 19th centuries, into a system of deportation and forced labour forming part of the British Empire's vast colonial project. They illustrate the variety of the creation of penal colonies to serve the many material needs created by the development of a new territory. They bear witness to a penitentiary system which had many objectives, ranging from severe punishment used as a deterrent to forced labour for men, women and children, and the rehabilitation of the convicts through labour and discipline.

Criterion (vi)

The transportation of criminals, delinquents, and political prisoners to colonial lands by the great nation states between the 18th and 20th centuries is an important aspect of human history, especially with regard to its penal, political and colonial dimensions. The Australian convict settlements provide a particularly complete example of this history and the associated symbolic values derived from discussions in modern and contemporary European society. They illustrate an active phase in the occupation of colonial lands to the detriment of the Aboriginal peoples, and the process of creating a colonial population of European origin through the dialectic of punishment and transportation followed by forced labour and social rehabilitation to the eventual social integration of convicts as settlers.

Integrity and authenticity

The structural and landscape integrity of the property varies depending on the site, and on the type of evidence considered. It has been affected by local history, at times marked by reuse or lengthy periods of abandonment. The integrity varies between well preserved groups and others where it might be described

as fragmentary. Apart from certain visual perspectives in urban settings, the level of the property's integrity is well controlled by the site management plans.

Despite the inevitable complexity of a nomination made up of a series of eleven separate sites with more than 200 elements that convey the value of the property, the authenticity of the vast majority of them is good.

The Old Great North Road (Devines Hill and Finchs Line precincts) exemplifies the OUV thematic elements of:

- the use of transportation as a tool to expand geo-political spheres of influence (Criterion iv);
- the use of transportation and associated hard labour, such as road gangs, to punish and deter crime (Criterion iv); and
- transportation as one of the dominant models of punishment of crime in the 19th century (Criterion vi)

The attributes which convey these aspects of OUV include all the evidence of convict road gang labour: the line of road and road construction (including mile markers, cobblestones, retaining walls, cuttings, drains, culverts), quarry site, wedge and jumper bar marks, storage locations (Hangman's Rock and stone hut), stockade and camp sites including their archaeological potential, and graffiti.

A key contributory attribute is the isolated bushland setting of the elements. The abandoned section of Finchs Line has been noted as particularly valuable for its representation of abandonment as a common practice that significantly demoralised convict workers (WH Nomination, p 83).

5.3 National Heritage Values

The Devines Hill and Finchs Line precincts of the OGNR were included on Australia's National Heritage List in 2007 (Place ID 105961). This listing primarily recognises the historic values of the convict built features of the road, but also recognises its social significance, citing the success of the Convict Trail community organisation in working towards the conservation and promotion of the Great North Road as a whole. As set out below the site was deemed to satisfy criteria a and g:

- a) The place has outstanding heritage value to the nation because of the place's importance in the course, or pattern, of Australia's natural or cultural history*
- b) The place has outstanding heritage value to the nation because of the place's strong or special association with a particular community or cultural group for social, cultural or spiritual reasons*

The official values are stated as follows:

Finchs Line and the Devines Hill ascent are important as a particularly challenging segment of the 250km long Great North Road. The road, built with convict labour, was commenced in 1826 and completed in 1836. This segment of the Great North Road contains a rich array of features associated with convict road building, including traces of the first road, known as Finchs Line constructed in 1828, the later road re-alignment ascending Devines Hill built between 1829-32, the archaeological remains of a convict stockade which

housed convicts during the building of the road, the landscape setting of the roads including the massive retaining walls and buttresses on Devines Hill, culverts and the landscape along the roads and between the routes.

Governor Darling promoted the building of roads to assist in the development of the colony. Built as one of the Governor's three 'Great Roads', it linked Castle Hill just west of Sydney to the fertile and recently settled Hunter Valley. Road access via a permanent land route would provide the means of moving people, goods and large numbers of stock to the expanding district. Expansion and exploration were key aims of Governor Darling's administration and were sanctioned by the British Government which saw the economic opportunities they would bring. Road building was a civilizing improvement and it played an important role in the transition of the colony from penal outpost to colonial settlement.

The Old Great North Road is also important for its role in the story of convict punishment. The system of using convicts in road gangs was a form of additional punishment, for offences committed in the colony and was known as secondary punishment. It was a particularly harsh form of punishment deliberately designed to deter criminal activity in Britain and in the Australian colonies. The very worst convicts were placed in iron collars and leg irons. The road gangs worked in isolated and harsh conditions for months on end with limited shelter from the elements and reduced rations. Despite these drawbacks the construction of the Great North Road was a significant achievement.

The monumental buttressed retaining walls and associated drainage system on Devines Hill are an impressive example of the ambitious and exacting nature of work that involved surveying, engineering, blasting, quarrying and masonry carried out by the convict gangs under the direction of assistant surveyors. These structural features as well as the associated quarrying sites are still intact today and are undisturbed by development on or in the vicinity of the road.

Without such development, the Old Great North Road can provide information about colonial road construction and about how convicts lived and worked in this place. Evidence of convicts personalising their work can be found in convict graffiti rock carvings and the '25 R. Party' engraving indicating the road gang responsible for building this part of the road.

The Old Great North Road is regarded as outstanding for its social value with the local community, including through its association with the Convict Trail Project which draws together all parties with an interest in the Great North Road.

The Old Great North Road is valued as a public resource, a public thoroughfare and for its educational potential for present and future generations.

Criterion A

The Old Great North Road is the best surviving example of an intact convict built road with massive structural works which remain undisturbed by later development on or around the road.

Re-offending convicts were sentenced to hard labour in road gangs where they worked in isolated and harsh conditions for months at a time. The worst convicts worked in leg irons. The road gangs served to maintain order within the settlements and were intended to dissuade criminal activity in Britain and rebut the view that transportation was desirable.

This section of the road is a particularly challenging and steep 7.5 km segment of the 250 km long Great North Road which took over ten years to complete (1826-36). It includes both Finchs Line built in 1828 and the realigned road ascending Devines Hill built between 1829-32. The road construction required substantial cut and fill operations, the building of massive dry stone retaining walls up to 9.5 metres high supported by stone abutments and the construction of an extensive drainage system.

The place retains a comparatively rich array of structural features and construction elements, including both the original alignment of the road (Finchs Line) and the realigned ascent of Devines Hill, the retaining walls with their abutments, cuttings, embankments, quarry sites and drains. The road construction illustrates the design solution to overcome terrain conditions in the bushland environment.

The landscape setting with the road works and stockade indicates the work practices and living conditions of the convict labourers and their supervisors. The engraved '25 R. Party' and the convict graffiti rock carving convey an evocative link to the people involved in the works.

Old Great North Road provides evidence of the transition of New South Wales from a penal colony to a permanent settlement and is an excellent representation of the extensive road building undertaken by Governor Ralph Darling to expand the colony, provide transportation and communication links with dispersed settlements, and provide harsh punishment for convicts.

Criterion G

The place has strong associations with the local community as evidenced by the Convict Trail Project which two local communities instigated in 1994 by building on existing community involvement in initiatives to preserve the local area.

The Convict Trail Project has become an over-arching body that draws together all parties with an interest in the Great North Road, including community, government, research and heritage professionals. It has been nationally recognised as one of the most successful community-based heritage organisations.

5.4 State Heritage Values

The entire of extent of the OGNR within Dharug National Park was found to be of State Significance and registered on the NSW State Heritage Register on 2 April 1999 (SHR 00991). This listing encompasses the Great North Road between Wiseman's Ferry and Mt Manning. It was determined to have historic value and research potential under criteria (a) and (e) as set out below.

5.4.1 NSW Heritage Register Criteria

- Criterion (a) an item is important in the course, or pattern, of NSW's cultural or natural history (or the cultural or natural history of the local area);
- Criterion (b) an item has strong or special association with life or works of a person, or group of persons, of importance in NSW's cultural or natural history (or the cultural or natural history of the local area);
- Criterion (c) an item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area).

- Criterion (d) an item has strong or special association with a particular community or cultural group in NSW (or the local area) for social, cultural or spiritual reasons;
- Criterion (e) an item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history (or the cultural or natural history of the local area);
- Criterion (f) an item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history (or the cultural or natural history of the local area);
- Criterion (g) an item is important in demonstrating the principal characteristics of a class of NSW's cultural or natural places; or cultural or natural environments (or a class of the local area's cultural or natural places; or cultural or natural environments) (*Assessing Heritage Significance, a NSW Heritage Manual update, 2000: 8*).

Official values:

Criterion A

The Great North Road is a signifier of the outlooks of early colonial society. Its magnificent structures were powerful, tangible symbols of the colony's perceived place and role in the course of empire, unmistakable evidence that the civilised state was being attained and a triumph over a rugged and inhospitable landscape. It is associated with several notable figures in colonial administration, surveying and engineering including Governor Darling, Surveyor General Thomas Mitchell and Percy Simpson, one of Australia's earliest scientific road engineers (Karskens 1991: 12).

Criterion E

The Great North Road physically demonstrates the work patterns, skills and organisation of convict work gangs. This evidence is unavailable in documentary sources and has been essential in changing our views of work gangs. It has technological value in that it demonstrates the standards and practice of road engineering in the colony during the 'Great Roads' period of the late 1820s and 1830s (Karskens 1991: 12).

5.5 Comparative Analysis of Places

This section provides context for understanding the heritage values of the OGNR cultural landscape in comparison to other related or similar heritage places. The Australian Convict Sites World Heritage property brings together 11 sites that it is argued best represent important, diverse aspects of the global convict system. The OGNR links most closely to the theme of labour as punishment and deterrent in penological theories of the time, particularly NSW's work or road gang's role in providing essential infrastructure to enable the colony to expand geographically and economically. Within the 11 sites, OGNR links most closely to Sydney's Hyde Park Barracks, which also accommodated gangs working on urban infrastructure such as Busby's Bore, mentioned below.

5.5.1 The rest of the OGNR

A key context for comparison is the remainder of the Great North Road itself, as it extends outside Dharug National Park to the south and north. Karskens (1991:3-5) details comparable surviving sites considering their intactness and their range of features: 'the abandoned section (Great North Road) 40.4 km north of Baulkham Hills features low rough retaining walls, a single primitive culvert, cuttings and a good section of broken stone pavement. This section demonstrates the early, fairly modest works completed under Lt Jonathan Warner, the first Assistant Surveyor, a useful comparison for his 1828 ascent of Finchs Line and a contrast to Percy Simpsons later much more elaborate work. There are fragments of the old road in the Sydney metropolitan area too - a stone wharf (1832) at Bedlam Point, Gladesville; a rough stone conduit bridge, roadway and quarry (c.1829) at Cherrybrook; a stone flagged causeway over a small creek on Old Beecroft Road at Epping. Additional comparable sections of the Great North Road include the remaining unsealed in-use sections between Mount Manning and Mount McQuoid, and at Sawyers Gully north of Cessnock. The former contains some fine walls, picked rock faces, quarries and benches, while the latter contains a number of fine culverts still in use'.

Of all the early colonial remains of the OGNR however, the most extensive and intact is the Great North Road between Wiseman's and Mt Manning. Karskens states, 'it allows the analysis of construction methods and patterns far more fully than other more limited or fragmented sites, and has provided the essential typological tools for identifying and interpreting other old roads' (1991:5). As Karskens has argued therefore, the extent of intact features found within the Dharug National Park rivals any other section of the Great North Road. The fact that these features are located within a National Park enhances their context and setting, and also serves to protect the archaeological features which exist alongside the road, and which have the ability to demonstrate the long history of this landscape through pre-colonial, colonial and 20th century historical developments.

5.5.2 Other colonial roads

Great Western Road (Cox's Road)

Another important context for the OGNR are the remains of the other planned 'Great' roads to the West and South. Both Rosen (2007) and Karskens (1999) consider the Great Western Road to be the best comparison to the OGNR as it traverses similar challenging terrain. It too features sections of road cut into rocky platforms along ridge tops, steep earthen embankments, and bridge sites with sharply-turning approaches (Karskens 1999:3-5). Other useful comparative sites located on the Great Western Road include David Lennox's Lapstone Bridge, the oldest stone arch bridge on the mainland (1833) and the 1830s ascent of the Blue Mountains also selected by Mitchell. The remains of another large stone conduit bridge at Bowen's Hollow (c.1832) indicate a somewhat less sophisticated design than Clare's Bridge and the Circuit Flat Bridge (Karskens 1991:3-5). However, as the route of the Great Western Road has remained in consent use, the remnants surviving from the convict road gang works of the early colonial period are far less intact.

Old Windsor Road, Kellyville

Another important colonial road which opened up new agricultural lands in the early 19th century, and which retained its rural character until the late 1980s, is the Windsor Road (Casey and Lowe 1993, Clive Lucas Stapleton 2005). This road was formed more like a country lane, with vegetated embankments and was therefore of a much different character to the more monumental 'Great Road' which forged through difficult terrain. Only one small section of the 19th century form of this road now remains at Kellyville.

George St North, The Rocks

Many examples of early road building techniques have been observed in central Sydney. Karskens has documented one example of wood block technology on George Street in the Rocks (1989).

Convict Road at Arndell's Mill, Corduroy Road at Lake Innes House

Two examples of early roads on NPWS estate include a small section of convict-built road at Arndell's Mill at the northern end of Cattai National Park. This was built in 1810 and measures 75 metres long by two metres wide. A section of 'corduroy' road (constructed with logs) is also preserved at Lake Innes House, near Port Macquarie (State Heritage Register listing) .

Stockades

Notaras (2009) considered convict accommodation on the Great North Road in his unpublished thesis, concluding that stockade sites became more formal under Governor Darling (and see Gibbs 2012). Several examples of convict stockades have been investigated since Thorp's early study for NPWS of 1987. These include:

- Wiseman's Ferry Stockade (Austral Archaeology 1999).
- Towrang Stockade on the Great South Road
- Blackheath Stockade (Lavelle 1993)
- No.2 Stockade Cox's River (Pearson 1996; Rosen 2006)
- Bulls Camp site Woodford (Thorp 1989)

This comparative data suggests that the OGNR Stockade site is a rare, well conserved example of this type of site.

5.5.3 Other places of convict labour

While there are numerous sites of convict labour surviving around Australia, the other most substantial surviving convict built public work in NSW, from the same period as the OGNR, is Busby's Bore, an underground tunnel constructed using stone mining techniques to supply Sydney with water. It is also a product of the convict work gang system and links to Hyde Park Barracks and Darlinghurst Gaol in Sydney, where the work gangs were accommodated. Being underground it is less visible and accessible as a heritage item than the OGNR, but retains substantially intact sections. The site of the Coal Mines at Port Arthur has a remote bushland setting similar to that of the OGNR, and is probably the most comparable site of convict labour. It however relates to a later (1840s) and different secondary punishment system.

5.5.4 The European rock engraving on the Windsor Road

The European rock engraving of a figure with hat and pipe which is located near the Devines Hill stockade site has parallels along the OGNR itself, but another close parallel engraved figure is found on the Windsor Road and listed on the NSW Heritage Register (SHR Database No. 505142). The similar iconography of these figures, also seen on convict love tokens as discussed in Chapter 2, suggests that this type of image would have been readily recognised by contemporary observers as representing a convict.

5.6 Revised Assessment against NSW Heritage Assessment Criteria

The *NSW Heritage Manual* states that the assessment criteria must be approached within a contextual understanding of both local communities and history (*Assessing Heritage Significance, a NSW Heritage Manual update*, 2000: 3-4). The NSW Office of Environment and Heritage also defined an approach to this CMP which was defined as:

1. an integrated, or whole-of-landscape, approach with regard to the identification and assessment of all cultural (both historic and pre-contact Aboriginal) and natural values;
2. a cultural landscape approach to understanding the values of the place within its wider environmental/bio-geographic, historic and social setting;
3. a policy framework which reflects the social/community values of the place.

In view of all of these factors, this CMP approaches the OGNR and its landscape as an entwinement of people, place, environment and history. We approach heritage significance as primarily grounded in communities and the values they place upon land, history, memories and culture. The following analysis attempts to articulate some of the processes which imbue the OGNR and its landscape with meaning, in line with the NSW Heritage Assessment Criteria.

Criterion (a) an item is important in the course, or pattern, of NSW's cultural or natural history (or the cultural or natural history of the local area).

The OGNR cultural landscape has historic significance at many levels. The OGNR was the first road to be constructed north of the Hawkesbury, some 40 years after first settlement at Sydney. The road symbolises the imperial ambitions of the colony of NSW and of the men responsible for its planning: Darling and Mitchell. The road is evidence of the use of transportation to expand British geo-political influence, of the global nature of the empire in which Australia became embroiled, and the links this created as it moved technology and people across oceans.

The road survives as a substantially intact relic of the public infrastructure works constructed by convict gangs in the 1820s and 1830s. The road construction, and associated graffiti, engravings and stockade site, are testament to the nature of gang work as punishment and deterrent to crime and of transportation as a form of imperial social control, and also represents the individuals involved in the convict labour system.

Before and after the construction of the OGNR this landscape has been part of an Aboriginal cultural landscape which includes tracks, habitation and art sites. Forty-two recorded Aboriginal archaeological sites are located within two kilometres of the OGNR, and 14 within 500 metres.

The route of the OGNR may represent some sharing of knowledge between Aboriginal people and the surveyors, providing an aspect of overlap between the pre-colonial and colonial cultural landscapes.

The rock art of this region has been interpreted by Professor Josephine McDonald as a 'prehistoric superhighway' used to communicate important social messages and demonstrate aspects of cultural identity.

Cross-cultural rock art in the study area, deriving from the colonial period, is emblematic of the histories of Aboriginal- settler interaction in the early decades of colonisation.

Even though the OGNR did not become the major transport corridor that had been planned, it has indeed acted as a line of communication in this district from the colonial period until its incorporation within the National Park. The road was used for local mail deliveries and transport throughout the 19th and early 20th centuries. It created the corridor used for the 1859 Northern Telegraph Line.

Simpsons Track and the Shepherds Gully and Sternbeck's Gully Roads show the manipulation of official routes and ongoing use of these areas by local communities. Its form, features and location also evoke the experience of 19th century travel.

Criterion (b) an item has strong or special association with life or works of a person, or group of persons, of importance in NSW's cultural or natural history (or the cultural or natural history of the local area).

The road is associated with the well-known colonial explorer/surveyor Sir Thomas Mitchell, and with the histories of Solomon Wiseman, and of John Howe and Richard Wiseman, who located the first line from Wiseman's Ferry to Maitland. This was probably followed by Heneage Finch who surveyed the line of the OGNR (Lavelle and Karsken 1999: 7).

It is also associated with Governor Ralph Darling, who established the convict road gang system with the aim of providing the infrastructure for what he saw as more bureaucratically competent governance.

Percy Simpson was one of Australia's first scientific road engineers, and was responsible for applying technological advances of British road making in the colonial context.

Criterion (c) an item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area).

The combination of monumental stone construction, intriguing engravings, rugged landscape apparently remote from modern development, distinctive vegetation, spectacular views or aspects, and visually appealing sandstone formations has inspired a range of embodied, felt and creative responses to the aesthetic qualities OGNR and its landscape, both historically and in the present community.

Aboriginal art sites, which can be also associated with beautiful sandstone formations, hold high aesthetic appeal.

The technical achievement of the road's construction shows the transfer of technology from Britain to the colonial situation, the adaptation of the methods of Telford and Macadam, as well as the intuitive knowledge and experience of the engineers. The retaining walls of Devines Hill show the technical achievements of the convict road gangs who built them.

Criterion (d) an item has strong or special association with a particular community or cultural group in NSW (or the local area) for social, cultural or spiritual reasons.

Darkinjung, Dharug and other Aboriginal communities maintain connections with this landscape, its sacred and archaeological sites. Local communities value the OGNR and its landscape for its historical importance, the links it supplies with colonial and convict history and for the access it has given in the past to special

places. It is valued because of its entwinement with family stories and because of its importance in opening up the local districts of Mangrove, Macdonald Valley and the Central Coast. It is valued because of its educational potential for future generations. It is also valued as a public resource, a public thoroughfare, and as a community asset.

Convict descendants and convict history researchers and enthusiasts value the OGNR as a tangible link with an important narrative of Australian history and of Australian cultural identity.

Local, national and international visitors value the place for its historical significance, natural beauty, and also as a link with a broader, transnational history of the British Empire and migration, to which many individuals feel a strong connection.

The Convict Trail Project is an initiative begun by people living close to the road who value it as a central part of the history of their district. This initiative has been nationally recognised as a highly successful community-based heritage organisation.

The OGNR is valued by many specialist groups such as historians, archaeologists and engineers for its evidential and research potential.

More broadly the OGNR cultural landscape is valued for its evocative, affective character, which combines dramatic landscape, stone ruins and narratives of convicts and colonial times, to produce a feeling of experiencing the past.

Criterion (e) an item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history (or the cultural or natural history of the local area).

The research significance of the OGNR cultural landscape has been well demonstrated, including through the landmark archaeological studies by Jo McDonald and Val Attenbrow, of the Aboriginal cultural landscape, and of the historic landscape by Grace Karskens.

The integrity and intactness of the OGNR cultural and natural landscape enhances its important potential for further historical, cultural, anthropological, archaeological and other scientific research.

Archaeological sites of Aboriginal occupation in particular may shed light on the poorly recorded decades of the 19th century when Aboriginal people were displaced from their traditional lands and may have changed their patterns of use and occupation in this area.

The Devines Hill stockade and the Ten Mile Hollow archaeological sites also have particular research potential to shed further light on both the accommodation of convict gangs, and the history and nature of the building remains at Ten Mile Hollow.

Criterion (f) an item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history (or the cultural or natural history of the local area).

While the flora biodiversity of the study area is a small part of an extensive whole, there is a high representation of threatened and vulnerable species in close proximity to the road.

The intactness and integrity of the built remains of the OGNR in the study area make them rare examples of work done by convict road gangs. They are also rare surviving examples of road works from the 1820s – 1830s. Although some comparable remains exist, none are so well preserved or display such an array of features.

The convict graffiti and European rock engravings are rare examples of this form, representing ‘unofficial’ activities within a system of overt social control.

Criterion (g) an item is important in demonstrating the principal characteristics of a class of NSW’s cultural or natural places; or cultural or natural environments (or a class of the local area’s cultural or natural places; or cultural or natural environments).

The flora, fauna, ecology and geology of the OGNR landscape is representative of the broader conservation areas of Yengo and Dharug National Parks and Parr State Conservation Area. These in turn are representative of the complex array of ecosystems which make up the broader Blue Mountains World Heritage Area.

The range of Aboriginal archaeological sites in the OGNR landscape is representative of that found in the Sydney dissected sandstone and riversides. It is dominated by art sites and axe grinding grooves with relatively few occupation sites.

The road building features found on the OGNR are representative of the techniques and methods being employed in major road works in the 1820s and 1830s.

5.7 Natural Values

Although natural heritage values are not included in any of the official heritage listings for the OGNR, these are to some extent recognised by its location within a National Park, and the management of this place needs to adopt a whole-of-landscape approach, since the natural environment, climate and the visual experience all combine to define the landscape setting. Natural values therefore need to be identified and their role in contributing to the complex cultural/natural landscape understood.

Investigations of the natural environment of the OGNR have considered biodiversity, geodiversity, evidence for environmental change over time and landscape and scenic amenity. These values are taken from the Australian Natural Heritage Charter’s definition of natural significance as:

The importance of ecosystems, biodiversity and geodiversity for their existence value or for present or future generations, in terms of their scientific, social, aesthetic and life support value” (ANHC 2002: 9).

5.7.1 Geodiversity

The geological diversity of the study area is limited by being virtually restricted to the one geological stratum – Hawkesbury Sandstone. The only other geological formation along the road is a small volcanic diatrema at Ten Mile Hollow which is mainly indicated by a sudden change in soil fertility (increase) and soil structure (and thus a change in floristic structure), rather than a geological exposure. The sandstone formations along the road are exposed in various forms and exhibit cross-bedding and a range of erosion and

weathering patterns. These exposures, especially caves, and shelters link with both the Aboriginal and historic cultural values of the landscape. Other sandstone exposures show quarrying and rock cutting techniques as well as a large number of carvings and graffiti. All of these occur in close proximity to the road.

The geodiversity, though constrained to one stratum type, is relatively high due to the range of weathering phenomena on display, its dominance in the landscape, and the close links with cultural heritage.

5.7.2 Biodiversity

Vegetation Communities

The study area is part of a complex of conservation areas comprising Dharug and Yengo National Parks and Parr State Conservation Area. This area is also continuous with the northeastern extremity of the extensive Greater Blue Mountains World Heritage Area. Its ecosystem and community level biodiversity value is therefore derived from being part of this complex whole.

The vegetation communities of the study area are replicated over a wide area in both Dharug and Yengo National Parks and their biodiversity status is not intrinsically high, but they are part of the complex array of communities which make the Greater Blue Mountains World Heritage Area representative of ‘significant ongoing ecological processes in the evolution and development of terrestrial, fresh water...ecosystems and communities of plants and animals’ (NPWS and Environment Australia, 1998).

Flora species diversity

The study area occupies ridge tops and upper slopes of a small part of a large continuum of bushland. Ridge top and upper slope areas of Hawkesbury sandstone open forests and woodlands are not as species-rich as, for instance, the neighbouring sheltered forests and gully flora of the Narrabeen geological strata or the dry rainforests of Mt Yengo. However, the vegetation along and adjoining the road alignment contains a number of unusual species which are either currently vulnerable as a population or restricted in their distribution. A search of the NSW Wildlife Atlas in BIONET in February 2019 returned records of vulnerable or endangered species within a kilometre of the OGNR - five listed under the NSW Biodiversity Conservation Act 2017 (*Olearia cordata*, *Melaleuca deanei*, *Ancistrachne maidenii*, *Persoonia hirsuta* and *Tetratheca glandulosa*) and three listed under the Commonwealth EPBC Act 2000 (*Persoonia hirsuta*, *Olearia cordata*, and *Melaleuca deanei*). An additional five plant species are listed in the Rare or Threatened Australian Plant (ROTAP) lists (Briggs and Leigh, 1996) which notation combines assessments of distribution, conservation status, and reserved status (*Persoonia hirsuta*, *Tetratheca glandulosa*, *Acacia matthewii*, *Eucalyptus prominula* and *Boronia rubiginosa*). One species, *Persoonia hirsuta*, recorded beside the road in Precinct 6 is listed as endangered in both State and Commonwealth legislation and is included in ROTAP. The recorded locations of these species are shown on Figure 3.5. The flora biodiversity of the study area is a small part of an extensive whole, however the high representation of threatened and vulnerable species in close proximity to the road indicates that the study area maintains a comparable floral biodiversity value with the Dharug/Yengo complex.

Fauna diversity

Data from the NPWS plans of management indicate that the combined habitat of Dharug and Yengo National Parks and Parr SCA supports a large population of animals. 233 native fauna species have been recorded within Yengo/Parr, and 204 species in Dharug. A full search of the NSW Wildlife Atlas through BioNet in January 2019 for a 10km square centred on OGNR returned 100 native ground and tree dwelling animal species and 202 different bird species, including 21 threatened species within 2km of the OGNR. Of these, nine are terrestrial

vertebrates and 12 are birds. Two bird species, the Bush stone-curlew (*Burhinus grallarius*) and Little tern (*Sternula albifrons*), are listed as endangered under the NSW BC Act 2017 and one mammal, the Spotted-tailed quoll (*Dasyuris maculatus*) is listed as endangered under the Commonwealth EPBC Act 2000. The results indicate that the species richness previously reported may be an underestimate.

The fauna biodiversity along the OGNR appears to be consistent with surrounding areas despite habitat discontinuity and visitation. The recorded locations of these species are shown on Figure 3.7.

There is little mention of fauna along the road in historic sources and it is therefore difficult to say how much, if at all, the fauna populations have changed since European settlement. Certainly, the current recordings of foxes, goats, wild dogs, feral cats, and even cattle in both Dharug and Yengo National Parks and Parr SCA indicate vectors of change – and, with the presence of foxes and cats in particular, a consequent pressure on populations of small ground-dwelling vertebrates due to predation. However, the high number of different animal species found in the Dharug and Yengo National Parks in current data searches suggest that the species richness of the area may be higher than portrayed in the management plans. Closer to OGNR, the searches returned records of 55 ground and tree dwelling animals within 2 km of the road. Even allowing for the limitations of these observations (differing time of day, seasons, etc.) they indicate a considerable species richness on and around the OGNR.

5.7.3 The visual experience

The road provides two distinct visual experiences:

- views from the road of the surrounding regional landscape, and
- views along the road and of the scenic interaction of the road and the landscape through which it passes.

Views from the Road

The viewsheds from the road (derived from a LIDAR-derived 1m digital elevation model from Geoscience Australia) cover large areas of Dharug and Yengo National Parks as well as across the Hawkesbury river to Wisemans Ferry and beyond and along the Macdonald River valley. The visual catchment of the Old Great North Road (OGNR) contributes to its heritage value. It allows the convict-built road remains to be viewed, understood and appreciated in a visual context that reflects the period of its construction and use. The importance of the landscape setting is referenced in a number of listing citations for the Old Great North Road, but has not been formally identified as a value. The Statement of Outstanding Universal Value for the Australian Convict Sites World Heritage property notes the relevance of the 'landscape integrity' of some components. The National Heritage List entry for OGNR notes that the: 'road construction illustrates the design solution to overcome terrain conditions in the bushland environment'; and that the 'landscape setting with the road works and stockade indicates the work practices and living conditions of the convict labourers and their supervisors'. At the State level the listing entry records that OGNR: 'was a triumph over a rugged and inhospitable landscape'. The statement of significance and assessment of heritage values from the 2005 Conservation Management Plan for OGNR make multiple references to the significance of the landscape setting on many levels, noting particularly that:

The combination of monumental stone construction, rugged landscape, distinctive vegetation, spectacular views or aspects, and intriguing sandstone formations has inspired a range of aesthetic responses to the OGNR and its landscape, both historically and in the present community.

These views of bushland and pastoral lands are integral to visitor perception and appreciation of the OGNR. The theme of pushing the road through a so-called 'wilderness' can be maintained and complemented as a

visitor experience by protection of the viewshed from inappropriate developments and disturbances. Views from the road of the surrounding landscape, outside the parks, are vulnerable to visual disturbance by large scale or conspicuous developments and require a set of safeguarding management principles.

Views along the Road

The visual experience of being on the road is well described in the NPWS OGNR Conservation Management Plan, 1999. It also discusses this experience in its historical perspective, specifically the road's representational role in the dominion of man over nature. Contemporary perceptions (the painters Martens in the 1830s, and Willis in 1882) emphasise the epic nature of the construction and setting. The compatibility of the construction in design and materials is also apparent in the early illustrations. In the watercolours of Willis in particular, the merging of bush and roadworks (especially considering it was then a relatively recent construction) is noteworthy.

The road is usually on the ridgeline, or just below it. The common visual experience at close quarters is the bushland slope falling away from the road on the downhill side. Because the road embankment is constructed of sandstone blocks, often with fingers of paved drains (also in sandstone) running into the bush, a strong merging of the construction and the landscape is apparent.

Views along the road which are mainly within areas managed by the NPWS and are currently of good quality. The viewshed map indicates areas where small-scale park maintenance, service and storage facilities are possible with minimal impact on views.

5.8 Revised Statement of Cultural Significance

The OGNR cultural landscape is of outstanding cultural significance because of its combination of historic, aesthetic, scientific, natural, Aboriginal and other social values.

The OGNR is an evocative remnant of Australia's history of transportation and of the use of convict labour in the development of colonial economic infrastructure. It is a rare intact example of the labour of the convict road gangs, and of early colonial road engineering, with demonstrated research potential. The historic features of the OGNR are rare because of their integrity and intactness over such a distance. There are no comparable convict-built roads of such extent surviving elsewhere, and no other convict-built public works survive on such a scale.

The OGNR is a powerful manifestation of imperial ideology, as well as colonial self-images and aspirations, ideas of civil society, and of the personal experiences and ambitions of the men involved in its construction. The OGNR cultural landscape exemplifies the global links of empire, the movement of technology and peoples around the world, and the cross-cultural interactions that ensued. The 'unofficial' features associated with the OGNR, such as graffiti and rock engravings, afford rare, evocative glimpses of convicts as individuals, rather than as part of an anonymous, voiceless labour force.

All of these aspects are highly valued by community members, while local people also value the road for its links with family and local histories of settlement and life in the region.

Nineteenth century commentators responded to the OGNR and its landscape as an expression of the 'sublime' in the Romantic sense, a metaphor for the extension of civilisation into the 'wilderness'. Today the scenic qualities of the OGNR landscape derive from the contrast between the monumental stone remains and the seemingly undisturbed bush around them. This evocative character combines with popular narratives of convicts and colonial times, to produce the feeling of experiencing the past.

The environment of the OGNR is part of a large complex of bushland that surrounds Sydney to the north and west, and is continuous with the northeastern extremity of the Greater Blue Mountains World Heritage Area. The geology contributes importantly to the character and aesthetic appeal of the OGNR landscape, particularly through its range of differential sandstone weathering.

This area is part of an Aboriginal cultural landscape which includes pre-colonial and colonial tracks, art sites, sites of work and habitation. Forty-two recorded Aboriginal archaeological sites are located within two kilometres of the road, and 13 within 500 metres. Archaeological research in this broader region has made a significant contribution to understanding pre-colonial life ways.

Despite colonial violence and profound ruptures in social networks early in the colonial period, Aboriginal people maintained links with this cultural landscape from pre-colonial times, throughout the 19th century to the present.

The complex of tracks associated with the OGNR: Simpsons Track, Shepherds Gully and Sternbeck's Gully Roads; illustrate both the complex history of the construction and use of the OGNR, but also the manipulation of the official routes by local users.

The early abandonment of the OGNR as a major transport route contributed to the survival of the early colonial fabric. However, the road continued to be used: as a local transport route; for communications, such as the installation of the 1859 Telegraph Line, and for the recreation of local communities.

The OGNR has been recognised as of State significance for its historic and scientific values. The Devines Hill and Finchs Line precincts of the OGNR have been found to possess Outstanding Universal Value as part of a group of Australian places, The Australian Convict Sites World Heritage Property, that exemplify the global history of transportation and forced migration as part of imperial expansion and ideologies and philosophies of criminal punishment and reform. These precincts have also been identified as of National heritage value for their historic and social values.

5.8.1 Significance of Precincts

Since the 2005 CMP for the OGNR, the cultural landscape has been managed in terms of a number of management precincts with policies specific to the heritage significance of each precinct. In evaluating the 2005 CMP it is proposed that management on a precinct basis has been a successful response to the complexity and extent of the OGNR cultural landscape. In some cases, such as the Finchs Line, the precinct has a clear geographic boundary which links to its history of construction and abandonment. In other cases however, the precincts have more arbitrary boundaries. While it is important to have a holistic understanding of the significance of the OGNR cultural landscape, it is also important that management of the precincts proceeds on a sound understanding of their particular significance. In view of this, brief assessments of significance have been prepared for each precinct. The location of precincts is shown on Figure 5.1. For each precinct described below, the precinct maps show the locations of elements listed in the Significance of Elements table at the end of this chapter.

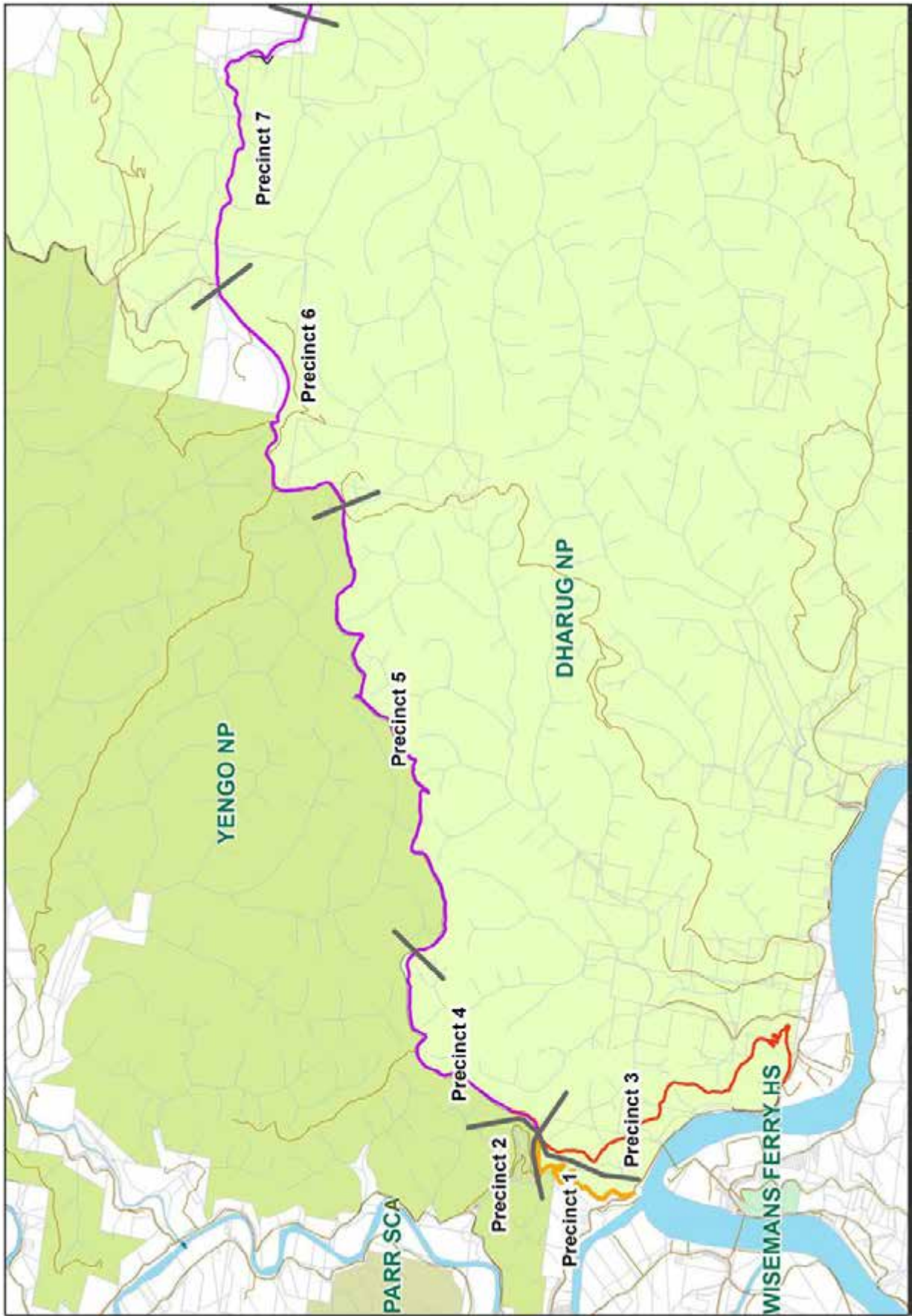


Figure 5.1: Precincts along OGNR

PRECINCT 1

DEVINES HILL ASCENT TO THE FINCHS LINE INTERSECTION¹ (SEE FIGURE 5.2).

This precinct possesses the most outstanding array of intact and legible built features relating to the OGNR, including massive retaining walls, buttresses, spillways and culverts. This is the most impressive, intact, and well-preserved early colonial part of the OGNR as a whole. This precinct has been found to possess OUV, National, State and local significance. This precinct also includes a large number of features relating to the road and its construction which possess historic and research significance and are key attributes of the OUV: the Stockade site, the Powder Cave, and the colonial graffiti and engraving of the profile man with hat and pipe. This precinct provides important views along the road, especially at points where the retaining walls change angle so that they can be viewed in elevation. No Aboriginal sites are known close to this precinct.

¹ (Lavelle & Karskens 1999 Precinct 3.2.0)

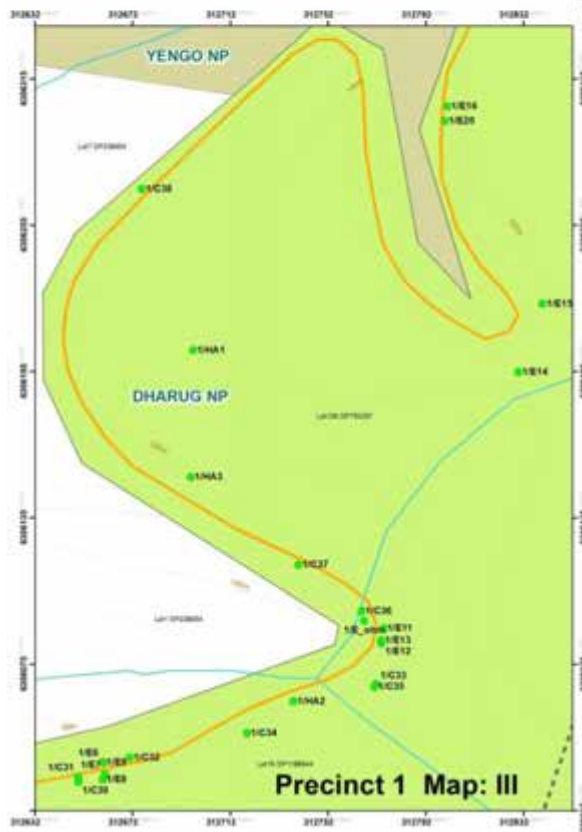
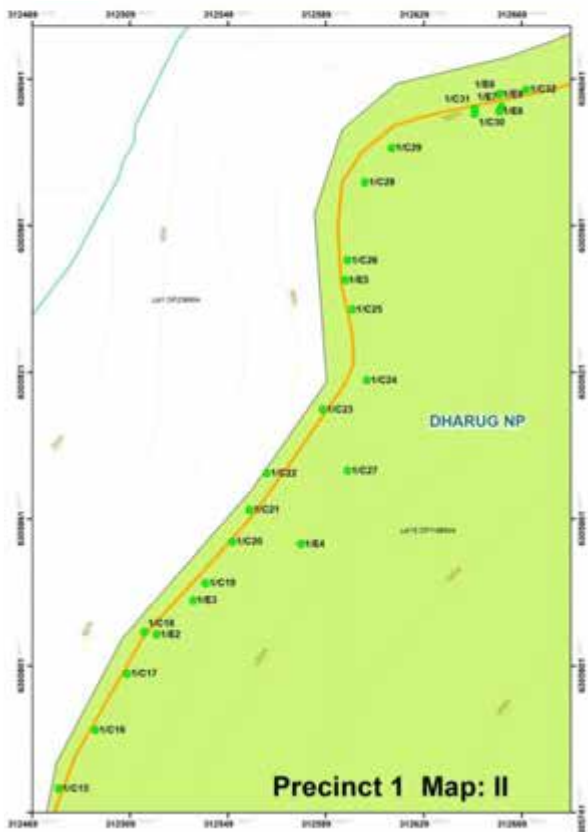
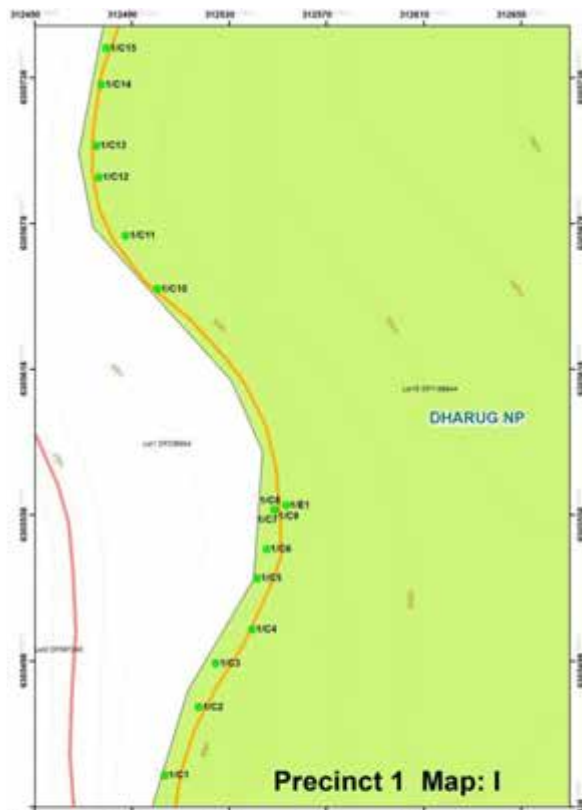
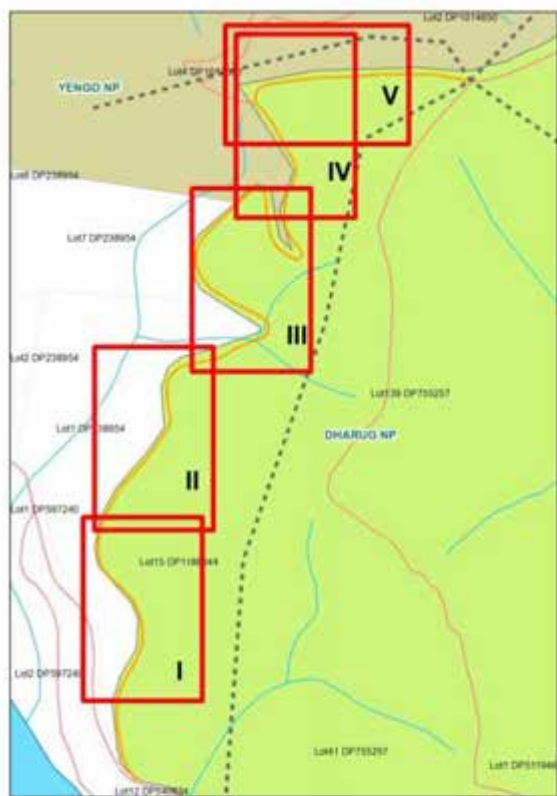


Figure 5.2: Precinct 1 Maps I–V with Locations of Listed Elements

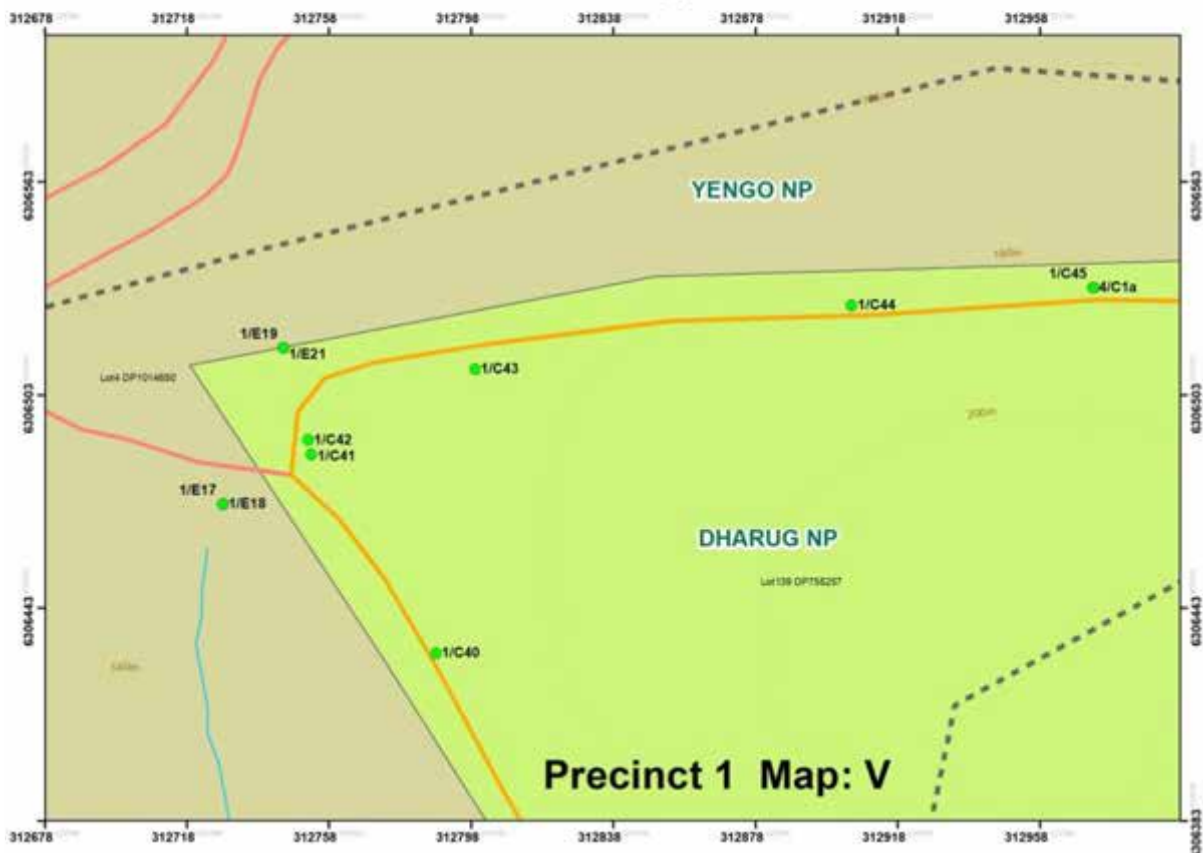
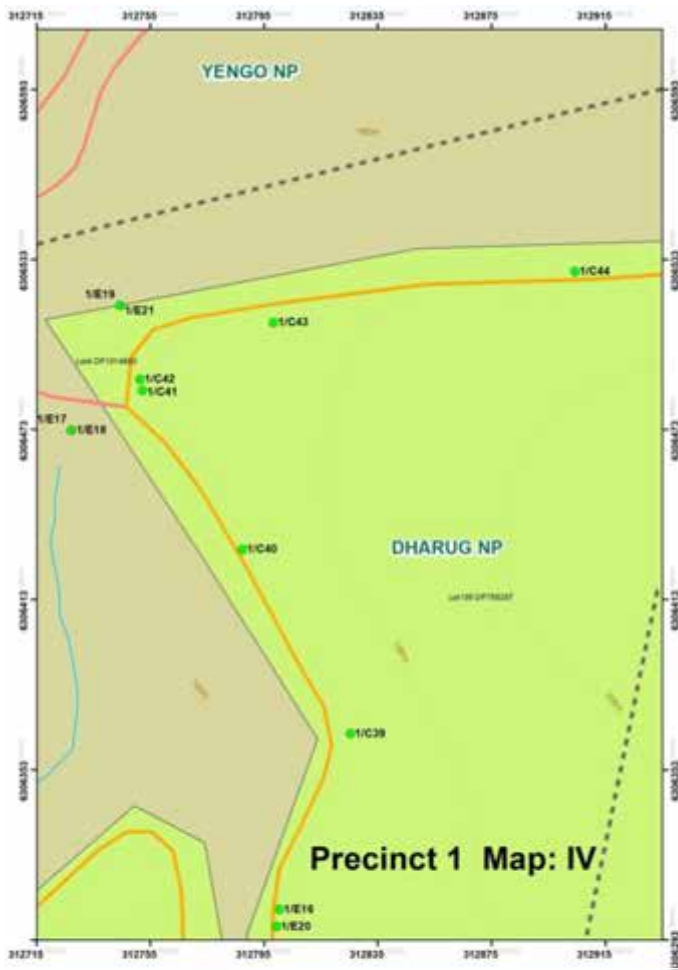


Figure 5.2: Precinct 1 Maps I–V with Locations of Listed Elements

PRECINCT 2

SHEPHERDS GULLY ROAD AND STERNBECKS GULLY ROAD² SEE FIGURE 5.3.

This precinct is recognised as of State and local significance. It is contained within gullies with dense rainforest vegetation, contrasting to the more open woodland of the OGNR proper. The precinct contains some scant road remains dating from the 1820s (the Original Line), 1840s - 1880s (Sternbecks Gully) including rubble retaining walls, stone culverts and a stone bridge, and the 1920s-1930s (Shepherds Gully) which also appears to re-use some stone robbed from the OGNR.

There are 2 recorded Aboriginal sites (45-2-0188, shelter with art, 45-2-0398, axe grinding grooves) close to this precinct. Shepherds and Sternbecks Gully Roads demonstrate local manipulation of the official road corridors and their ongoing use by local communities.

² (Lavelle & Karskens 1999 Precinct 3.4.0)

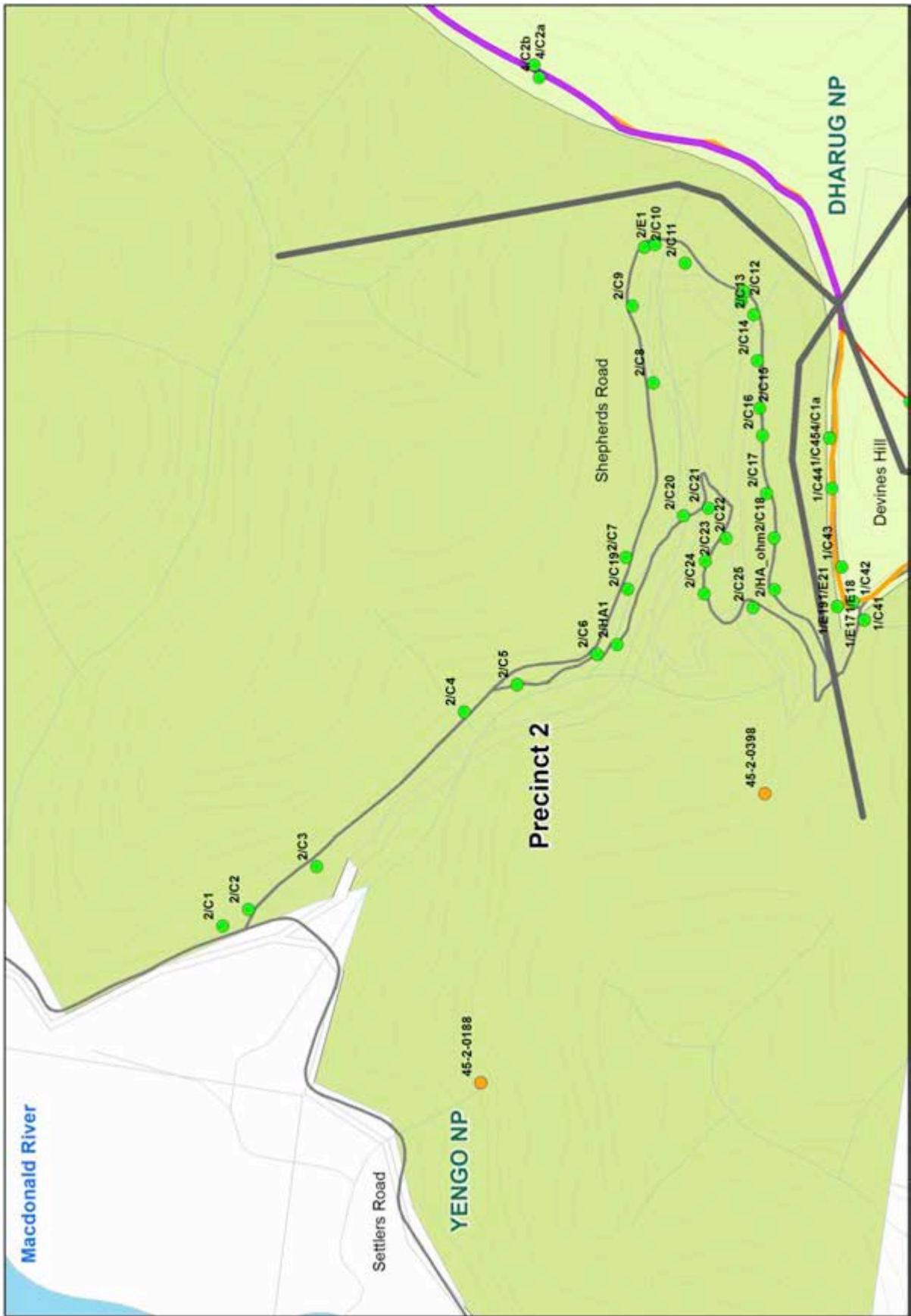


Figure 5.3: Precinct 2 with Locations of Listed Elements

PRECINCT 3 **FINCHS LINE³ (SEE FIGURE 5.4).**

This precinct has been found to possess OUV, National, State and local significance. Finchs Line was constructed in 1828 by the No. 25 Road Party and part of the No.3 Iron Gang, but work was abandoned in January 1829 in favour of the Devines Hill ascent. This history is representative of the politicking and career building of the men involved in colonial public works, and also of the role that abandonment of works had on the morale of convict workers. It contains rare, extant 1820s remains relating to road building and to the convict gangs themselves. It features a steep zigzag ascent with retaining walls of roughly squared masonry up to 5 metres in height. Above the ascent the road follows a relatively flat ridgeline featuring retaining walls and 8 stone stab culverts. This precinct also contains an array of early colonial features including a quarry site, 3 examples of historic graffiti, an engraved mile marker and the remains of a stone hut which are also key attributes of the OUV.

There is one known Aboriginal site (45-2-0026, shelter with art) close to this precinct. The Line provides some spectacular views to the south overlooking Wiseman's Ferry and the Hawkesbury. It also provides important views over bushland to the north. Finchs Line provides a strongly contrasting experience to the more open and maintained road on Devines Hill, the surrounding vegetation, views, geology and topography contribute strongly to the aesthetic appeal of the precinct.

³ (Lavelle & Karskens 1999 Precinct 3.1.0)



Figure 5.4: Precinct 3 with Locations of Listed Elements

PRECINCT 4

FINCHS LINE INTERSECTION TO (AND INCLUDING) MITCHELLS LOOP⁴ (SEE FIGURE 5.5).

This precinct takes the OGNR along the ridge top after the Devines Hill ascent and ends at the feature known as Mitchells Loop. This is an undocumented deviation that Karskens interprets as an improvement made by Mitchell in 1829-30 (Karskens 1985: 530), although Webb cites a March 1831 letter of instruction from Mitchell to Assistant Surveyor White, indicating that the straightening of the road to the east at Mitchells Loop was built after this time (Webb 2004 pers comm.).

This precinct features a range of intact colonial features including retaining walls, graffiti, cuttings, drains and a stone cut drinking hole. As the road approaches Mitchells Loop the surface has become severely eroded due to the angled bedding of the sandstone creating fissures in its surface. Mitchells Loop features 6 timber culverts in a ruinous condition. There is one known known Aboriginal site close to this precinct (45-2-0200, a shelter with art). This precinct is recognised as of State and local significance as a part of the OGNR. Its location within the National Park means that this precinct can be managed to retain its significance and the integrity of the OGNR corridor.

⁴ (Lavelle & Karskens 1999 Precinct 3.5.0)

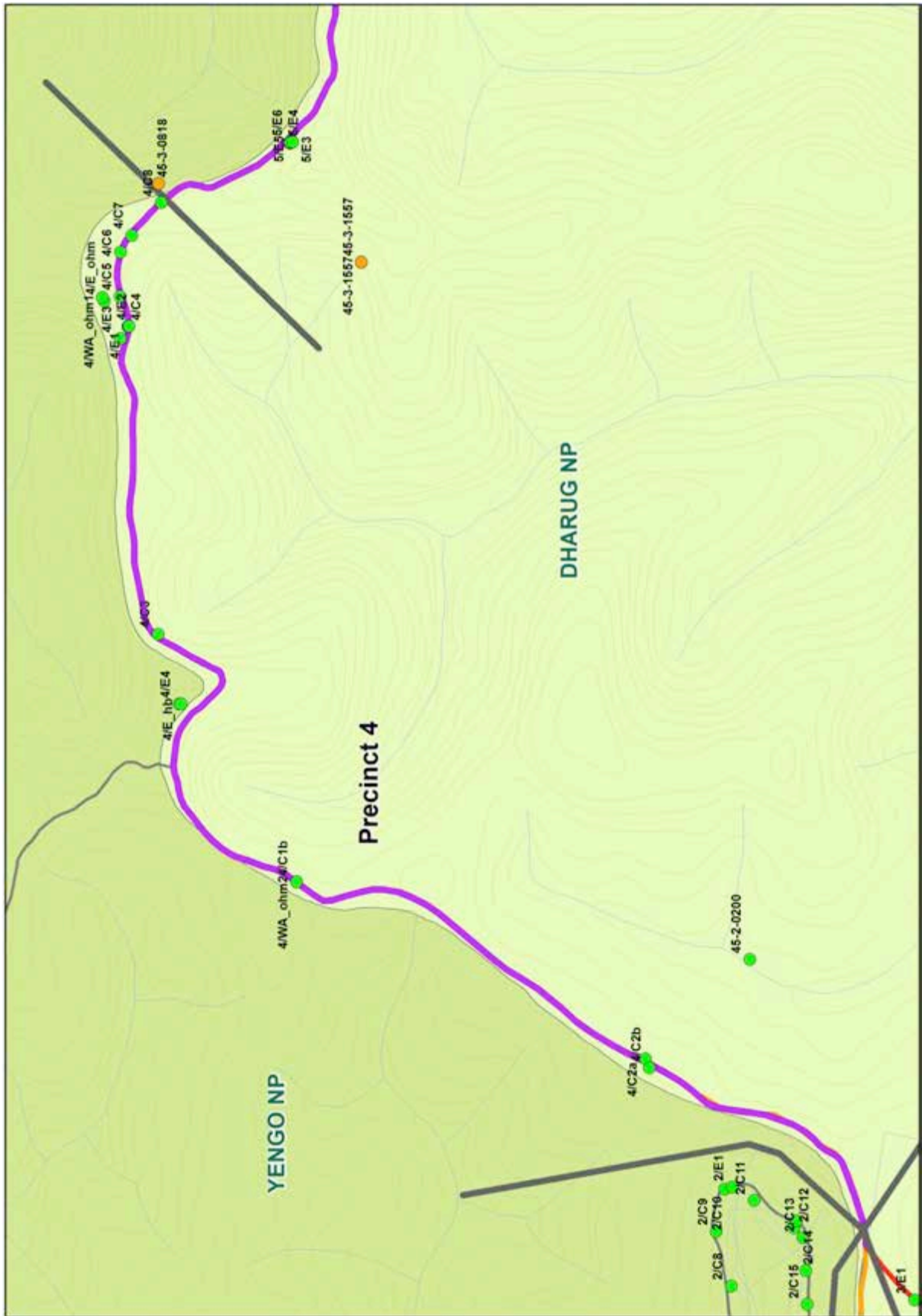


Figure 5.5: Precinct 4 with Locations of Listed Elements

PRECINCT 5

MITCHELLS LOOP TO THE WESTERN COMMISSION TRACK INTERSECTION (SEE FIGURE 5.6).

This section of the road is the least intact in the study area. In Burke's 1988 survey this area has a low incidence of constructed road features, with most in a ruinous condition. This precinct features low retaining walls, cuttings, side drains, and remains of 6 timber and 8 stone culverts, most completely collapsed. Burke also identified numerous graffiti. This precinct has the highest incidence of recorded Aboriginal sites (7), including an open campsite, art sites and grinding grooves. (37-6-0551, an open campsite, 45-3-0875 and 45-3-1556 two sets of rock engravings, 45-3-1554 a set of grinding grooves, 45-3-1557 a shelter with art, 45-3-1557 a shelter with deposit, 45-8-0818, shelter with art). As this precinct is deepest within the National Park it is the least accessible for visitation, but it is visited by bushwalkers, campers and mountain bike riders. This precinct is of State and local significance as part of the OGNR, with numerous original, early colonial features, although in poor condition, and a landscape rich in Aboriginal cultural sites. Its location in the NP means that this precinct is no longer subject to many of the forces that degraded it, and therefore can be managed to retain its significance and the integrity of the OGNR corridor.

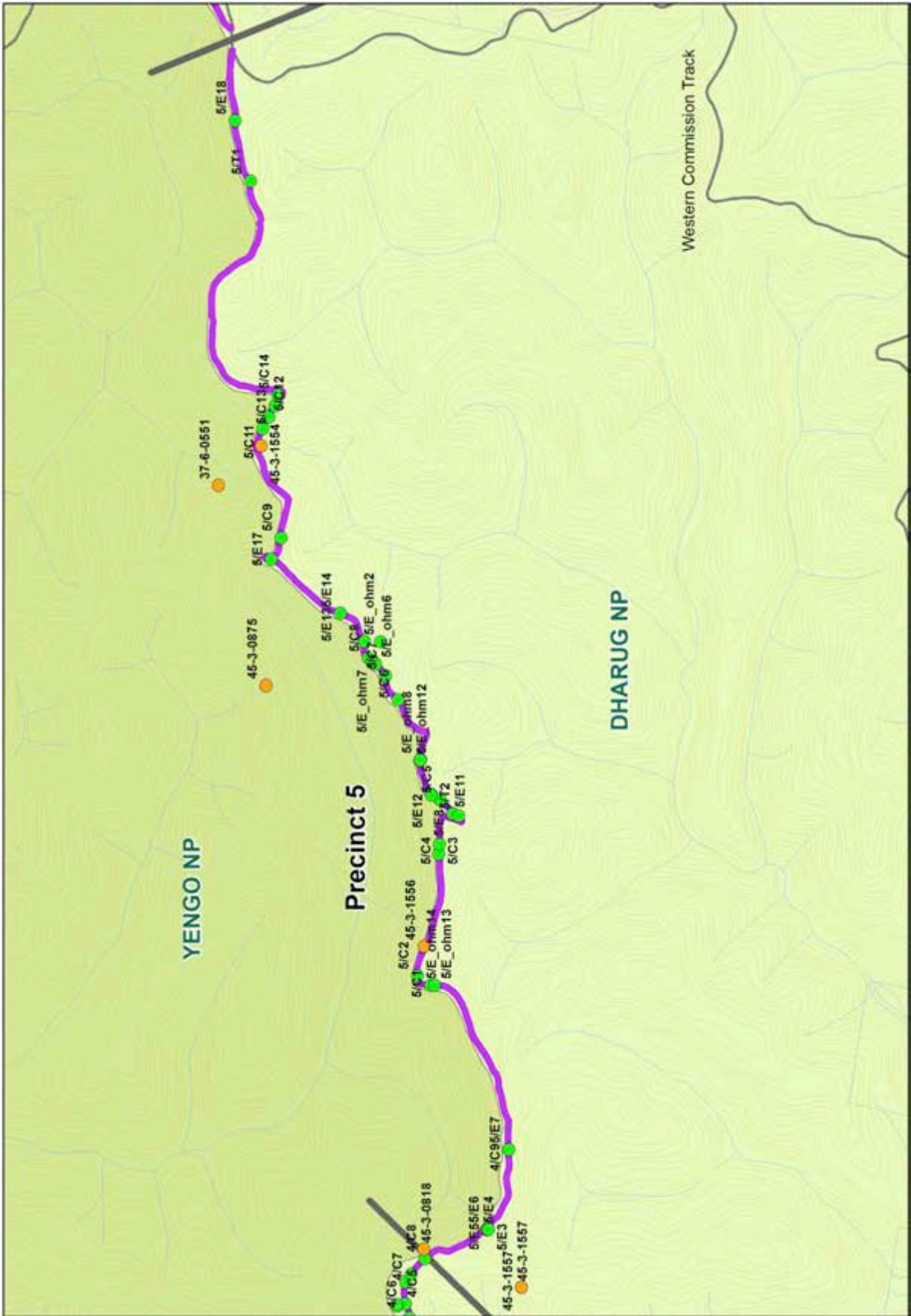


Figure 5.6: Precinct 5 with Locations of Listed Elements

PRECINCT 6

WESTERN COMMISSION TRACK INTERSECTION TO TEN MILE HOLLOW⁵ (SEE FIGURE 5.7).

This part of the OGNR descends from the upper ridge towards Ten Mile Hollow and has suffered considerable degradation, similar to Precinct 5. However, this section is notable for its frequent and continuous use over the 19th and 20th century. The longer period of use has resulted in upgrading which has removed some early historic fabric, but has also resulted in a denser array of historic remains being found here than elsewhere along the road. This use continues to the present by virtue of one remaining freehold portion, which is occupied by a Buddhist Monastery, the Wat Buddha Dhamma.

This precinct features numerous colonial cuttings, sandstone sheet paving, retaining walls and side drains. Most culverts have been replaced by modern ones and a large colonial timber culvert was reconstructed with new material in 2000-01. This precinct also features a 'mistake' – a historically documented deviation of the line that was subsequently abandoned and corrected. There is an Aboriginal site close to the road (grinding grooves, 2 clusters on side of creek, 4 & 18 grooves and sink holes in the sandstone), and 7 recorded historical archaeological sites. One of these is thought to be the remains of the Ten Mile Hollow Inn operating in the 1830s. Other sites are thought to derive from 20th century habitation. The Ten Mile Hollow Inn site possesses significant research potential. This precinct is accessible to authorised visitors via the Simpsons Track and the Western Commission Track and features a camping ground. This precinct is of State significance because it is a part of the OGNR with some intact colonial features, and an archaeological site of significant research potential. Its local significance derives from the archaeological remains of later activities.

⁵ (Lavelle & Karskens 1999 Precinct 3.6.0)

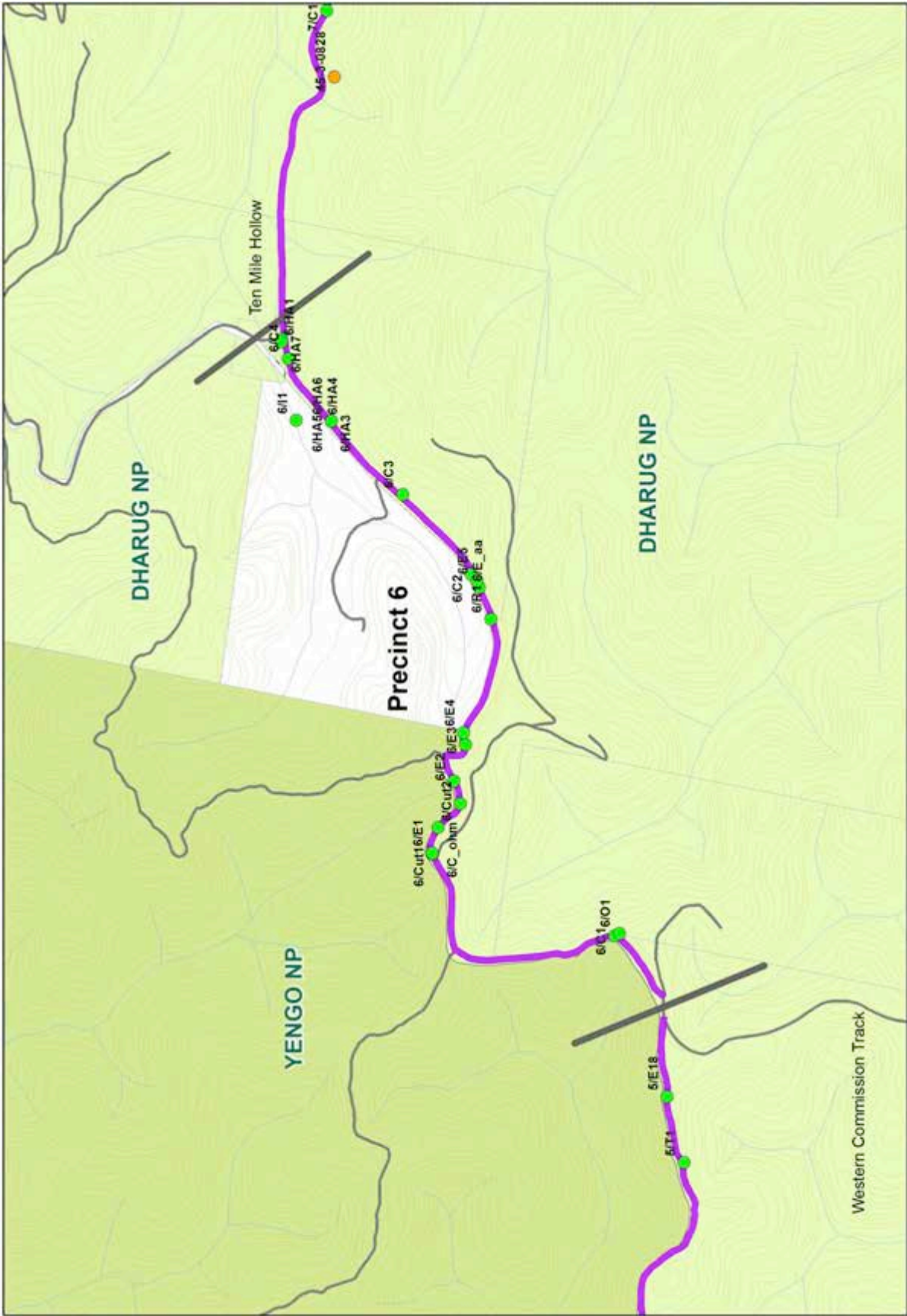


Figure 5.7: Precinct 6 with Locations of Listed Elements

PRECINCT 7
SIMPSONS TRACK (SEE FIGURE 5.8)

Precinct 7 encompasses the first part of a track named for Lt Percy Simpson, and the route first 'discovered' by a convict called Macdonald in 1828. This route was proposed to take the OGNR northwards from Ten Mile Hollow but was rejected by Mitchell in favour of the ridge top route to Wollombi. Simpsons Track continued in local use however, and was the major route to Gosford prior to 1930. The Track proceeds through sandy, open forest, following a gully to the boundary of Dharug National Park. Surveys have recorded retaining walls and 3 culverts, 1 timber and 2 now replaced by concrete pipes. Two Aboriginal sites are recorded close to this precinct, including a fine hand stencil site (45-8-0828 shelter with art, 45-3-0862, shelter with art). This precinct is of state and local significance for its history as a proposed route for the OGNR, its long history of use and Aboriginal cultural remains.

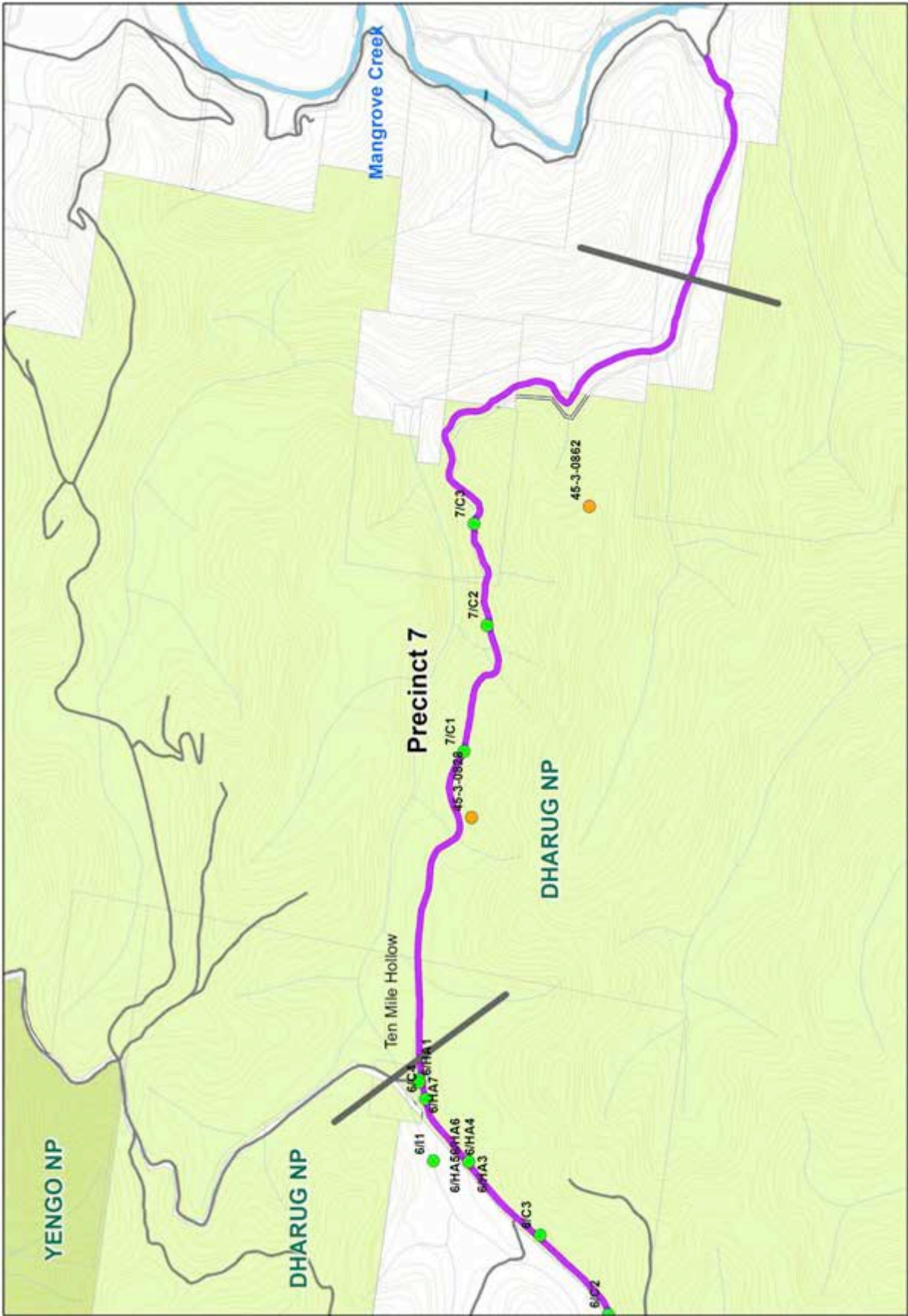


Figure 5.8: Precinct 7 with Locations of Listed Elements

5.9 Inconsistencies in Listed Values

The management and safeguarding of the full spectrum of values is essential for the sustainable conservation of the OGNR cultural landscape over the long term. Generally, the various listings reinforce core values, however there are some significant differences and apparent inconsistencies between them. Table 5.1 represents the categories of values that have been formally listed. Listings focus on the historic values of the convict site. As we have seen above, the NSW State Heritage Register also includes the scientific value or research potential of the OGNR, while the National List includes the social values of the place evidenced largely by the work of the Convict Trail community group. Ideally the State and National listed values would align more closely. It is likely that the research value of the OGNR would meet the threshold for the National List. Further, the State and National listed values do not at all reflect the centrality of natural and aesthetic values to the way in which the OGNR cultural landscape is perceived and experienced and this is a major omission. While NPWS's commitment to integrated values management and the cultural landscape approach provides a good framework for holistic management that augers well for the long term conservation of the OGNR cultural landscape and natural and aesthetic values, it would be prudent to revise listed values to ensure these are formally recognised for the future. Finally, the National Heritage List map of the OGNR listing is currently inaccurate (see Figure 5.9) and should be amended to correctly represent the boundary of the listing in relationship to the OGNR. Currently, due to a mapping error, it appears that two sections of the road are outside the listed the boundary and this could lead to disputes or confusion in the future.

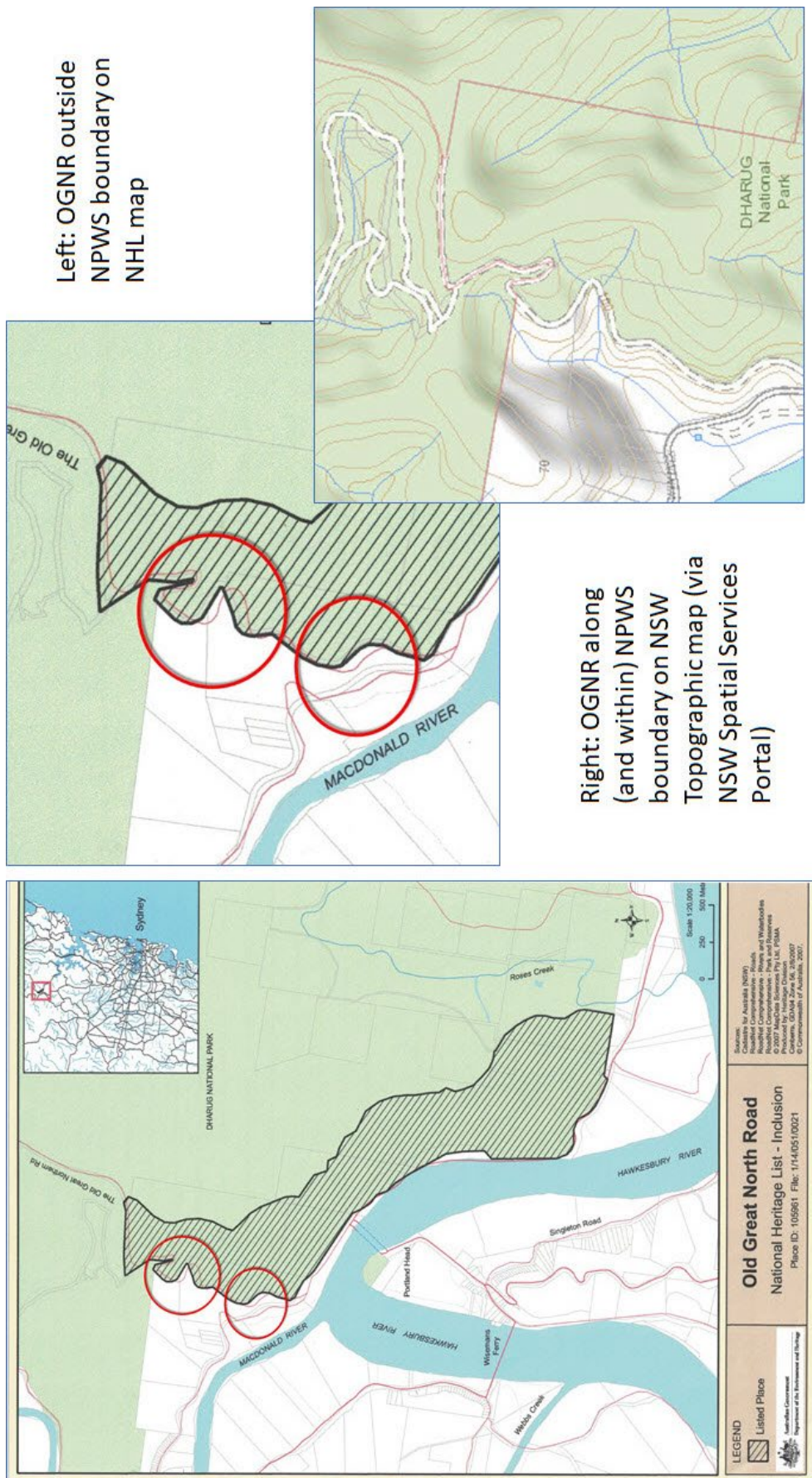


Figure 5.9: Mapping Anomaly of Devines Hill Ascent Alignment on National Heritage List Map

BURRA CHARTER	STATE	NATIONAL	OUV	OTHER VALUES
HISTORIC	Criterion (a)	Criterion (a)	Criterion (iv) Criterion (vi)	<ul style="list-style-type: none"> Aboriginal histories and their material manifestations Later histories of the road/ local histories
AESTHETIC				<ul style="list-style-type: none"> Bushland/geological context juxtaposed with monumental remains and views create aesthetic appeal Aboriginal and settler artworks/graffiti contribute to aesthetic appeal
SCIENTIFIC	Criterion (e)			<ul style="list-style-type: none"> Significant archaeological research potential: Aboriginal and colonial
SOCIAL SPIRITUAL		Criterion (g)		<ul style="list-style-type: none"> Darkinung and other Aboriginal cultural connections/values
NATURAL				<ul style="list-style-type: none"> Biodiversity/geodiversity Visual qualities, setting

Table 5.1: Listed values (blue) vs unlisted values (grey).

5.10 Significance of Elements

The table below forms an important information base for the management of the OGNR as it is drawn from all the research done since the 1980s. The table lists all identified and catalogued features or elements of the OGNR cultural landscape, indicating their heritage listing status and classifying them as core or contributory attributes of the identified values. No core or contributory tick implies the catalogued feature does not contribute to, or exemplify, the identified values. The Feature Number code is structured as follows:

- The first numeral represents the precinct in which the feature is located.
- The letter codes represent elements of the Road: C – culvert; R - retaining wall; D – drain; HA - historical archaeological site; E - engraving; I – Indigenous/Aboriginal site; O – other; T - timber posts and guardrails; Cut – cutting.
- The numbers following the letter code denote the number in the series of the particular element.

PRECINCT	FEATURE	FEATURE NO	NPWS ID	SIGNIFICANCE				ATTRIBUTES	
				WORLD	NATIONAL	STATE	LOCAL	CORE	CONTRIBUTORY
1	<i>Ascent of Devines Hill to Finchs Line</i>								
	Culverts								
	43 Stone culverts	1/C1-43	Nos 1-43 (Mc Bean and Crisp 1990) No 43 (Mc Bean and Crisp 1990) is the same as Burke IIA1/1	✓	✓	✓	✓	✓	
	1 Stone culvert	1C/44	Burke IIA1/4	✓	✓	✓	✓	✓	
	1 Stone culvert	1/C45	Burke IIA3/2	✓	✓	✓	✓	✓	
	1 Stone culvert	1/C46	Stedinger May 2002 '2A new'	✓	✓	✓	✓	✓	
	Retaining walls								
	Ranging from 0.5 to 8.5 metres in height, incorporating buttresses, culverts and spillways.	1/R	Mc Bean and Crisp 1990 Comber 1990	✓	✓	✓	✓	✓	
	Retaining wall at Chainage 1617	1/R1	(Bill Jordan and Associates 2001)	✓	✓	✓	✓	✓	
	Side drains								
	Stone cut, some with dwarf stone walls	1/D	Mc Bean and Crisp 1990 Comber 1990	✓	✓	✓	✓	✓	
	Road surface								
	This precinct completely re-surfaced			✓	✓	✓	✓		✓

PRECINCT	FEATURE	FEATURE NO	NPWS ID	SIGNIFICANCE				ATTRIBUTES	
				WORLD	NATIONAL	STATE	LOCAL	CORE	CONTRIBUTORY
	Historical archaeological sites								
	Convict stockade site	1/HA1		✓	✓	✓	✓	✓	
	Quarry	1/HA2		✓	✓	✓	✓	✓	
	Powder cave	1/HA3		✓	✓	✓	✓	✓	
	Buried culvert a	1/HA4	Mc Bean and Crisp 1990	✓	✓	✓	✓	✓	
	Buried culvert b	1/HA5	Mc Bean and Crisp 1990	✓	✓	✓	✓	✓	
	Buried culvert c	1/HA6	Mc Bean and Crisp 1990	✓	✓	✓	✓	✓	
	Engravings								
	'IG 25 FEB'	1/E1	DH 1 (Austral Archaeology May 2000)	✓	✓	✓	✓		✓
	'J R J M'	1/E2	DH 2 (Austral Archaeology May 2000)	✓	✓	✓	✓		
	'J.T.S'	1/E3	DH 3 (Austral Archaeology May 2000)	✓	✓	✓	✓	✓	
	'R/ W/ / T' and an engraving of a man in a hangman's noose	1/E4	DH 4 (Austral Archaeology May 2000)	✓	✓	✓	✓	✓	
	'JB'	1/E5	DH 5 (Austral Archaeology May 2000)	✓	✓	✓	✓	✓	
	'E w'	1/E6	DH 6 (Austral Archaeology May 2000)	✓	✓	✓	✓		✓

PRECINCT	FEATURE	FEATURE NO	NPWS ID	SIGNIFICANCE				ATTRIBUTES	
				WORLD	NATIONAL	STATE	LOCAL	CORE	CONTRIBUTORY
	'WE / 1976'	1/E7	DH 7 (Austral Archaeology May 2000)	✓	✓	✓	✓		
	'M A C W.....C'	1/E8	DH 8 (Austral Archaeology May 2000)	✓	✓	✓	✓		✓
	'CMc MS SD JB 31- 3- 59 B.B.'	1/E9	DH 9 (Austral Archaeology May 2000)	✓	✓	✓	✓		✓
	'RJCAWTHORNE MGEORGE'	1/E10	DH10 (Austral Archaeology May 2000)	✓	✓	✓	✓		✓
	'EN'	1/E11	DH 11 (Austral Archaeology May 2000)	✓	✓	✓	✓		✓
	'G F(R)'	1/E12	DH 12 (Austral Archaeology May 2000)	✓	✓	✓	✓		✓
	'P'	1/E13	DH 13 (Austral Archaeology May 2000)	✓	✓	✓	✓		✓
	Profile head engraving of a man with a tall hat and long pipe	1/E14	DH14 (Austral Archaeology May 2000)	✓	✓	✓	✓	✓	
	'C. Coll 1886'	1/E15	DH15 (Austral Archaeology May 2000)	✓	✓	✓	✓		✓

PRECINCT	FEATURE	FEATURE NO	NPWS ID	SIGNIFICANCE				ATTRIBUTES	
				WORLD	NATIONAL	STATE	LOCAL	CORE	CONTRIBUTORY
	An arrow	1/E16	DH16 (Austral Archaeology May 2000)	✓	✓	✓	✓	✓	
	Series of circular pecked holes	1/E17	DH17 (Austral Archaeology May 2000)	✓	✓	✓	✓		✓
	Anchor or arrow	1/E18	DH18 (Austral Archaeology May 2000)	✓	✓	✓	✓	✓	
	'H r' (?)	1/E19	DH19 (Austral Archaeology May 2000)	✓	✓	✓	✓		✓
	Straight line (linesman's mark)	1/E20	DH20 (Austral Archaeology May 2000)	✓	✓	✓	✓		✓
	'H'	1/E21	DH21 (Austral Archaeology May 2000)	✓	✓	✓	✓		✓
	Arrow	1/E_OHM	Not previously recorded	✓	✓	✓	✓	✓	
2	<i>Shepherds and Sternberg's Gully Roads</i>								
	Aboriginal sites								
	Shelter with art	2/I1	45-2-0188				✓		✓
	Axe grinding groove	2/I2	45-2-0398				✓		✓
	Retaining walls								
	Ranging from one course to 7 metres in height, mostly rubble masonry	2/R					✓	✓	

PRECINCT	FEATURE	FEATURE NO	NPWS ID	SIGNIFICANCE				ATTRIBUTES	
				WORLD	NATIONAL	STATE	LOCAL	CORE	CONTRIBUTORY
	GPS point white peg (monitoring station)	2/R1							
Culverts									
	Upper Steinbeck's Gully Road, Stone culvert	2/C1	Culvert 1: Comber 1991				✓	✓	
	Upper Sternbeck's Gully Road, Stone culvert	2/C2	Culvert 2: Comber 1991				✓	✓	
	Upper Sternbeck's Gully Road, Stone culvert	2/C3	Culvert 3: Comber 1991				✓	✓	
	Upper Sternbeck's Gully Road, Stone culvert	2/C4	Culvert 4: Comber 1991				✓	✓	
	Upper Sternbeck's Gully Road, Stone culvert	2/C5	Culvert 5: Comber 1991				✓	✓	
	Upper Sternbeck's Gully Road, Stone culvert	2/C6	Culvert 6: Comber 1991				✓	✓	
	Upper Sternbeck's Gully Road, Stone culvert	2/C7	Culvert 7: Comber 1991				✓	✓	
	Shepherds Gully Road, Stone culvert	2/C8	Culvert 1: Comber 1991				✓	✓	
	Shepherds Gully Road, Stone and timber culvert	2/C9	Culvert 2: Comber 1991				✓	✓	
	Shepherds Gully Road, Stone culvert	2/C10	Culvert 3: Comber 1991				✓	✓	

PRECINCT	FEATURE	FEATURE NO	NPWS ID	SIGNIFICANCE				ATTRIBUTES	
				WORLD	NATIONAL	STATE	LOCAL	CORE	CONTRIBUTORY
	Shepherds Gully Road, Stone culvert	2/C11	Culvert 4: Comber 1991				✓	✓	
	Shepherds Gully Road, Stone and timber culvert	2/C12	Culvert 5: Comber 1991				✓	✓	
	Shepherds Gully Road, Stone culvert	2/C13	Culvert 6: Comber 1991				✓	✓	
	Shepherds Gully Road, Stone and timber decking culvert	2/C14	Culvert 7: Comber 1991				✓	✓	
	Shepherds Gully Road, Stone culvert	2/C15	Culvert 8: Comber 1991				✓	✓	
	Shepherds Gully Road, Timber culvert	2/C16	Culvert 9: Comber 1991				✓		✓
	Shepherds Gully Road, Stone and pipe culvert	2/C17	Culvert 10: Comber 1991				✓		✓
	Shepherds Gully Road, Pipe culvert	2/C18	Culvert 11: Comber 1991				✓		✓
	Shepherds Gully Road, Stone and pipe culvert	2/C19	Culvert 12: Comber 1991				✓		✓
	Shepherds Gully Road, Stone culvert	2/C20	Culvert 13: Comber 1991				✓	✓	✓
	Shepherds Gully Road, Stone culvert	2/C21	Culvert 14: Comber 1991				✓	✓	

PRECINCT	FEATURE	FEATURE NO	NPWS ID	SIGNIFICANCE				ATTRIBUTES	
				WORLD	NATIONAL	STATE	LOCAL	CORE	CONTRIBUTORY
	Shepherds Gully Road, Stone culvert	2/C22	Culvert 15: Comber 1991				✓	✓	
	Shepherds Gully Road, Stone culvert	2/C23	Culvert 16: Comber 1991				✓	✓	
	Shepherds Gully Road, Stone culvert	2/C24	Culvert 17: Comber 1991				✓	✓	
	Shepherds Gully Road, Stone culvert	2/C25	Culvert 18: Comber 1991				✓	✓	
	Historical archaeological sites								
	Upper Sternbeck's Gully Road stone bridge	2/HA1	Comber 1991:21				✓	✓	
	Flag stones and paving technique	2/HAOHM1	Not previously recorded				✓	✓	
	Stone quarry	2/HAOHM2	Not previously recorded				✓	✓	
	Engravings								
	'T. Davey Al Vickers Linesmen' and two representations of telegraph poles.	2/E1	SGR1 (Austral Archaeology May 2000)				✓	✓	
3	<i>Finchs Line</i>								
	Aboriginal sites								
	Shelter with Art	3/I1	45-2-0026	✓	✓	✓	✓		✓
	Culverts								

PRECINCT	FEATURE	FEATURE NO	NPWS ID	SIGNIFICANCE				ATTRIBUTES	
				WORLD	NATIONAL	STATE	LOCAL	CORE	CONTRIBUTORY
	Stone culvert	3/C1	Culvert 1 (Comber 1991)	✓	✓	✓	✓	✓	
	Stone culvert M1a	3/C2	Culvert 2 (Comber 1991)	✓	✓	✓	✓	✓	
	Stone culvert M1a	3/C3	Culvert 3 (Comber 1991)	✓	✓	✓	✓	✓	
	Stone culvert	3/C4	Culvert 4 (Comber 1991)	✓	✓	✓	✓	✓	
	Stone culvert	3/C5	Culvert 5 (Comber 1991)	✓	✓	✓	✓	✓	
	Stone culvert	3/C6	Culvert 6 (Comber 1991)	✓	✓	✓	✓	✓	
	Stone culvert	3/C7	Culvert 7 (Comber 1991)	✓	✓	✓	✓	✓	
	Stone culvert	3/C_OHM	Not previously recorded	✓	✓	✓	✓	✓	
Retaining walls									
	Retaining walls of stone and rubble, of varying heights	3/R	Comber 1991	✓	✓	✓	✓	✓	
Historical archaeological sites									
	Telegraph remains	3/HA1		✓	✓	✓	✓		✓
	Stockpile M1/4	3/HA2	Comber 1991: 13	✓	✓	✓	✓	✓	
	Quarry site	3/HA3	Comber 1991: 19	✓	✓	✓	✓	✓	
	Hut site (powder magazine (L&K)?)	3/HA4	Comber 1991: 23	✓	✓	✓	✓	✓	
Engravings									

PRECINCT	FEATURE	FEATURE NO	NPWS ID	SIGNIFICANCE				ATTRIBUTES	
				WORLD	NATIONAL	STATE	LOCAL	CORE	CONTRIBUTORY
	Broad arrow	3/E1	FL1 (Austral Archaeology May 2000)	✓	✓	✓	✓	✓	
	No. 25 RD Party M1/3	3/E2	FL2 (Austral Archaeology May 2000)	✓	✓	✓	✓	✓	
	'M1'	3/E3	FL3 (Austral Archaeology May 2000)	✓	✓	✓	✓	✓	
4	<i>Finchs Line Intersection to Mitchells Loop</i>								
	Aboriginal sites								
	Shelter with art	4/I1	45-2-0200			✓	✓		✓
	Culverts								
	Stone block culvert	4/C1	Burke IIA11/1			✓	✓	✓	
	Stone block culvert	4/C2	Burke IIB5/2			✓	✓	✓	
	Stone block culvert	4/C3	Burke IIB12/6			✓	✓	✓	
	Timber culvert	4/C4	Burke IIC8/5			✓	✓	✓	
	Timber culvert	4/C5	Burke IIC9/2			✓	✓	✓	
	Timber culvert	4/C6	Burke IIC10/1			✓	✓	✓	
	Timber culvert	4/C7	Burke IIC10/2			✓	✓	✓	
	Timber culvert	4/C8	IIC11/2			✓	✓	✓	
	Timber culvert	4/C9	IIC18/2			✓	✓	✓	
	Retaining walls								
		4/R				✓	✓	✓	

PRECINCT	FEATURE	FEATURE NO	NPWS ID	SIGNIFICANCE				ATTRIBUTES	
				WORLD	NATIONAL	STATE	LOCAL	CORE	CONTRIBUTORY
	Engravings								
	'J M'	4/E1	10M/2			✓	✓		✓
	'P(R) W'	4/E2	10M/3			✓	✓		✓
	'1883'	4/E3	10M/4			✓	✓		✓
	'AR'	4/E4	Burke IIB12/2 10M/1			✓	✓		✓
	'W G C' with border	4/E_hb	Not previously recorded			✓	✓		✓
	'I F'	4/E_OHM	Not previously recorded			✓	✓		✓
	Water								
	Water hole in rock	4/WAOHM1	Not previously recorded			✓	✓		✓
	Drinking hole plus spillway	4/WAOHM2	Not previously recorded			✓	✓		✓
	Other								
	Mitchells Loop feature	4/01				✓	✓	✓	
5	<i>Mitchells Loop to the Western Commission Track</i>								
	Aboriginal Sites								
	Open camp site	5/I1	37-6-0551			✓	✓		✓
	Shelter with art	5/I2	45-3-0818			✓	✓		✓
	Rock engraving	5/I3	45-3-0875			✓	✓		✓
	Axe grinding groove	5/I4	45-3-1554			✓	✓		✓
	Rock engraving	5/I5	45-3-1556			✓	✓		✓

PRECINCT	FEATURE	FEATURE NO	NPWS ID	SIGNIFICANCE				ATTRIBUTES	
				WORLD	NATIONAL	STATE	LOCAL	CORE	CONTRIBUTORY
	Shelter with art	5/I6	45-3-1557			✓	✓		✓
	Culverts								
	Stone culvert	5/C1	IID5/3			✓	✓	✓	
	Stone culvert	5/C2	IID6/3			✓	✓	✓	
	Stone culvert	5/C3	IID11/2			✓	✓	✓	
	Stone culvert	5/C4	IID11/3			✓	✓	✓	
	Timber culvert	5/C5	IID15/1			✓	✓	✓	
	Timber culvert	5/C6	IIE5/1			✓	✓	✓	
	Stone culvert	5/C7	Burke IIE6/3			✓	✓	✓	
	Stone culvert	5/C8	Burke IIE7/2			✓	✓	✓	
	Timber culvert	5/C9	Burke IIE15/1			✓	✓	✓	
	Timber culvert	5/C10	Burke IIF1/1			✓	✓	✓	
	Timber culvert	5/C11	Burke IIF5/1			✓	✓	✓	
	Stone culvert	5/C12	Burke IIF5/2			✓	✓	✓	
	Timber culvert	5/C13	Burke IIF6/2			✓	✓	✓	
	Stone culvert	5/C14	Burke IIF6/5			✓	✓	✓	
	Retaining walls								
		5/R				✓	✓	✓	
	Engravings								
	'H J D'	5/E1	Burke IIC14/2			✓	✓		✓

PRECINCT	FEATURE	FEATURE NO	NPWS ID	SIGNIFICANCE				ATTRIBUTES	
				WORLD	NATIONAL	STATE	LOCAL	CORE	CONTRIBUTORY
			10M/6 (Austral Archaeology May 2000)						
	Arrow	5/E2	Burke IIC14/3 10M/7 (Austral Archaeology May 2000)			✓	✓	✓	
	'1988'	5/E3	10M/8 (Austral Archaeology May 2000)			✓	✓		✓
	'W C M D'	5/E4	10M/9 (Austral Archaeology May 2000)			✓	✓		✓
	'PRT'	5/E5	10M/10 (Austral Archaeology May 2000)			✓	✓		✓
	'W J B'	5/E6	10M/11 (Austral Archaeology May 2000)			✓	✓		✓
	'H M'	5/E7	Burke IIC18/1 10M/5 (Austral Archaeology May 2000)			✓	✓		✓
	'W C'	5/E8	10M/23 (Austral Archaeology May 2000)			✓	✓		✓
	'HH'	5/E9	10M/24 (Austral Archaeology May 2000)			✓	✓		✓
	'H'	5/E10	10M/25 (Austral Archaeology May 2000)			✓	✓		✓

PRECINCT	FEATURE	FEATURE NO	NPWS ID	SIGNIFICANCE				ATTRIBUTES	
				WORLD	NATIONAL	STATE	LOCAL	CORE	CONTRIBUTORY
	'JD'	5/E11	10M/26 (Austral Archaeology May 2000)			✓	✓		✓
	'J S'	5/E12	10M/22 (Austral Archaeology May 2000)			✓	✓		✓
	'P'	5/E13	10M/21 (Austral Archaeology May 2000)			✓	✓		✓
	'W H Poo..'	5/E14	10M/18 (Austral Archaeology May 2000)			✓	✓		✓
	'Len... Fe..'	5/E15	10M/19 (Austral Archaeology May 2000)			✓	✓		✓
	'J S'	5/E16	10M/20 (Austral Archaeology May 2000)			✓	✓		✓
	Arrow	5/E17	10M/17 (Austral Archaeology May 2000)			✓	✓	✓	
	'H'	5/E18	10M/28 (Austral Archaeology May 2000)			✓	✓		✓
	' W Waters'	5/E_OHM1	Not previously recorded			✓	✓		✓
	'H A'	5/E_OHM2	Not previously recorded			✓	✓		✓
	'W Chappel 1956'	5/E_OHM3	Not previously recorded			✓	✓		✓
	'N T 1956'	5/E_OHM4	Not previously recorded			✓	✓		✓
	Eagle	5/E_OHM5	Not previously recorded			✓	✓		✓
	'L Webb'	5/E_OHM6	Not previously recorded			✓	✓		✓

PRECINCT	FEATURE	FEATURE NO	NPWS ID	SIGNIFICANCE				ATTRIBUTES	
				WORLD	NATIONAL	STATE	LOCAL	CORE	CONTRIBUTORY
	'L W'	5/E_OHM7	Not previously recorded			✓	✓		✓
	'L F' or 'L E'	5/E_OHM8	Not previously recorded			✓	✓		✓
	'J T D'	5/E_OHM9	Not previously recorded			✓	✓		✓
	'L S'	5/EOHM10	Not previously recorded			✓	✓		✓
	'L S'	5/EOHM11	Not previously recorded			✓	✓		✓
	'STAN BLACK-72'	5/EOHM12	Not previously recorded			✓	✓		✓
	'H A'	5/EOHM13	Not previously recorded			✓	✓		✓
	'GG 6.5.1927'	5/EOHM14	Not previously recorded			✓	✓		✓
	'N.T.'	5/EOHM15	Not previously recorded			✓	✓		✓
	'C B'	5/EOHM16	Not previously recorded			✓	✓		✓
	'J.S.V.W.'	5/EOHM17	Not previously recorded			✓	✓		✓
	'E G 95+'	5/EOHM18	Not previously recorded			✓	✓		✓
	'H A'	5/EOHM19	Not previously recorded			✓	✓		✓
	Pecked figures	5/EOHM20	Not previously recorded			✓	✓		✓
	Timber posts and guardrails								
	Four timber posts	5/T1	10M/29 (Austral Archaeology May 2000)			✓	✓		✓
	Timber posts and rails	5/T2	Burke IIE13/2 10M/16 (Austral Archaeology May 2000)			✓	✓		✓

PRECINCT	FEATURE	FEATURE NO	NPWS ID	SIGNIFICANCE				ATTRIBUTES	
				WORLD	NATIONAL	STATE	LOCAL	CORE	CONTRIBUTORY
	Two upright timber posts	5/T3	Burke IID13/1 10M/27 (Austral Archaeology May 2000)			✓	✓		✓
6	<i>Western Commission Track to Ten Mile Hollow</i>								
	Aboriginal sites								
	Grinding grooves on side of creek	6/I1				✓	✓		✓
	Culverts								
	Stone culvert	6/C1	Burke IIG12/3			✓	✓	✓	
	Timber culvert	6/C2	Burke IIK1/1			✓	✓	✓	
	Concrete culvert (massive erosion) M5/4	6/C3				✓	✓		✓
	Concrete culvert/pipe M5/5	6/C4				✓	✓		✓
	Stone culvert with capping stones	6/C_OHM	Not previously recorded			✓	✓	✓	
	Cuttings								
	Shallow cutting (pecked) & liesegang M5/2	6/Cut1				✓	✓	✓	
	Cutting and drain (peck marks) M5/3	6/Cut2				✓	✓	✓	

PRECINCT	FEATURE	FEATURE NO	NPWS ID	SIGNIFICANCE				ATTRIBUTES	
				WORLD	NATIONAL	STATE	LOCAL	CORE	CONTRIBUTORY
	Retaining walls								
	Retaining wall M5/6	6/R1				✓	✓	✓	
	Engravings								
	'PH'	6/E1	Burke IIH8/3 10M /12 (Austral Archaeology May 2000)			✓	✓		✓
	'V L C'	6/E2	Burke IIH11/2 10M/13 (Austral Archaeology May 2000)			✓	✓		✓
	'V L C'	6/E3	Burke IIH13/4 10M/14 (Austral Archaeology May 2000)			✓	✓		✓
	'H P'	6/E4	Burke IIH14/2 10M/15 (Austral Archaeology May 2000)			✓	✓		✓
	'E H C' Graffiti M5/7	6/E5	Not previously recorded			✓	✓		✓
	'E H C'	6/E_aa	Not previously recorded			✓	✓		✓
	Historical archaeological sites								
	Meisterham House ruin	6/HA1	3905338			✓	✓		✓
	Shed/outbuildings, Meisterham House ruin	6/HA2	3908270			✓	✓		✓

PRECINCT	FEATURE	FEATURE NO	NPWS ID	SIGNIFICANCE				ATTRIBUTES	
				WORLD	NATIONAL	STATE	LOCAL	CORE	CONTRIBUTORY
	Garden, Meisterham House ruin	6/HA3	3908271			✓	✓		✓
	Unknown structure, Meisterham House ruin	6/HA4	3908272			✓	✓		✓
	Artefact scatter, Meisterham House ruin	6/HA5	3908273			✓	✓		✓
	House, Meisterham House ruin	6/HA6	3908274			✓	✓		✓
	10 Mile Hollow Inn site	6/HA7	3905337			✓	✓	✓	
	Other								
	'The Mistake'	6/01	Burke IIG13/1			✓	✓	✓	
7	<i>Simpsons Track</i>								
	Aboriginal sites								
	Shelter with art	7/I1	45-3-0862				✓		✓
	Shelter with art	7/I2	45-3-0828				✓		✓
	Retaining walls								
	Retaining walls along track	7/R	Stedinger & Associates				✓	✓	
	Culverts								
	Timber culvert	7/C1	ST03: Stedinger & Associates				✓	✓	
	Modern concrete pipe	7/C2	ST05: Stedinger & Associates						
	Modern concrete pipe	7/C3	ST08: Stedinger & Associates						



6 MANAGEMENT ISSUES

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The OGNR cultural landscape has competing pressures on it and these pressures are both internal (e.g. resources, compliance, protection and maintenance of historic fabric) and external (e.g. recreational users, bushfire and climate change). Further, the policy and approval environment which governs the nested World, National, State and local heritage regimes within which this landscape now sits, has the potential to be complex and confusing. Both management authorities and community expectations and aspirations for the area need to be balanced and reflected in harmonised management approaches and strategies. This chapter describes and analyses the main contexts for management and the key issues that need to be dealt with.

6.1 The Management Context

The inclusion of parts of the OGNR in the National Heritage List and the Australian Convict Sites World Heritage Property has significantly altered some contexts for management of the designated areas since the preparation of the previous CMP. This section sets out the management context and also outlines a number of issues that require a policy response.

6.1.1 World Heritage Convention

Australia ratified the Convention Concerning the Protection of the World Cultural and Natural Heritage (<https://whc.unesco.org/en/conventiontext/>) in August 1974. On 31st July 2010, the Australian Convict Sites property, including the OGNR and 10 other sites, was inscribed on the World Heritage List. Under Article 4 of the World Heritage Convention, Australia has a duty to safeguard cultural and natural heritage by taking specified measures to ensure legislative protection and conservation of heritage places. The primary management objectives for World Heritage properties are part of Australia's general obligations under Article 5 of the World Heritage Convention:

- to protect, conserve and present the World Heritage values of the property;
- to integrate the protection of the area into a comprehensive planning program;
- to give the property a function in the life of the Australian community;
- to strengthen appreciation and respect of the property's World Heritage values, particularly through educational and information programs;
- to keep the community broadly informed about the condition of the World Heritage values of the property; and

- to take appropriate scientific, technical, legal, administrative and financial measures necessary for achieving the foregoing objectives

The World Heritage Convention is supported by Operational Guidelines (<https://whc.unesco.org/en/guidelines/>) prepared by the World Heritage Centre at the direction of the World Heritage Committee. These guidelines facilitate the implementation of the World Heritage Convention and set out procedures for such measures as:

- Inscription of properties on the World Heritage List and the List of World Heritage in Danger
- Protection and conservation of World Heritage properties
- International assistance under the World Heritage Fund
- Mobilisation of national and international support.

The Operational Guidelines are periodically revised to reflect the decisions of the World Heritage Committee. The most recent revision was in 2017. In accordance with the Operational Guidelines, every six years, States Parties to the Convention are expected to submit to the World Heritage Committee a periodic report on the application of the World Heritage Convention, including the state of conservation of the World Heritage properties in their territories.

Periodic Reporting is intended to serve four main purposes:

- to provide an assessment of the application of the World Heritage Convention by the State Party;
- to provide an assessment as to whether the World Heritage values of the properties inscribed on the World Heritage List are being maintained over time;
- to provide up-dated information about the World Heritage properties to record the changing circumstances and state of conservation of the properties;
- to provide a mechanism for regional co-operation and exchange of information and experiences between States Parties concerning the implementation of the Convention and World Heritage conservation.

Australia provides Periodic Reports during the 'Asia-Pacific' reporting cycle, for which the next reporting period is 2020-21 with reports to be considered by the World Heritage Committee in 2022 (<https://whc.unesco.org/en/periodicreporting/>).

State Parties are also required to inform the Committee, through the Secretariat, of their intention to undertake or to authorize major conservation works or new constructions which may affect the Outstanding Universal Value of the property. This notice should be provided before preparation of project documentation and before making any decisions that would be difficult to reverse (paragraph 172 of the Operational Guidelines).

In Australia, these obligations, and the specific technical requirements and processes set out in the Operational Guidelines, are addressed through the *Environmental Protection and Biodiversity Conservation Act 1999* (Cwlth EPBC Act) including compliance with the National and World Heritage Management Principles, and an Australian Intergovernmental Agreement on World Heritage. The EPBC Act provides a range of measures, including prescriptive regulations for the content of management plans.

6.1.2 Commonwealth Legislation

Environmental Protection and Biodiversity Conservation Act 1999 (Cwlth EPBC Act)

Australia's World Heritage properties are protected under the EPBC Act 1999. This Act is Australia's national legislation that protects and manages significant international, National and Commonwealth heritage listed places, ecological communities, flora and fauna.

World Heritage is identified in the EPBC Act as a matter of 'National Environmental Significance' (NES). NES matters include (among other matters):

- World Heritage properties
- National Heritage places;
- Nationally threatened species and ecological communities.

Actions that may have a significant impact on the Outstanding Universal Value of a World Heritage Property, or other NES matters, may require approval from the relevant Australian Government Minister. The Minister will determine whether or not a proposed action is deemed to be a 'controlled action'. If the action is determined to be a controlled action further environmental assessment may be required. There is a range of assessment and documentation requirements that depend on the scale and complexity of the proposed action.

Places on the Australian National Heritage List (Devines Hill and Finchs Line precincts) are required to have Management Plans that comply with the National Heritage management principles¹:

1. *The objective in managing National Heritage places is to identify, protect, conserve, present and transmit, to all generations, their National Heritage values.*
2. *The management of National Heritage places should use the best available knowledge, skills and standards for those places, and include ongoing technical and community input to decisions and actions that may have a significant impact on their National Heritage values.*
3. *The management of National Heritage places should respect all heritage values and seek to integrate, where appropriate, any Commonwealth, state, territory and local government responsibilities for those places.*
4. *The management of National Heritage places should ensure that their use and presentation is consistent with the conservation of their National Heritage values.*
5. *The management of National Heritage places should make timely and appropriate provision for community involvement, especially by people who: (a) have a particular interest in, or associations with, the place, and (b) may be affected by the management of the place.*

¹ Heritage Management Principles <https://www.environment.gov.au/system/files/resources/c7817f92-4490-49b2-a02a-845b7f1f2ef3/files/mgt-principles.pdf>

6. *Indigenous people are the primary source of information on the value of their heritage and the active participation of Indigenous people in identification, assessment and management is integral to the effective protection of Indigenous heritage values.*
7. *The management of National Heritage places should provide for regular monitoring, review and reporting on the conservation of National Heritage values.*

Australian Convict Sites Strategic Management Framework

Signed by the Australian, New South Wales, Norfolk Island, Tasmanian and Western Australian Governments as part of the process leading to World Heritage nomination, The Australian Convict Sites Strategic Management Framework recognises and complements the tiered statutory planning and management context that applies to the 11 sites that comprise the serial listing. The Framework establishes objectives and arrangements for management, consultation, cooperation, review and administration.

The eight objectives for strategic management in the Framework have been derived from the World Heritage Convention and its Operational Guidelines. The objectives include:

- identification, protection, conservation, presentation, and transmission of values to current and future generations;
- management of the sites so as to support and sustain their identity as a serial listing where each of the parts contributes to the whole;
- to ensure the sites have a function within the life of the community;
- to strengthen appreciation and respect for World Heritage values through research, education and information programs;
- to take appropriate and necessary scientific, technical, legal, administrative and financial measures so as to implement the objectives; and
- to ensure that all heritage values are managed in the long term with the conservation of World Heritage values as the overriding principle.

Based on the collective resources, experience and expertise at each of the 11 convict sites, the Framework provides a model for the cooperative management, conservation, interpretation, and presentation of the geographically dispersed places. It identifies opportunities through information sharing and exchange, research, promotional activities and visitation, the development of interpretation, and the pooling of expertise and resources for conservation.

Implementation of this Framework is the responsibility of the Australian Convict Sites Steering Committee on which the OGNR site is represented. Responsibility for individual place management rests with the relevant state and territory agencies, and the established governing bodies. The Strategic Framework sets out a cooperative Framework that, through effective collaboration and implementation, is likely to benefit the long-term management, conservation and presentation of the OGNR and its heritage values.

As OGNR is a component of the Australian Convict Sites World Heritage property, and in accordance with the Framework, NPWS must ensure that the special character and appearance of this world-class historic environment is preserved and enhanced and that appropriate information is provided as part of the World Heritage Periodic Reporting cycle.

Requirements derived from the nomination document

- Make explicit the ongoing cyclical maintenance and monitoring schedules as referred to in the Nomination (p156)
- Update administrative arrangements for monitoring as referred to in the Nomination (p158)
- Provide an updated list of reports for reference (Nomination p160).

Periodic Reporting Categories

Overall this monitoring falls into four categories, which can be summarised as:

- Governance: How effectively does the World Heritage Property integrate with all tiers of government for the conservation and protection of the OUVs? How can this process be improved?
- Protection: Conservation of built elements, landscape features and views based on accurate and comprehensive documentation (eg geo referenced photo monitoring, digital archives); conservation priorities established based on accurate and repeatable survey; risk assessment; development pressures and managing change.
- People: Awareness raising and promotion of the site; coordinated interpretation across Convict Sites properties; education programs; visitor management; tourism; consistent style guide.
- Environmental: ecological values of the site; sustainable access; transport between sites.

The *Australian Convict Sites Strategic Management Framework* envisages a joint approach to developing indicators that will allow monitoring and reporting the management of the OUV to meet the Australian Convict Sites' obligations towards Periodic Reporting.

State Legislation

Management of the heritage values of all of the OGNR cultural landscape precincts within Dharug National Park are regulated within a network of state legislation. Of greatest importance in this network are the *National Parks and Wildlife Act, 1974* and the *Heritage Act, 1977*. Also relevant is the *NSW Environmental Planning and Assessment Act, 1979*.

NSW Heritage Act 1977

Whereas the management of Aboriginal cultural heritage is regulated through the NPW Act, 1974, historic cultural heritage is regulated through the *Heritage Act 1977*. This Act contains blanket provisions protecting non-Indigenous archaeological relics. To assist in the compliance with these provisions, and with the relics provisions of the NPW Act, archaeological management guidelines have been developed for the OGNR cultural landscape in this CMP.

A further requirement of the *Heritage Act* arises from the inclusion of the OGNR on the State Heritage Register (SHR No. 3902005). Inclusion on the SHR means that these sites have been previously assessed to be of state significance and that Heritage Council consent is required for some works affecting listed places. NPWS policy provides for the preparation of a Conservation Management Plan for all SHR items within its estate. A major objective of this CMP is therefore to fulfil this requirement and to be endorsed by the NSW Heritage Council as the basis for future management of the place. This CMP will also allow the Heritage Council to upgrade its SHR listing to reflect the integrated natural, cultural and community values of the OGNR cultural landscape, as they have been identified here.

On 5 September 2008, the Minister for Planning granted standard exemptions under section 57(1) for the OGNR listing. These exemptions are available at:

<https://www.environment.nsw.gov.au/resources/heritagebranch/heritage/standardexemptions.pdf>.

Reference can be made to this exemptions list to clarify what actions at OGNR do or do not require approval from the NSW Heritage Council. Generally, the standard exemptions cover regular maintenance and minor repairs, but may also extend to other activities identified as exempt within an endorsed CMP.

S170 Register

Also under the Heritage Act, government bodies are required to list the heritage items for which they have responsibility. The NPWS has therefore placed the OGNR on its S170 register. The Heritage Council must be notified of proposed works to such items, although compliance with an endorsed CMP replaces the need for continual notifications.

National Parks and Wildlife Act 1974

Aboriginal cultural heritage, natural heritage values and the management of reserved lands are regulated through the NPWS Act. The NPW Land Management Regulations also protect non-Aboriginal cultural material, more than 25 years old, found on NPWS managed land. The NPW Act also requires the preparation of a Plan of Management (POM) for reserved lands. The POM for Dharug National Park is discussed further below.

Environmental Planning and Assessment Act 1979

Under Part 5 of the EP&A Act, the NPWS is required to assess the environmental impact of any proposed works or developments. The definition of environment used here is:

all aspects of the surroundings of humans whether affecting any human as an individual or in his or her social groupings.

This CMP will form a basis of information for any future proposals requiring a Review of Environmental Factors to be determined by NPWS. As set out above, endorsement of this CMP by the NSW Heritage Council, or its delegate, will also mean that proposals in accordance with this CMP have the concurrence of the Heritage Council.

6.1.3 Local Legislation

Gosford Interim Development Order (IDO 122)

IDO 122 is one of four planning instruments which currently cover the local government area of Central Coast. It covers government and privately owned non-urban lands which were omitted from Gosford LEP 2014 until a detailed assessment could be undertaken to align them with the Standard Instrument zones. It applies to Dharug National Park and the OGNR and the key objectives of the heritage provisions are: to conserve the environmental heritage of the area including their associated fabric, settings and views. The IDO includes a list of Heritage Items (Schedule 2) which includes all places on the State Heritage List. These include OGNR from the beginning of Devines Hill ascent to Mt Manning and Finchs Line. It also includes the foundations of the inn of Solomon Wiseman at Ten Mile Hollow. Simpsons Track is not included. The provisions of the IDO require referral to the Heritage Council of any proposal which would wholly or partly destroy, damage or deface the building, work or relic. The IDO does not regulate activities within the park as these are regulated under the NPWS Act 1974.

An LGA-wide LEP (the Central Coast LEP) has just come off public exhibition and, when made, will replace IDO 122 and the other three instruments. This legislation is particularly relevant to the management of the setting and views of the World Heritage listed components of the OGNR, discussed further below in Section 6.4.

6.1.4 Non-statutory heritage lists and organisations

The OGNR is recognised by a range of non-statutory bodies that reinforce the high esteem in which it is held by the community. The National Trust of Australia (NSW) and the Institution of Engineers both list the item.

The community based organisation, The Convict Trail, has also prepared a CMP for the entire OGNR. The *Stage 1 Conservation Plan for the Great North Road* (Lavelle, Karskens & RTA Technology 1999) covers the entire 240km length of the road from Sydney to the Hunter Valley. Along this length the status of the road varies from continuing use as a gazetted road in urban and rural areas, to management trail and walking track in or adjacent to National Parks. The road is owned or managed by a diverse range of authorities including up to ten local government areas. The Stage 1 Conservation Plan is an advisory document. The plan identifies the lack of a holistic management structure for the full length of the road as the biggest issue affecting its long-term conservation as a heritage item, and recommends preparation of a Regional Environmental Plan specifically for the road as the best way of delivering a consistent planning framework. The plan provides a range of broad policies for the conservation of the road which are supported by this CMP.

6.1.5 The Dharug National Park Plan of Management

The NPW Act 1974 requires each national park to have an adopted Plan of Management (POM). The Dharug National Park Plan of Management was adopted in 1997 and policies that are relevant to the conservation and management of the Old Great North Road are listed below, using the POM numbering:

4.1.6 The Old Great North Road

The NPWS will liaise with the Convict Road Committee (now known as the Convict Trail Project) to ensure that its management of that part of the Road in Dharug National Park is complementary to the management of the other (non-park) sections of the Road.

- The Old Great North Road and its setting will be conserved in order to retain or recover its significance which derives from a combination of its:
 - - physical evidence and the ability of that evidence to provide essential and unique information;
 - - association with historical figures, events and processes;
 - - aesthetic values; and
 - - integrity as a whole.
- Only those uses will be permitted that are compatible with the retention or recovery of the significance of the Road or which allow appreciation of the significance of the Road.
- Vehicles will not be permitted on the section of the Old Great North Road south of the Western Commission Trail, except for essential management purposes.

- Vehicle use of that part of the Old Great North Road north of the Western Commission Trail will be permitted for access to the Buddhist Retreat (Wat Buddha Dhamma) and for vehicle-based Discovery programs.
- Restoration, reconstruction, adaptation and modification will be used only where it will retain or recover the significance of the road.
- Only those new elements that are compatible with the retention or understanding of the significance of the road will be permitted.
- Removal of movable relics will only be permitted if they cannot be conserved in situ and only in accordance with the approval of the Heritage Council of NSW.
- An excavation permit under the Heritage Act will be obtained for any work that requires the disturbance or removal of the fabric.
- In the event that any additional sections of the road are acquired by the NPWS, the relevant policies of the draft conservation plan and this plan of management will apply to their management.

4.2.1 Promotion of the Park

- The Old Great North Road will be interpreted to the public.

4.2.2 Recreational Opportunities

- Only non-damaging use and access for the purpose of appreciating the Old Great North Road will be permitted.
- Use of the informal pack camping areas along the Old Great North Road will be monitored and if unacceptable impacts arise through the use of these sites, additional formal pack camping areas may be provided, subject to environmental assessment.
- Bicycle touring will be permitted on the Old Great North Road and management trail systems.
- Horse riding will be permitted only on sections of the Old Great North Road and will be in accordance with a Horse Riding Management Plan for Dharug and Yengo National Parks and Parr State Recreation Area and in accordance with the NPWS Horse Riding Code.

4.2.3 Scientific Research

- Scientific research to improve understanding and management of the park will be encouraged. Priority will be given to research into:
 - - further understanding of the Old Great North Road.
- Research on the Old Great North Road which involves disturbance of the fabric or potential disturbance of the fabric may be permitted if it will:
 - provide data essential for the conservation of the road; and/or secure evidence about to be lost or made inaccessible through necessary conservation or other unavoidable action.

4.2.4 Management Operations

- Management use of and access via the Old Great North Road for non-emergency purposes will be restricted to a level which does not damage the fabric of the Road.

The POM remains a sound management document but, as a legally binding plan, should be reviewed and updated in light of the policies of this revised CMP and in light of the World Heritage and National Listings.

6.2 NPWS Management Issues

The OGNR cultural landscape, particularly its World Heritage listed precincts, presents some significant management challenges for NPWS because of its size, complexity, nature of conservation issues, accessibility and the need for ongoing maintenance and protective works. The 2005 CMP established an endorsed and agreed strategic approach to the conservation management of the road cultural landscape and this was re-endorsed by the 2008 Amendment to the CMP (OHM Consultants). Further, NPWS staff endorse the continuing applicability of the established approach and of the continued need for precinct-based management policies. The goals for future management and priorities are analysed further below.

6.2.1 Funding

NPWS's Heritage Asset Stewardship funding program (HASP) is administered on the basis of competitive bids from all NSW parks. There is, therefore, enormous pressure on this fund, considering the number and range of important heritage assets found in the NPWS estate. Since the endorsement of previous CMPs for the OGNR, it has attracted substantial special funds for works and also for the employment of temporary field staff. Recently this program funded the preparation of a detailed Interpretation Plan for the OGNR and implementation of its key recommendations.

The NPWS recognises a need to seek alternate sources of funds to assist in the conservation of the OGNR. Precincts listed on the World and National Heritage Lists, and thus covered by the Australian Convicts Sites Strategic Management Framework, benefit from access to shared in-kind resources and expertise, and access to some funding sources, particularly applicable for promotional purposes.

6.2.2 Skills, training and staffing issues

While permanent staff have developed significant expertise and familiarity with heritage issues, new and casual staff and contractors may require training in the heritage issues affecting the areas they are working in. Some management practices, such as the removal of contemporary graffiti and protection of historic graffiti, require specialist techniques and experience. Procedures need to be put in place to ensure the management and transfer of accumulated knowledge, as well as the adequate induction and training for staff of all levels. These should include matters addressed below in 6.2.5, as well as attendance at training days and seminars, developing links with skilled staff from other regions and areas, as well as more formal training opportunities.

6.2.3 Expert advice

Significant knowledge and expertise on the OGNR exists in the community in both professional and amateur contexts. The Australian Convict Sites Strategic Management Framework also provides access to shared sources of expertise.

A chronological record of consultant reports is provided in Chapter 8. It would also be beneficial to consider the use of period contracts for consultants involved in monitoring and other roles where consistency is beneficial to the outcome: these are competitively tendered contracts which appoint an approved consultant to undertake works arising over a nominated time period. This would improve the consistency of consultant work and ensure adequate background knowledge of significance and field conditions.

6.2.4 NPWS use requirements for the Road

NPWS currently uses the OGNR for a range of purposes including:

- fire fighting, prevention and management – this can be in conflict with the conservation of the road and is discussed further below;
- rescue – the road can provide access for rescue vehicles, but helicopter rescue is preferred;
- pest/weed management - the road provides access for these activities;
- conservation works - major works require vehicle access.

6.2.5 Monitoring, Documentation and Archiving

Numerous technical and research reports and specifications have been prepared for the OGNR. Photographs, maps, historical information and other relevant documents have also been accumulated. It is important to archive these items and to allow easy access to information for NPWS staff, consultants, other agencies and community groups. Management actions are currently well documented in an Excel spreadsheet. A GIS linked database system that archived reports, photographs, maps and other data would improve the ability to store and access information, increase the security of information and allow managers and researchers to visualise, explore, query and analyse information geographically. A GIS linked relational database would enable features to be located on a map, with links to all the relevant documents, photographs, plans and reports about the feature. For a heritage item like the OGNR this kind of digital, geospatial archive has great potential to enhance the efficiency and accuracy of management decisions. Its use could be expanded to track areas of monitoring, highlight areas of archaeological sensitivity and non-sensitivity, such as culverts which have been cleared previously under archaeological supervision. This CMP has established and updated GIS layers that locate all features surveyed in the 2008 OHM Consultants study. This could be simply updated by field staff during monitoring work, using a GPS. In this way, the GIS could be quickly developed to be a comprehensive management tool. National and World Heritage Listing also give rise to new monitoring and reporting requirements which could be simplified and enhanced by including a real time monitoring schedule and reporting framework within a digital heritage management workflow for the OGNR.

6.2.6 Interpretation and Promotion

Since the preparation of the 2005 CMP significant investments and advances in interpretation and promotion of the OGNR have been achieved. These have included high quality sculptural installations on Devines Hill and Finchs Line, and an interpretative App which includes maps and tours, filmed historical re-enactments linked to historic themes and individuals, information about the environment and management of the OGNR and a kids' trail that is matched to physical installations on site. The NPWS has also offered on-site immersive theatrical events produced by a local company specialising in colonial historical re-enactments and theatrical productions. These initiatives have enormously improved the amount and quality of interpretation of the history of the OGNR available to the public.

Going forward it is desirable to audit and evaluate the success and impact of this work in order to develop a strategic approach to future interpretation and promotion. Such a strategy should also link with strategic approaches to multidisciplinary research as set out below. It is suggested that the Devines Hill Precinct is approaching saturation point for the current kind of on-site monuments and interpretative signs and that it is important that the future management of these assets works towards building consistency of approach and evaluation of visitor experience. It is also noted that the World Heritage nomination of Finchs Line particularly cited the contrast between the finished, monumental construction of Devines Hill and the

abandoned, ruinous remains of Finchs Line, and it is important that future interpretative initiatives contribute to maintaining this contrasting visual quality and visitor experience.

6.2.7 Research

The inscription of the Australian Convict Sites on the World Heritage List, combined with the 2006 inscription of the Records of the Tasmanian Convict Department on the UNESCO Memory of the World Register, the Digital Panopticon Project and recent ARC funded research into Landscapes of Convict Labour, has seen some significant new research initiatives into the history and heritage of Australia's convict past (eg Gibbs et al 2018). While the subject of important early historical archaeological research, the OGNR has not been the focus of more recent work. Encouraging ongoing multidisciplinary research that incorporates the OGNR would have the benefit of refreshing and revising historical understandings of the significance of this cultural landscape, and contributing to its promotion, prestige and public value. Developing partnerships with university based research groups and post graduate researchers, as well as the existing partnership with the Convict Trail Project and the Australian Convict Sites Steering Committee, could be leveraged to apply for Australian Research Council Linkage funding, and other sources of funding for research.

6.3 Stakeholder Issues

6.3.1 Wat Buddha Dhamma

The Wat Buddha Dhamma is located on a freehold portion within Dharug NP (Portion 64 at Ten Mile Hollow). The Wat is a Buddhist Monastery with a small permanent population which may rise to up to 200 on retreat weekends. Residents and visitors drive to the Wat via the Western Commission Track, which is otherwise kept locked, and thence on the OGNR (Precinct 6). The OGNR also serves as a *de facto* firebreak for this property and to provide access for firefighting vehicles to protect it. The OGNR is also used as a route for educational walks for visitors to the Wat.

6.3.2 Convict Trail Project

This community group works to promote the conservation of the OGNR as a whole. It has prepared a CMP for the entire OGNR that was endorsed by the Heritage Council (20 January 2000). This group possesses significant expertise on the OGNR and NPWS should continue to forge strong partnerships with it, particularly to promote ongoing research, promotions and public programs.

6.3.3 Aboriginal Communities and Custodians

Aboriginal communities maintain a range of links with, and activities within, the Dharug/Yengo NPs and surrounding area. Consultation with the Aboriginal community representatives has shown that active associations with this country are maintained through visits and through teaching. The Darkinjung Local Aboriginal Land Council (LALC) and the Metropolitan Local Aboriginal Land Council (MLALC) undertake a range of activities in the areas of Yengo and Dharug National Parks including cultural and educational activities. These organisations have stressed their enduring links to, and pride, in the rich Aboriginal heritage of the area. Consultation with appropriate LALCs and individuals should be ongoing and further interpretation of the cultural landscape should be developed in collaboration with these groups.

6.3.4 Local community

Traditionally, there has been a tension between the local community's desire for vehicular access to the road, expectations about the level of maintenance of road pavements for vehicular access and NPWS objectives for conservation. The local community also has supported expanded commercial tourism opportunities such as vehicle supported walks and extended interpretation, including licensed commercial operators. Community members have had high expectations as to the level of maintenance that was required on the road and also suggested that Shepherds Gully Road should be maintained so that it provided alternative access to the top of Devines Hill for vehicles. Shepherds Gully Road has been substantially upgraded in recent years to achieve this aim. It is vital that NPWS continues to ensure the OGNR continues to be integrated with community activities, to ensure that it continues to be a living place for the contemporary community.

6.3.5 TransGrid

Transgrid needs access at least twice a year to transmission line structures on the section of the OGNR between the Western Commission Track and Ten Mile Hollow. The access to structures 144 to 147 on 25 / 26 Transmission Line 330kV line utilises the Old Great North Road, and TransGrid maintains that access to the Road is essential to the ongoing maintenance of the line. TransGrid seeks to be involved and consulted on all issues related to the ongoing use of the Road. In the past, TransGrid has undertaken that, "all aspects of the transmission line asset maintenance" would be carried out in accordance with the CMP and this agreement should be renewed following endorsement of the CMP.

6.4 Current uses and facilities

6.4.1 Recreational users

The Old Great North Road is used for a range of recreational activities - walking, mountain bike riding, camping (at 10 Mile Hollow) and overnight trekking. The sections of the Road are used as follows:

Devines Hill

- Walkers - individuals and groups
- Mountain bike riders (bikes are requested to be walked on this section)
- School groups
- Bushwalking clubs and groups
- Historical groups
- Walking for fitness groups
- Commercial licences for walking/history tours; one licence current
- Discovery activities - walking/history tours

Finchs Line

- Walkers - individuals and groups
- Mountain bike riders (bikes must be walked along the ascent from Wiseman's Ferry Road)
- Discovery activities - walking, mountain bike trips

- Commercial licenses for walking/history tours; no licences current.

Shepherds Gully Roads

- Walkers - individuals and groups
- Mountain bike riders
- Discovery activities - walking, mountain bike trips
- Horse riders – licensed activities only

Devines Hill to Western Commission Trail

- Walkers - individuals and groups
- Mountain bike riders
- Discovery activities - walking, mountain bike trips, overnight walks camping at Ten Mile Hollow
- Duke of Edinburgh trips for school students usually camping at Ten Mile Hollow
- Horse riders – licensed activities only

Western Commission Trail to Ten Mile Hollow

This is the only section of the Road that currently permits use by authorised vehicles:

- Discovery activities - two-wheel drive - as far as the Wat Buddha Dhamma Monastery
- Vehicle access for Wat Buddha Dhamma visitors
- Horse riders – licensed activities only

6.4.2 Horse riders

Horse riding is currently not permitted on the Old Great North Road except for organised events that have historically used part of the Road as their route. These events, 'Mud Hut', 'NRMA Careflight' and 'Shazada' are conducted annually and involve only short sections of the OGNR and Shepherds Gully Road. NPWS advises that authorisation will not be given to future applications to use the Old Great North Road for horse riding activities.

6.4.3 Unauthorised access

Unfortunately, unauthorised access to the OGNR continues to be a management problem for NPWS. This generally involves damaging and removing the locked gates north of Ten Mile Hollow to enable four-wheel drive vehicles to access the road. Unauthorised access along the Simpson Track and Western Commission Trail also occurs. Use of the road by four-wheel drive vehicles other than slow and infrequent use can have a damaging effect by virtue of their need to drive too close to retaining walls, over culverts with insufficient top cover and on original surface pavements not able to cope with the impact of contemporary vehicles. Signage and consistent management approaches from NPWS over more than 15 years have improved community education and acceptance of the need to control unauthorised access.

6.5 Identification of opportunities for future use

6.5.1 Mountain Biking

The OGNR in Dharug National Park is popular with recreational mountain bikers and there have been representations from community stakeholders to create an improved cycling pavement on the OGNR in Dharug National Park, as well as overnight-stay huts for cyclists and walkers. Such proposals would have the advantage of making the road more accessible to some visitors and thus better known as a significant heritage asset. The key tensions with such proposals are the cost of construction of such facilities, their potential impact on significant fabric, and, more significantly, the ongoing costs of management and maintenance of facilities. A new pavement would also visually impact on the character of the cultural landscape, particularly in Precincts 4 and 5, and may also impact upon surviving significant road fabric. Charging fees for access could offset costs for construction and maintenance but this in turn would imply infrastructure and management costs for administration.

6.5.2 Final Access Masterplan

A *Final Access Masterplan* (Phillips Marler, 2013) was commissioned by the NPWS to survey the main entry points to Devines Hill and Finchs Line and to plan for long term access to the World Heritage site. The masterplan developed and designed access improvements for vehicles and pedestrians in stages, subject to funding. The plan includes treatments for:

- Wiseman's Ferry carpark
- Wisemans Ferry Crossing (north)
- Settlers Road
- Wisemans Ferry road
- Devines Hill trackhead
- Finchs Line trackhead
- Shepherds Gully Road trackhead

The aim of the plan is to provide safe and efficient access to users of the OGNR. While we cannot comment on the efficacy or technical feasibility of the traffic management aspects of the plan, we support the aims and conclude that it provides for access without impinging on the heritage values.

The majority of the proposed infrastructure improvements are outside the National Parks, but some are located in the buffer zone of the World Heritage area (traffic and pedestrian access works on Settlers Road and Wisemans Ferry Road). Works in these areas will need to comply with the provisions of the EPBC Act and obtain NSW State and local government approvals as appropriate.

6.6 Conservation issues – Aboriginal Cultural Heritage

There are at least 14 known Aboriginal sites in close proximity to the OGNR. A GIS plot of the registered Indigenous places within 500m of either side of the OGNR reveals the following:

- Precinct 2, 2 sites (45-2-0188, shelter with art, 45-2-0398, axe grinding grooves)
- Precinct 3, 1 site (45-2-0026, shelter with art);
- Precinct 4, 1 site (45-2-0200, a shelter with art);

- Precinct 5, 7 sites (37-6-0551, an open camp site, 45-3-0875 and 45-3-1556 two sets of rock engravings, 45-3-1554 a set of grinding grooves, 45-3-1557 a shelter with art, 45-3-1557 a shelter with deposit, 45-8-0818, shelter with art).
- Precinct 6, 1 site (grinding grooves – 2 clusters on side of creek, 4 & 18 grooves and sink holes in the sandstone.
- Precinct 7, 2 sites (45-8-0828 shelter with art, 45-3-0862, shelter with art).

As no systematic survey of the area has been carried out, this is highly likely to be an underestimation of the number of Aboriginal places present. More broadly, it should be assumed that all parts of the landscape along and surrounding the route of the OGNR have been occupied and/or visited in the past by Aboriginal people, regardless of the presence of Aboriginal objects.

Current accessibility

The majority of the sites nearest the OGNR are in the most eroded section of the road, Precinct 5, and as such are not readily accessible nor subject to frequent visitation. There is limited access to the majority of the Indigenous places in the DNP due to the nature of the rugged sandstone country. This reduces the likelihood of impact of casual visitors to the places. Most visitors will stay on the line of the road. However, where the OGNR follows ridgelines or crosses flatter land, the likelihood of casual visitation is increased. Discovery Tours have visited the site containing hand stencils in a low shelter on relatively level ground to the side of the Simpsons Track, near Ten Mile Hollow (45-8-0828). Cultural awareness tours have also been conducted by members of the Darkinjung LALC, in country adjacent to and within the DNP. It is important that the condition of these sites is monitored, their sensitivity to damage by visitors assessed, and their incorporation in any interpretation only be conducted in consultation with Indigenous communities as to its appropriateness, and ongoing condition monitoring.

Potential impacts

Any process which leads to build up on the walls of shelters, or leads to loss of pigment or the underlying rock causes long term damage to pigment art. These threats are fire, vegetation growth, lichen, water damage, animal damage, wasp nests and visitor damage – both intentional, such as graffiti, and unintentional, such as build up of dust. A base line assessment of current condition and the threats to sites close to the road and of any sites used in interpretation is needed so that their continuing condition and any changes to that can be consistently monitored.

Basis for management

There is currently no overview of the Aboriginal cultural places in the DNP, apart from that provided in the 2005 CMP. A synthesis of the registered site information, followed by a selective checking of the sites' contents and condition would provide the basis for informed management for the future. Base line information on the current status of the places is required. The quality and reliability of the recorded material also requires checking. The first priority should be the sites nearest the access routes – the OGNR, and the other tracks through the Dharug National Park. More broadly, ongoing consultation with Traditional Owner organisations is required to continue to build understanding of the Aboriginal values of this cultural landscape.

6.7 Conservation of natural values, visual qualities and setting

Arising from the discussion in Chapter 5, the conservation management issues most pertinent to the maintenance and enhancement of the area's natural heritage are:

- pest and weed management
- fire management
- management to avoid degradation of roadside vistas
- runoff control and stabilisation of the geological features

Taking each in turn, their management requirements and their potential interactions with the requirements for cultural heritage management are as follows:

Pest and weed management

Pest management activities will occur quite independently of the management of cultural heritage, as an ongoing responsibility of park management. However, weed management has implications for cultural management in the wider context of vegetation control. The Central Coast-Hunter Range Region Pest Management Strategy (NPWS, 2001) nominated low impact weed removal. The update of this plan, the Central Coast-Hunter Range Region Pest Management Plan 2012-2017 (NPWS 2013) nominates control measures which include *aerial spraying, scatter gun and cut-and-paste* for individual priority areas. There are no special provisions for weed management along OGNR and the identified priority pest and weed control areas in Dharug NP are not near the OGNR. In many cases where vegetation impinges on cultural relics, a more adaptive management approach is required. Additionally, vegetation control along the road to control the growth of native species on road structures and the road surface will be a special requirement of management. For native vegetation removal and the control of weed species where they impinge on cultural relics, an adaptive management approach is required. Vegetation Removal Guidelines have been updated in Appendix 1 and should be incorporated in the Maintenance Plan when it is next updated.

Fire management

The current Fire Management Plan (Conacher Travers 2003) has provisions which directly address heritage values. Strategies for the management of the natural and cultural heritage values that are included in the draft plan are:

- The use or exclusion of fire to maintain a complex diversity of vegetation communities and age structures, prevent species extinctions and protect specific natural or cultural assets.
- Emphasis on hazard reduction along boundary areas to allow for ecologically sustainable fire regimes within core Park areas.
- Assessment of environmental impacts prior to any fire management activity.
- Pre-burning surveys for threatened species or Aboriginal/historic relics where possible.
- Minimising use and impacts on the Old Great North Road in accordance with the *Old Great North Road Conservation Management Plan*.
- Monitoring vegetation regeneration following a prescribed burn where possible.
- Compliance with identified fire regime thresholds for all vegetation communities, threatened species and communities.

Special management prescriptions for the OGNR are also included in the Plan:

Due to its historic nature, physical use of the "road" for vehicle based fire operations will be minimised as much as possible. Fire fighting vehicles will be permitted on sections of the "Road" where road pavement protection works using a layer of imported material are present (dependent upon load bearing capacities). Vehicle based fire fighting operations on other sections of the "Road" will be minimised with the use of alternative fire fighting methods such as water bombing and aerial incendiaries in back burning operations. Relevant strategies and actions are as follows:

- The NPWS Region will ensure that the Old Great North Road is identified in the Dharug, Yengo and Parr Reserve Fire Management Plan and that areas of particular sensitivity and / or significant fabric (e.g. wooden artefacts) are highlighted and strategies developed to protect them.
- Fire fighting vehicles will be permitted on sections of the "Road" where road pavement protection works using a layer of imported material are present (dependant upon load bearing capacities of the "Road").
- Vehicle based fire fighting operations on intact sections of the "Road" will be minimised with the use of alternative fire fighting methods such as water bombing and aerial incendiaries in back burning operations.
- The NPWS Region will ensure that the Old Great North Road is identified as an item of high cultural significance and vulnerability in Gosford and Hawkesbury District Operations and Risk Management Plans (under section 52 of the Rural Fires Act 1997).

It is considered that these provisions are appropriate for and compatible with the protection of the cultural heritage values of the OGNR while still affording a high level of care and protection for the neighbouring communities and their assets. The NPWS should incorporate these provisions in successive Dharug, Yengo and Parr Fire Management Plans, and especially in seasonal action plans for hazard reduction and in planning fire suppression activities.

Other parts of the Plan are compatible with protecting the landscape setting of the road. Chief among these, with benefits for the management of the road as a cultural resource, is maintenance and rehabilitation of vegetation community structures by the establishment of a more natural fire regime.

Visual setting: Scenic views from the road

The visual setting of OGNR extends well beyond the boundaries, curtilage and buffer zone described in the heritage listings, to the visible ridgelines, especially to the west, across the Hawkesbury and Macdonald Rivers. On the regional viewshed map (Figure 6.1) the extent of this visual setting is mapped. We have delineated a critical visual catchment boundary which varies between 2 and 4 km from the Devines Hill and Finchs Line areas and takes in, at a minimum, the first ridgelines seen from vantage points on the road. Beyond this boundary it is considered that the visual impact of even large-scale developments will be sufficiently attenuated by distance to be not significant.

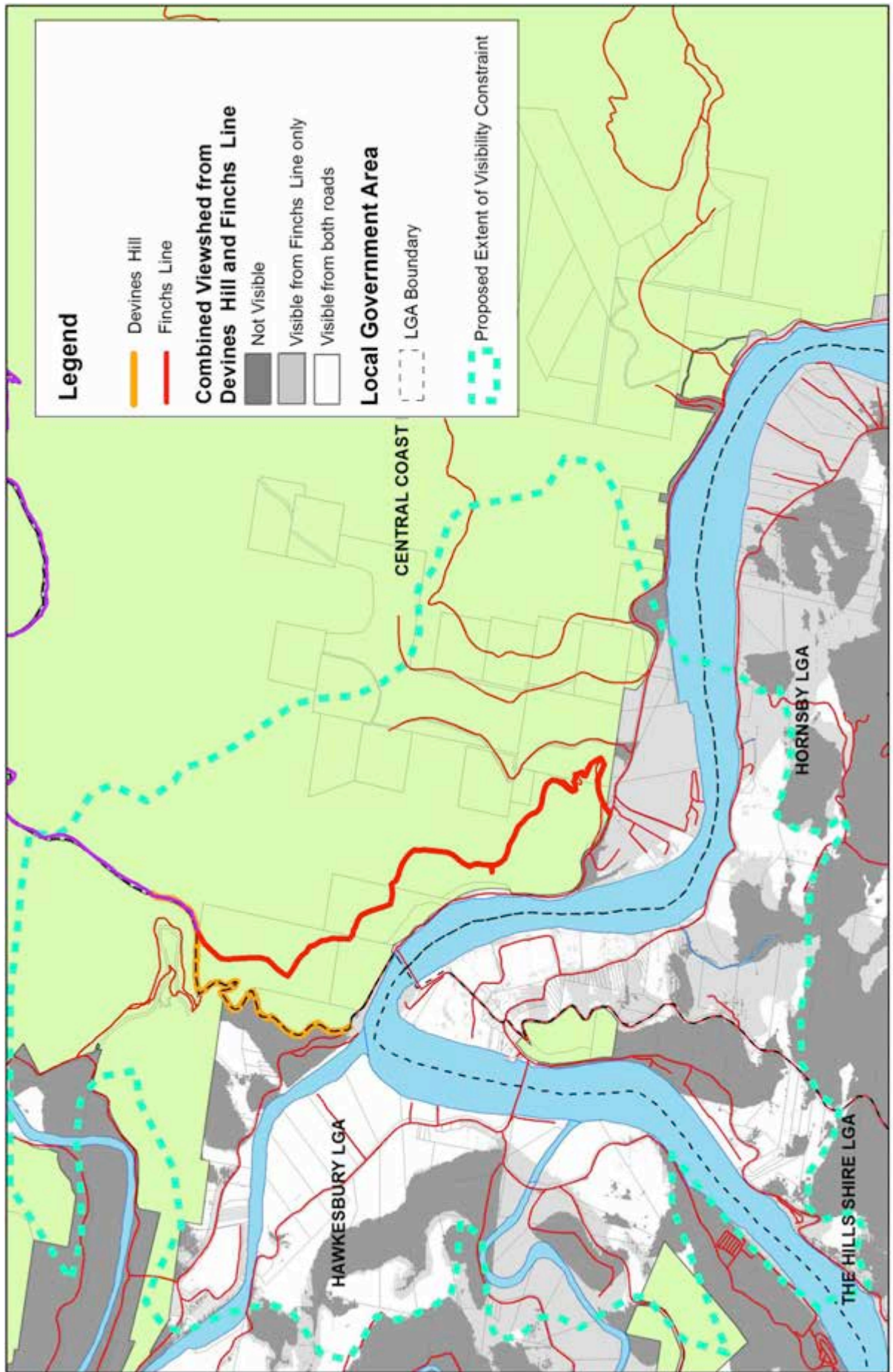


Figure 6.1: Regional Viewshed Map for Lands outside the National Park with Proposed Visual Catchment Boundary

The integrity of this rural and bushland setting warrants careful management, as inappropriate development could create visual intrusions which not only mar the experience of visitors and the appreciation of OGNR, but actually erode its heritage value. While the Commonwealth *Environment Protection Biodiversity Conservation Act, 1999* specifically provides for control of actions outside World Heritage properties and National Heritage places that might impact the values of the places themselves, day-to-day control of development within the visual catchment of the OGNR rests with local and state government agencies and is controlled through the local environmental plans and other instruments discussed above. It is therefore important to the long-term conservation of the OGR that these instruments contain provisions that seek to conserve all of the values of the OGNR and which overtly allow impact on the visual setting of the OGNR to be assessed and determined to be a valid reason to refuse or require modifications to a proposed development.

Visual setting: Roadside vista management

The roadside vista comprises the views along the road and the adjacent vegetation and landforms on either side of the road. The immediate downslope area (ie, the bushland slope falling away from the road on the downhill side) is the most vulnerable area for degradation from vegetation change (including weed invasion), accumulation of litter, sedimentation and scouring. While these impacts will affect vegetation values and habitats directly and would require management to address them in those contexts, the potential effect on the scenic and aesthetic value is highlighted here. These same areas are vulnerable to visual intrusion from poorly sited parks maintenance and management infrastructure.

Another issue is the growth of vegetation on the road formation itself. Where this becomes dense it will interrupt the important vistas along the road, and diminish the visual experience of the roadway snaking through the bush.

The management of the scenic amenity of the downhill slope from the road requires attention to access control, runoff control, weed control, and appropriate fire management planning. All of these are compatible with the needs of the cultural heritage management of the road and road structures.

The viewshed map (Figure 6.2) indicates areas where small-scale park maintenance, service and storage facilities may be possible with minimal impact on roadside vistas.

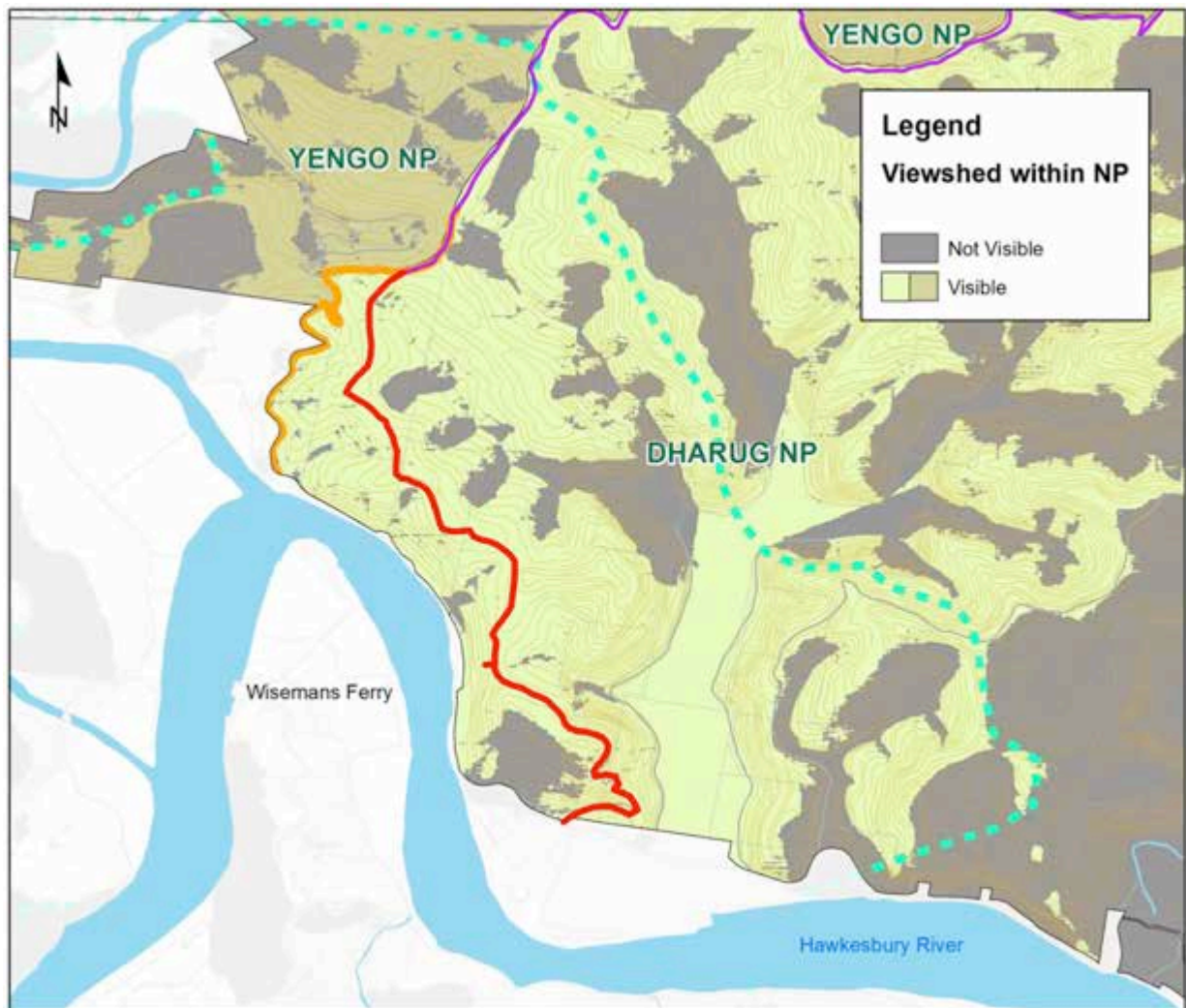


Figure 6.2: Viewshed with the National Parks from Combined Observer Sites along OGNR

Runoff control and stabilisation of the geological features

Stabilisation of the road, particularly against the effects of uncontrolled or misdirected runoff water, will prevent sedimentation of downstream drainage lines. It will also safeguard interesting weathered surfaces on rock faces along the road formation (such as the liesegangs). Activities aimed at stabilisation will fulfil both natural and cultural heritage management objectives. Runoff control will be affected by climate changes, particularly changes in rainfall intensity (see section 6.9.2).

6.8 Conservation of the historic elements and features of the OGNR

This section discusses aspects of the conservation and condition of the Road itself and its associated features. These are discussed element by element and are grouped into those that were constructed on, and those that were excavated into, the land surface.

Major conservation works have been undertaken over the last 30 years and a comprehensive survey and condition of the road was undertaken by OHM Consultants in 2008. The results of this condition assessment are summarised in Appendix 2, and in general find that the implementation of the Strategic Management Approach set out in the 2005 CMP, and expanded in the 2007 Maintenance Plan, has resulted in excellent results in precincts with a concentration of constructed features, ie Precincts 1,2, and 3.

6.8.1 Condition of Elements

Retaining walls

These range up to 7m in height and are made of squared sandstone blocks laid as drystone walls (ie, without mortar). The walls are battered and either have battered or inward sloping bedding planes or horizontal bedding planes (in which case the batter is cut on the face of the stone). The retaining walls are totally reliant on open mortar joints and free-draining backfill to prevent damming of water and build up of hydrostatic and earth pressure which could lead to collapses such as the major 1857 event on the Devines Hill ascent. Though in generally good condition, the retaining walls suffer from:

- bowing or bulging (and local collapse) caused by excess water in the backfill, particularly in sections where the wall is convex in plan;
- slope instability which led to the 1857 collapse on Devines Hill;
- settlement or washing away of foundation material;
- localised cracking due to settlement or slope instability;
- loss of stones adjacent to damaged culverts;
- disruption by self-sown trees growing below, within or on the pavement above the walls; and
- dislodgment or loss (due to vehicle movement, trees or theft) of stones forming the capping to the walls.

Stone culverts

These range from those constructed of sandstone blocks and slabs (block walls with slabs forming the base or invert as well as the cover) through to those cut entirely into the bedrock and covered with quarried slabs. The culverts, arguably one of the most important parts of the road structure (from a functional and conservation point of view), are also the most damaged. They suffer, and have suffered, from:

- loss of protective cover due to erosion of the overlying road pavement;
- displacement, loss, cracking and caving in of cover slabs due to erosion of pavement and the weight of modern vehicles;
- hydrostatic lifting of cover slabs during high intensity rainfall events;
- blocking with leaf and tree debris leading to silting up, in turn leading to excess water dispersal through surrounding backfill;
- with consequent damage to the masonry of the culvert and retaining wall;
- water leaking through open joints in culverts adding to wetting of backfill; and
- loss of any clay jointing that may have sealed the culvert stones, allowing discharge behind the retaining walls.

Spillways and buttresses

Where the culverts discharge their water from substantial retaining walls there is often a stone block and slab spillway for several metres downslope from the wall with the aim of removing excess water from the base of the masonry. There are also four major 'buttresses' (formerly five) in the highest part of the Devines Hill retaining walls. As McBean & Crisp (1990) speculate, these seem to be less about structural buttressing and more about water disposal as they incorporate spillways in their outer faces.

The spillways and buttresses suffer from:

- displacement of spillway blocks due to self-sown trees, downslope creep and the major collapse which has removed Buttress 4;
- poor bonding of the buttresses into the retaining walls;
- outward movement and considerable opening of joints in buttresses;
- settlement of foundation material, due to excess water; and
- structural cracking of some blocks due to the above movement.

The sandstone itself

The sandstone that makes up the constructed elements was locally quarried, principally in the main quarry site (see *Quarry* section below) but probably also opportunistically along the road wherever substantial excavation of sound stone was made necessary by the road alignment. There is some variation in stone quality and condition which is generally sound. The few examples of advanced stone deterioration can be attributed to either:

- poor initial stone selection;
- salt attack in specific locations including culvert soffits, tongues and walls;
- excessive wetting of masonry around blocked culverts; leading to
- fracturing and dislodging of individual stones during structural movement.

Also requiring comment is the slow 'natural' deterioration of the sandstone which occurs more generally along the road. This includes the slow dissolution of the cementing materials within the stone itself, a process which is enhanced by weak acids from biological growths, rotting vegetation and from acidic rain. The same processes affect all of the sandstone in the area including the cuttings and quarried surfaces as well as cliffs and other natural outcrops, and the rate of this natural decay is very slow. In 2016 major rock scaling works were undertaken to address dangerous areas of rock shear on Devines Hill, where they posed a risk to visitor safety. Two further areas are currently being monitored (advice from Pells Sullivan Meynick 2016).

The more exposed nature of the stone blocks of the road structures renders them more susceptible to decay than natural areas. In the very long term this decay may be a factor affecting the stability of some features, particularly where point or eccentric loads in the drystone walling exceed the declining strength of the stone. In the short and medium term any contribution from natural deterioration is likely to be masked by the more severe and more localised decay identified above.

Backfill

This is the material that is backfilled behind the retaining walls and which consists of sandstone rubble in all sizes from boulders down to stone dust. While this is just filling material, its performance is a key factor affecting the future of the road. When saturated, its role in the build up of hydrostatic and earth pressure against the retaining walls, causing bowing and eventual bursting of the structure, is well understood. Less well understood is its condition, and the rate of change of that condition with respect to its ongoing capacity to drain freely. With periodic wetting since construction, including natural events as well as the intensification around blocked culverts, there must have been downward flushing of sand, silt and clay through the fill. Some of this material may now be trapped lower in the wall leading to an increased risk of damming and the excessive build up of hydrostatic and earth pressure in the structure. Downward flushing

through the fill will continue whenever there are significant rain events, pointing to the increasing need to improve and maintain the road's drainage systems in order to prevent major failures. The rate of change in the free draining capacity of the backfill will need to be investigated and monitored.

Road pavement

This is the made surface of the road consisting of large stones of similar size laid in layers with size diminishing towards the surface. The seal, or uppermost layer, may have (in part) been a shaly material (McBean & Crisp 1990) or may have been a more clay rich variant of the local sandstone. The pavement has been very badly damaged and is deeply eroded, in places up to 1.5 metres. Several parts of the road have been resurfaced for conservation and access reasons, including the Devines Hill ascent and the section between the Western Commission Track and Ten Mile Hollow. Damage to the road pavement is due to surface water flow scouring out the pavement. This is made worse by poor drainage conditions and is also exacerbated by powerful, heavy modern vehicles.

Timber elements

Timber elements include many culverts where the sides and the top are timber logs instead of stone blocks and slabs. Timber was also used for guard rails: there are a few surviving posts and rails, which were identified by Burke (1988) and described by Austral Archaeology (2000c). Timber elements are subject to fire, fungal rot and termites. Culvert timbers particularly are at risk of fungal rot (Bill Jordan & Associates 2001; HLA-Envirosciences 2000, 2002).

Drains

Where the road is built on the side of a hill there is generally a gutter or drain on the inward or uphill side. In places the drain is cut into the sandstone bedrock, in others it is cut into earth or decomposed rock and is often excavated only on the base and the uphill side, the outer side being formed by low stone walls generally of only one course height, the latter also serving to restrain the pavement material. Where the drains are cut into earth or soft decomposed rock they are often deeply scoured and their present form would bear little resemblance to the original, whereas in sound bedrock the drains still show the original pick marks from their cutting. Though often blocked with earth, silt, weeds, leaves and tree debris, the drains are in good condition.

Road surfaces

Like the drains, there are places where the road surface is itself a cutting into bedrock. A good example is in Precinct 5 where the slightly weathered sandstone has enabled a smooth road surface to be achieved. Such cuttings are generally in good condition but are at risk of damage to both floor and sides due to use of heavy earthmoving machinery such as graders.

Quarry

Though the source rather than the end use of the sandstone blocks, the main quarry at Devines Hill is an important feature of the road, as it illustrates part of the complete story of construction. Vegetation, including substantial trees, has overgrown the quarry and some clearing has been undertaken in recent years to expose the made landform. Benches or 'lifts' are readily apparent as are the many drill holes used for blasting blocks from the quarry faces. Though still partially tree covered, the quarry features are clear and in good condition.

Cuttings and rock faces

Like the quarry, the cuttings and rock faces are important parts of the major achievement of building the road. They show abundant evidence of being worked including drill and wedge holes, and many pick marks.

Historic graffiti

These include the engravings that can confidently be ascribed to the period of construction. Most are carved into the near vertical faces of cuttings made as part of the roadworks, though some are in sloping rock pavements. Their condition is generally good, though the natural decay of the sandstone substrate (noted earlier) has led to softening of the carved edges and loss of crisp detail due to biological growths such as lichens. The historic graffiti has been documented (Austral Archaeology 2000c) (though their assertion of rapid decay is questioned). While, currently graffiti elements have been assessed as stable (OHM Consultants 2008), archival recording (using 3D laser scanning for instance) would provide an accurate basis for future monitoring as well as an archival record.

Invasive vegetation

This includes the trees, shrubs and grasses that have colonised the drains, the road surfaces and the retaining walls or, in the case of trees, are growing too close to the base of walls, buttresses and spillways. Substantial clearing has been undertaken on the Devines Hill and Finchs Line sections of the road. In other places the encroachment of vegetation is contributing to the impassability of the road. Trees growing too close to the base of walls may disturb the foundations and also damage stonework directly through abrasion by branches. Trees and shrubs growing within the wall structure have caused localised distortion of the stonework. While grasses may have colonised some parts of the road surface, they do act in a positive way, helping to bind the pavement together and resist scouring by runoff.

Contemporary graffiti

Grffiti which is the product of contemporary vandalism is most often just light scratching of the stone surfaces with sticks, stones or occasionally made implements. When light the scratching mostly only removes lichens and other biological growths exposing fresh sandstone with a much lighter colour which makes the damage more apparent than it really is. Simple field techniques are included in the Maintenance Plan for disguising such graffiti, with the aim of deterring further offenders.

Historical archaeological sites

A number of specific areas of historical archaeological potential have been identified in the study area. Further, the OGNR itself holds potential archaeological information about its construction, modifications and use, and also the potential for deposits to yield buried artefacts. Karkens and Lavelle (1999) state for instance, that silt and other deposits have yielded tools dating to the period of construction. Other artefacts are known to have been collected by NPWS and others over the years. This issue is discussed below.

The identified historical archaeological sites are:

PRECINCT	SITE NAME	FEATURE NO	SIGNIFICANCE
Precinct 1:	The stockade site	Feature No: 1HA1	OUV/National
Precinct 3:	Hut site	Feature No: 3HA4	OUV/National
Precinct 6:	Ten Mile Hollow Inn sites	Feature No: 6HA7	State
Precinct 6:	Meisterham sites	Feature No: 6HA1-6	Local

As none of these sites have been subject to redevelopment as such they should all possess integrity, however the Ten Mile Hollow Inn site is currently heavily overgrown and in the past has shown clear signs of both extensive wombat activity as well as illegal digging. Vegetation growth, animal activities and unchecked erosion have the potential to compromise the integrity of archaeological sites. Erosion should not affect the Inn site as it is in a depositional environment, however it may have affected the stockade site in the past. Vegetation growth is an issue for all sites and a vegetation management strategy should be established for the sites of high significance. An archaeological survey of the Stockade site, perhaps including the use of Ground Penetrating Rader or other appropriate non-invasive technology, is recommended as a basis for future management and interpretation.

The Telegraph Line

Unfortunately, only the most fragmentary remains of the 1859 Telegraph Line have survived frequent bushfires. However, some fragments remain and these should be left *in situ*. It is not considered warranted to collect these remains; nor should they be cleaned away during any maintenance work on the road. The remaining fabric of the line should be recorded and photographed.

Moveable artefacts

Historic reports suggest that a number of artefacts including leg-irons and picks, as well as larger items such as the 7 mile wooden mile post (Burke 1988:50), have been removed by the NPWS for their protection and housed in NPWS head office. The 7 mile post is held at the Mill Creek Depot. Three timbers from the timber culvert at Ten Mile Hollow are also located at Mill Creek Depot. Some other portable artefacts are thought to have been removed by members of the public from places such as the Stockade site (I Webb, pers comm).

Such a collection deserves to be more fully researched, documented and objects' conservation and storage needs assessed and acted upon. In terms of their future security and ongoing conservation, it may be appropriate that moveable artefacts should be lodged with a professional museum that has established conservation and curatorial procedures, under a written agreement covering insurance, damage to artefacts and display conditions, and which lays down conditions for public access to the collection. It is recommended that Sydney Living Museums' Hyde Park Barracks should be approached in this regard.

6.8.2 Maintenance Plan 2007

The Maintenance Plan 2007 is the key guide to the day-to-day conservation of the OGNR fabric. It includes advice on:

- vegetation management – clearing, poisoning procedures, etc.;
- general cleaning of road surfaces, of tree litter, etc.;
- cleaning of gutters, drains and culverts;
- management of historic graffiti;
- cleaning/disguising modern graffiti;
- guidelines for the removal of items for conservation;
- guidelines for *in situ* conservation of timber items;
- monitoring programs; and
- maintenance of road surfaces, including nature and source of topping material.

The Maintenance Plan should be revised to include, for instance, updated advice on monitoring, rock scaling guidelines, updated vegetation management requirements as included in Appendix 1.

Major repairs, reconstructions and the long-term conservation of masonry

While implementation of the Maintenance Plan has successfully stabilised most at risk areas of the OGNR, there are a range of identified issues which will continue to cause conservation issues for the masonry elements in particular:

- minimising water entry into the backfill of retaining walls;
- the free draining capacity of the backfill;
- maximising water disposal from the structures;
- the natural deterioration of the sandstone;
- long-term conservation of historic graffiti; and
- best practice conservation and repair of weak stonework.

Dealing with these issues will be a long-term project requiring the combined skills of several disciplines (at least engineering and materials conservation); literature searching for case studies of similar problems; consideration of any tests or investigations required; the undertaking of those tests; review of results and the need for any further investigative work; trial application of techniques; and long-term monitoring of any such trials.

It should be clear that these issues are distinct from conservation activities such as the reconstruction of culverts or sections of retaining walls that have collapsed or are at risk of collapse. Such activities are dealt with separately on a precinct by precinct basis.

The Maintenance Plan covers routine maintenance activities, and these are very different to the long-term issues needing resolution for the long-term conservation of masonry. It is conceivable that solutions to some of these long-term issues might be to modify one or more of the maintenance activities, but this will

not be known for some time, possibly many years. Meanwhile, maintenance should proceed on current understandings of best practice.

Repair and reconstruction

A body of expert advice on issues commonly associated with the OGNR has been built up over the years. In addition to this, monitoring programs for wall distortion have already been established at several sites. While the Maintenance Plan deals with the ongoing protective care of extant fabric, and the long-term issues for masonry conservation have been outlined above, there will continue to be a need to repair and reconstruct elements as they fail. These instances will require expert technical advice on a case by case basis, but the overall conservation approach to these issues will be framed by the Conservation Policies developed in Section 7. This approach is based on the need to conserve extant fabric as far as possible. Repair is preferable to reconstruction where the latter involves replacement and removal of significant fabric. Where the introduction of new materials supports the retention *in situ* of significant fabric this should be considered. If items such as timber culverts, which present particular problems, are beyond repair then they should be stabilised and protected where possible and left *in situ*, while alternative solutions to water diversion or drainage are sought. The reconstruction of collapsed stone elements such as walls and culverts should use existing fabric where possible and the use of new materials should be explored where they will support the *in situ* conservation of existing fabric. New materials may include sandstone and concrete elements, mortars, sealers or consolidants as appropriate.

The specific approaches to repairs, reconstruction, and conservation are discussed in detail in the Maintenance Plan, 2007.

6.9 Sustainability, Disaster, Risks

6.9.1 Risk management

The principal risks that can be managed include:

- risk of water damage during an intense rain storm;
- rock falls on the quarried rock face on Devines Hill in Precinct 1;
- damage by fire, whether wildfire or controlled burning;
- abrasion damage from vehicles such as bulldozers and graders;
- wear and erosion caused by modern heavy vehicles or powerful 4WDs; and
- vandalism.

The need to manage these risks requires an active maintenance and repair program together with a management framework capable of enforcing appropriate policies.

6.9.2 Climate Change Risks

Climate change projections for the OGNR area were taken from the NSW and ACT Regional Climate Modelling (NARClIM) Project², which uses four global climate models, downscaled using the Weather Research and Forecasting (WRF) model. The models used a single, representative emissions scenario: the

² <https://climatechange.environment.nsw.gov.au/Climate-projections-for-NSW/About-NARClIM>

IPCC high emissions scenario A2. The projections for the near future (2020 to 2039) from this scenario have been used for this CMP.

For the area centred on Wisemans Ferry, the projections for the main climate parameters with potential to affect the conservation and management of OGNR to 2040 are as follows:

- Annual average temperature will rise by an average of 0.5 – 1.0 °C. The increase will be across all seasons, but mostly in summer when there will be an increase of between 5 and 10 days per year when temperatures exceed 35°C.
- Annual average rainfall will be up to 5% higher, with greatest increase in autumn and winter.
- Extreme fire days (FFDI) will increase by an average of 1 day a year.

The combination of higher temperatures and higher winter rainfall will potentially result in higher fuel loads in summer and higher bushfire risks. This is borne out by the projection of the increase in extreme fire days. This highlights the importance of the fire management plan and its sensitivity to the need to protect heritage values.

The higher projected rainfall also has implications for the control of runoff and drainage around the road during rainstorms.

6.9.3 Rainstorm

For durations less than two hours, the intensities of observed annual maximum rainfalls have increased in the Sydney region over the period from 1966 to 2012, while for durations greater than three hours there was a slight decrease³.

NARClIM has not reported on the intensity of rainfall events. However, the spatial Bayesian Hierarchical Model (BHM) estimates for future extremes, which only use the part of the WRF projection that is more reliable, suggests that the 1% annual exceedance probability for the 24-hour duration event (that is, an extreme rainfall event that statistically has a 1-percent chance of occurring in any given year) will increase by up to 20% by 2050⁴. Also, projected rainfall depths obtained from the Australian Rainfall and Runoff Interim Guideline on Climate Change⁵ under RCP8.5 (the new IPCC equivalent of the NARClIM A2 scenario) are in agreement with the BHM estimates.

Periods of very high intensity rainfall can therefore be expected and present the greatest threat to the fabric of the road. As discussed above, high rainfall events may lead to erosion of the road pavement and to overloading of drains and culverts, with consequent discharge through the backfill causing excessive hydrostatic and earth pressure build up behind the retaining walls, leading to bowing, bursting and collapse. There is the risk of the road structures becoming more susceptible to such events through downward flushing of fines within the backfill.

This highlights operation and maintenance issues and the need to focus resources and effort into keeping culverts and drains clear and operating at peak efficiency. In response to this medium to long-term risk, it would be prudent to plan a hydrological survey of the Devines Hill and Finchs Line precincts, to undertake analysis and modelling of the predicted performance during increased numbers of more intense rainfall

³ Bureau of Meteorology, CSIRO, The University of Adelaide Water Research Centre and UNSW Water Research Centre 2015, *Australian Rainfall and Runoff Revision Project 1: Development of Intensity-Frequency-Duration Information across Australia*, Climate Change Research Plan Project Stage 3 Report, Engineers Australia Canberra.

⁴ Bureau of Meteorology et al 2015, *ibid*.

⁵ Engineers Australia (2014), *Australian Rainfall and Runoff Discussion Paper: Interim Guideline for considering climate change in rainfall and runoff*. Available:

http://www.arr.org.au/wpcontent/uploads/2013/Projects/Draft_ARR_interim_guidance_Format.pdf

events. New or rehabilitated local drainage works, linking with existing drains and culvert structures along the road, may need to be designed to avoid concentrating runoff volumes.

6.10 Conclusion

Having considered the major issues affecting the formulation of conservation policies for the OGNR, we want to draw out the factors that need to be dealt with strategically in order for NPWS to achieve their conservation goals. These factors guide the development of the strategically appropriate conservation policies which are set out in Chapter 7.

- NPWS has limited resources available for the maintenance and management of the road so it is crucial that baseline (minimum standards) management actions are resourced and that an approach to the prioritisation of additional conservation actions is established.
- The aim of conservation is to minimise further loss of significant fabric and to safeguard the quality of the setting. The approach towards achieving these goals needs across-the-board understanding in NPWS and in the community, and the support of both.
- It is possible that from time to time NPWS may have access to extra funding derived from external programs and relating to the World, National and State significance of the road. It is important that this CMP identify a strategy and a vision for the utilisation of such funds towards agreed long-term outcomes for heritage conservation, research, interpretation, access and presentation.
- Staff require access to training, expert advice, guidelines, monitoring and reporting procedures and supporting digital infrastructure which have a commitment from across the agency at all levels.



7 CONSERVATION POLICIES

7 CONSERVATION POLICIES

7.1 Strategic Principles for Heritage Management

The OGNR cultural landscape has been recognised for its heritage values at all levels: World (OUV), national, state, regional and local. This significance gives rise to specific requirements in terms of its future use and management.

The material remains of the OGNR

The fabric of the OGNR is held in high regard throughout the community and is a core attribute of the identified OUV. Conservation of this fabric, in the short and long term, must therefore remain a primary objective of heritage management. This poses challenges for NPWS and the community, and these challenges are the focus of the **strategic management approach** established in the policies below.

Integrated values: Aboriginal cultural landscape and natural heritage values

The OGNR does not exist in a vacuum but interrelates with the natural environment and with the Aboriginal cultural landscape. All of these values come together to produce a cultural landscape that can be experienced in different ways by different people, and on a number of different levels. Heritage management should maintain these values and interpretation should provide access to them, as well as retaining a special focus on values related to convict and colonial themes.

Research potential and educational value

Many aspects of the OGNR cultural landscape hold significant research potential and educational value. Future research should be fostered, and hand in hand with this, interpretation should reflect the changing understandings and new knowledge produced.

Community attachments

Many communities value the OGNR cultural landscape and seek access to it and involvement in its management. Strong community management partnerships should be fostered to build a co-creative management approach.

Aboriginal community attachments

The archaeology, history and contemporary community values and attachments of Aboriginal people to this country form an integral part of its cultural value and heritage significance. This gives rise to a requirement to consult and involve Aboriginal people in the management of the OGNR landscape, provide access and opportunities for cultural and educational experiences, and to interpret the Aboriginal cultural landscape where this is agreed to by the Aboriginal custodians.

7.2 Head Policy (Vision Statement)

The integrated heritage values of the Old Great North Road cultural landscape conserved and enhanced through:

- an inclusive approach to values across all levels of inscription and across natural and cultural contexts;

- ongoing monitoring, maintenance and repair to best-practice conservation standards;
- managed access for sustainable uses;
- ongoing engagement with community, stakeholders, traditional owners and visitors;
- high quality interpretation; and
- promotion as a key destination in keeping with its World Heritage status.

STRATEGY

ADOPT AND ENDORSE THIS CMP AS AN AGREED BASIS FOR MANAGEMENT

This CMP will be submitted for review/endorsement by the NPWS executive, the NSW Heritage Council, and the Historic Heritage Section, Commonwealth Department of the Environment and Energy.

7.3 General Conservation Policy

7.3.1 Mission

The mission of this CMP is to provide management custodians and the community with a sustainable, **strategic management approach** to the OGNR cultural landscape. Strategic management of the OGNR cultural landscape is based upon an inclusive approach to all values identified at all levels of inscription and across natural and cultural contexts, and the identification of realistic management objectives and optimal long-term outcomes.

7.3.2 Management Objectives and Outcomes

The objectives and outcomes of the implementation of this CMP for the OGNR cultural landscape will be:

- unified management goals for all regulatory agencies
- sustainable resourcing for long term conservation
- effective community partnerships
- the road maintained to conserve its values
- natural setting conserved and maintained
- Aboriginal heritage values conserved and maintained
- social values maintained
- clearly defined opportunities and constraints for managed, sustainable access
- OGNR cultural landscape recognised for its high-quality interpretation
- high public awareness of significance
- research outcomes promoted and disseminated
- acknowledgement of high quality management through awards and community recognition

7.3.3 Strategic Management Approach

The strategic management approach aims to minimise loss and deterioration of cultural material and landscape quality through the implementation of the Maintenance Plan (2007) and through an iterative

management and monitoring cycle that responds to changing circumstances and to community and stakeholders needs and expectations.

The strategic management approach has the following three levels of implementation:

1. baseline management of the entire road corridor;
2. management cycles of inspection, monitoring and maintenance on a precinct by precinct basis;
3. identification of strategic and long-term objectives which can be activated as funding becomes available.

All the activities involved in these levels of implementation are covered and guided by specific policies.

7.3.4 Definitions of the implementation levels

1 Baseline management

Baseline management will comprise:

1. ongoing activities controlling access and use of the road corridor;
2. the management of vegetation impinging on the road corridor and its associated sites;
3. compliance with established monitoring targets through documented monitoring activities.

These activities should be considered to be routine and an integral part of the NPWS's custodial role over the OGNR cultural landscape.

2 Management cycle in precincts

The management cycle for each precinct will follow the iterative loop characteristic of all environmental management systems. The cycle will comprise:

- planned targets;
- maintenance/corrective activity;
- monitoring effectiveness;
- revised targets on the basis of monitoring data.

The areas covered by the management cycle will be the ongoing maintenance of re-surfaced areas, including culvert and drain clearance, surface consolidation as well as areas of potential structural weakness (embankment bulges and areas of potential collapse), monitoring of archaeological sites and visitor impacts.

3 Strategic and long-term management objectives

The key strategic and long-term management objectives identified by this CMP, which can be activated as funding becomes available, are:

- A long-term masonry conservation strategy

- A long-term repair and reconstruction strategy
- Minor repair works with the following priorities:
 1. Localised repairs to road surface (to maintain access, prevent erosion and protect early fabric);
 2. Culvert repairs, including replacement of failed cover slabs;
 3. Repositioning of coping and/or kerb stones; and
 4. Stabilising base of retaining walls.
- Review and update of the 2007 Maintenance Plan;
- An audit of interpretation assets and interpretation impact evaluation, and development of a future interpretation strategy (based on the 2012 Interpretation Plan);
- Development of a digital archive and GIS based management framework;
- Hydrological survey of Devines Hill and Finchs Line to model performance of the road in the context of predictions of more frequent and more intense rain events;
- Development of a Research Strategy to promote ongoing research into all aspects of the OGNR cultural landscape that will feed back into management and interpretation.
- Development of a collaborative community approach to management of the visual setting of the World Heritage listed precincts.
- Review of the State and National Heritage listings to align listed values as a basis for long term management.
- Alignment of the National and World Heritage list boundaries to provide a clear rationale for management, and review of the World Heritage listing buffer zone to more accurately reflect the immediate visual setting.
- Private property currently abutting the road, and located in the World Heritage buffer zone, should be acquired and added to the National Park, should the opportunity for purchase arise in the future.

Each of these objectives is covered by specific conservation policies set out below.

7.4 Specific Conservation Policies

7.4.1 Retention of heritage significance

Policy 1 Significance the basis for planning and work

The statement of cultural significance set out in Chapter 5 of the CMP should be the principal basis for future planning and work.

Policy 2 Standards of practice and management

The World, National, State and other identified values of the OGNR cultural landscape require high quality standards of heritage management. The management and conservation of the OGNR cultural landscape will draw on appropriate expert advice to ensure high standards of conservation practice.

STRATEGY

EXPERT HERITAGE ADVICE

Invite an appropriately qualified and experienced individual with significant heritage expertise relevant to the OGNR to join the NPWS's community-based Regional Advisory Committee.

STRATEGY

USE OF CONSULTANTS

The use of period contracts for consultants should be investigated to ensure expertise, consistency of approach, development of a knowledge base and familiarity with the broader context of the OGNR.

Policy 3 Knowledge and skills

All those involved in the care and management of the OGNR and its cultural landscape will have an appropriate level of knowledge and skills.

STRATEGY

TRAINING OF STAFF

Provide appropriate heritage management training for all those who work on the OGNR. This will range from simple induction training in basic heritage management principles for contractors, to on-site and off-site training of NPWS staff. Training in the implementation of the 2007 Maintenance Plan workshops should be continued as required. All staff should take advantage of Cultural Heritage Division training days and seminars. Links with expert staff in other regions and areas should be developed.

Policy 4 Community partnerships

The community will be involved in, and consulted about, the management of the OGNR cultural landscape.

STRATEGY

RELATIONSHIP WITH THE CONVICT TRAIL PROJECT

NPWS should continue its close working relationship with the Convict Trail Project.

STRATEGY

RELATIONSHIP WITH ABORIGINAL COMMUNITY

Darkinjung Aboriginal Land Council and Metropolitan Aboriginal Land Council participate in NPWS's Central Coast Hunter Range Aboriginal Heritage Advisory Committee. Through this mechanism these groups should be regularly consulted on the ongoing management of the OGNR cultural landscape.

STRATEGY

RELATIONSHIP WITH LOCAL COMMUNITY

The conservation and promotion of the OGNR should bring benefits to the local community in terms of their own access and involvement, and through future consideration of business opportunities for licensed tour operators and other local businesses.

STRATEGY

COMMUNICATING WITH LOCAL COMMUNITY

An annual community meeting should be held to keep the lines of communication open between NPWS and the community.

STRATEGY

RELATIONSHIP WITH TRANSGRID

NPWS should seek to update its MOU with TransGrid following the endorsement of this CMP.

Policy 5 Dharug National Park POM

The POM will be reviewed and amended as required following the adoption and endorsement of the CMP.

Policy 6 Funding

The maintenance and management requirements of the OGNR cultural landscape, as set out in this CMP and the Maintenance Plan, should be recognised through a regular, annual budgetary allocation by the NPWS, as well as through the investigation of alternative funding sources including philanthropic sources, state, Commonwealth, World Heritage and international conservation and research funding.

STRATEGY

RECURRENT FUNDING

In order to implement the policies of this CMP, NPWS should make a regular annual budgetary allowance.

STRATEGY

VOLUNTEERS

Consider the use of volunteer programs to assist in conservation and interpretation activities such as docent guides; vegetation clearing and side drain clearing; monitoring vandalism and other site stewardship activities.

Policy 7 Compliance with legislation

This CMP provides a context for the NPWS's determination of whether proposed works will have a significant effect on the environment (under the NSW EP&A Act 1979). The analysis of both cultural and natural heritage values which it contains provides a basis for the determination, and recommendations for the need for a Review of Environmental Effects (REE) for required works along the road identified in this CMP are included in the precinct management strategies.

In the National and World Heritage listed precincts of Devines Hill and Finchs Line the Commonwealth EPBC Act applies and requires an endorsed Management Plan (this CMP) and the referral of actions that may have a significant impact.

Policy 8 Significant Impacts

Actions that may have a significant impact on the Outstanding Universal Value of a World Heritage Property, and/or the national values of a place inscribed on Australia's National Heritage List, may require approval

from the relevant Australian Government Minister under the Commonwealth EPBC Act and should be referred. In the case of the OGNR cultural landscape, such matters are only likely to arise through construction of major new elements in the landscape, removal, destruction, or major reconstruction of road components (due to collapse or structural failure for instance) or possibly through archaeological investigation or other invasive works.

Policy 9 Periodic Reporting/Monitoring of OUV

The Australian Convict Sites Strategic Management Framework coordinates a joint approach to monitoring and reporting the management of the OUV to meet the Australian Convict Sites' obligations towards Periodic Reporting. NPWS will derive relevant monitoring data from the implementation of the CMP and associated programs.

Policy 10 Archiving and documentation

The documents and archives associated with the history and management of the OGNR landscape will be stored and curated to ensure their long-term conservation and accessibility as a record of the management of the OGNR cultural landscape.

STRATEGY

CONSULTANTS' REPORTS

All consultants' work should be forwarded to NPWS head office library. In addition the regional office should maintain two sets of documents, only one of which is made available for loan to consultants or researchers.

STRATEGY

DIGITAL ARCHIVE

A digital archive of all reports, documents, photographs, maps and other relevant materials should be established to ensure accessibility, long term conservation, and security of data– including protocols for the management of sensitive information.

STRATEGY

DIGITAL WORKFLOW FOR MONITORING AND IMPLEMENTATION

A GIS linked digital management system should be established in order to enhance the efficiency and accuracy of management and reporting. The establishment of a digital workflow that tracks and documents areas of monitoring would improve the ability to generate reports on management activities, particularly for condition reporting and evaluation of activities.

Policy 11 Listed/Inscribed Values, Boundaries and Buffer Zone

Listed and inscribed values, boundaries and buffer zones should accurately delineate and describe identified values and their management requirements.

STRATEGY

ALIGNMENT OF NATIONAL LIST AND WORLD HERITAGE LIST VALUES AND BOUNDARIES.

The National Heritage List boundary map is inaccurate (see Figure 5.1) and should be amended to correctly represent the boundary of the listing in relationship to the OGNR (currently it appears that two sections of the road are outside the listed the boundary).

The State and National listed values should be reviewed and aligned. The aesthetic and research potential values should be considered in terms of their contribution to the values of the cultural landscape as a whole, and as critical to the ongoing maintenance of the historical and social values.

In order to provide a clear rationale for management, the National Heritage List and World Heritage List boundaries should be aligned. Currently the World Heritage listing takes in a larger area than the National list boundary, so the latter should be aligned with the former.

STRATEGY

WORLD HERITAGE BUFFER ZONE

The World Heritage Buffer Zone (Figure 1.2) does not reflect the immediate visual catchment of the OGNR. The buffer zone should be revised to follow the ridge lines which create this visual catchment within the national park as analysed in Chapter 6.7.

New facilities will generally not be considered within the buffer zone. Stockpiles, equipment and plant required for works should only be located within Precincts 1 and 3 and the buffer zone for periods of less than 2 months.

Private property currently abutting the road, and located in the World Heritage buffer zone, should be acquired and added to the National Park, should the opportunity for purchase arise in the future.

Policy 12 Review and Update the 2007 Maintenance Plan

The Maintenance Plan should be revised to include, for instance, updated advice on monitoring, rock scaling guidelines, and updated vegetation management requirements as included in the Appendix 1 to this CMP.

7.4.2 Natural heritage

Policy 13 Natural heritage

The natural heritage values of the Old Great North Road cultural landscape will be conserved and interpreted. Natural heritage values will be managed through vegetation (including weed) control (guided by the *Vegetation Management Procedure*, Appendix 1), fire management, roadside vista management, and runoff control.

STRATEGY -

PEST AND WEED MANAGEMENT

Continue weed management program as appropriate in areas adjoining the road, in line with the relevant NPWS Branch Pest Management Strategy. For native vegetation removal and the control of weed species where they impinge on cultural relics, an adaptive management approach will be required. A Vegetation Removal Procedure appropriate for cultural heritage management based on the Vegetation Removal Guidelines in Appendix 1 should be developed as a management response to these specific cases and incorporated in the next pest management plan.

STRATEGY

FIRE MANAGEMENT

Support the implementation of a fire management plan for the parks complex, based on the present plan by Conacher Travers (2003). The provisions of this plan relating to the protection of the cultural heritage values of the OGNR while still affording a high level of care and protection for the neighbouring communities and their assets should be incorporated into successive Dharug, Yengo and Parr Fire Management Plans, and especially in seasonal action plans for hazard reduction and in planning fire suppression activities.

STRATEGY -

ROADSIDE VISTA MANAGEMENT

Locations for the development of permanent or temporary small-scale park maintenance, service and storage facilities should be guided by the internal park viewshed (Figure 6.2) which shows areas hidden from all parts of the combined road alignments.

Other activities to manage the roadside vista are already included in the POMs for Dharug and Yengo National Parks. In particular, the NPWS should:

- continue to incorporate effective soil erosion and sedimentation control principles and practices in all development, protection and incident control activities adjoining the road;
- continue strict control of vehicle access and pack camping on areas adjoining the road;
- rehabilitate any disturbed areas adjoining the road using local soils and plants from local genetic stock;
- remove all woody vegetation growing on the road surface, road structures and the faces of rock cuttings in line with the vegetation management procedures.

STRATEGY

RUN-OFF CONTROL AND STABILISATION OF NATURAL AND BUILT FEATURES

Focus resources and effort into keeping culverts and drains clear and operating at peak efficiency in order to withstand the effects of future higher intensity rainfall events projected for the area due to climate change.

New or rehabilitated local drainage works linking with existing drains and culvert structures along the road should be designed to disperse and distribute runoff volumes, and avoid concentrating runoff water into single or few culverts and drains.

Ensure, during all works on the road, that changes to drainage and run-off patterns will not impact adversely on vulnerable geological structures. If impacts are likely to occur, plan, construct and maintain drainage control structures (berms, ditches or drains) to intercept run-off water and direct it away from the feature.

Where possible, ensure an appropriate spatial separation between any runoff interception structures and the road so that they do not impinge physically or visually on cultural items or the scenic amenity of the road.

7.4.3 Cultural heritage

Policy 14 Conservation of the fabric

The fabric of the OGNR and its associated features within Dharug National Park will be conserved in accordance with the policies, strategies and actions set out in this Conservation Management Plan and the 2007 Maintenance Plan.

STRATEGY

APPLICATION OF POLICY

The policy applies to all aspects of the fabric of the OGNR and its associated features including the road alignment; excavated features such as cuttings, drains and quarries; constructed elements such as retaining walls, culverts, spillways and bridges; and archaeological sites including the stockade and other occupation sites.

STRATEGY

EXTENT OF CONSERVATION WORKS

The extent and nature of conservation works is reflected in the **Strategic Management Approach** and will vary from precinct to precinct depending on proposed use of the precinct, levels of funding and the condition of the fabric.

STRATEGY MAINTENANCE PLAN

Continue to implement the Maintenance Plan that provides for the cyclical maintenance of the fabric of the OGNR in line with the Strategic Management Approach and the implementation levels identified for each precinct.

STRATEGY REPAIR AND RECONSTRUCTION

Repair is preferable to reconstruction where the latter involves replacement and removal of significant fabric. Where the introduction of new materials supports the retention *in situ* of significant fabric this should be considered. If items such as timber culverts, which present particular problems, are beyond repair then they should be stabilised and protected where possible and left *in situ*, while alternative solutions to water diversion or drainage are sought. The reconstruction of collapsed stone elements such as walls and culverts should use existing fabric where possible and the use of new materials should be explored where they will support the *in situ* conservation of existing fabric. New materials may include sandstone, concrete elements, mortars, sealers or consolidants as appropriate.

Repair and reconstruction works may be required as items fail or threaten to fail. Repairs and reconstruction, except in so far as they are considered in the Maintenance Plan, will require expert advice, an REF process and application for statutory approval under Section 60 of the *Heritage Act, 1977* from the Heritage Council. This is due to the fact that this CMP cannot further predict the failure of elements.

- Repair and reconstruction should aim to maintain, rather than replace, existing fabric as far as possible.
- The introduction of modern materials, which perform better than original materials, should be considered when this will assist in the long-term conservation of significant fabric.
- Repair and reconstruction may also be undertaken pro-actively to prevent the loss of significant fabric.
- Significant fabric which is beyond repair should be stabilised and conserved *in situ* as far as possible, to prevent the cumulative loss of historic fabric.

STRATEGY MASONRY CONSERVATION

Collate information derived from ongoing conservation works, and supplement with new research as funding becomes available and use a qualified masonry conservation specialist to develop a masonry conservation strategy which addresses the long-term conservation needs of the masonry elements of the OGNR. The strategy should provide a systematic approach to dealing with a range of issues that would be poorly dealt with on a case-by-case basis.

STRATEGY HYDROLOGICAL SURVEY

Commission a detailed hydrological survey and analysis of the World Heritage listed precincts to model the carrying capacity and performance of current road structures in the light of climate change predictions for more frequent and more intense rain events.

STRATEGY ARCHIVAL RECORDING OF GRAFFITI

The historic graffiti (as documented by Austral Archaeology 2000c and OHM Consultants 2008) should be the subject of detailed archival recording (using 3D laser scanning for instance) to provide an accurate basis for future monitoring as well as an archival record.

Policy 15 New works

An aim of this CMP is to minimise the loss of significant cultural fabric. New works will be undertaken in accordance with the specifications prepared by an appropriately qualified heritage specialist where it has been demonstrated (in a structural engineer's report) that the long-term conservation of original fabric depends upon new works. Examples of new work include new culverts, new road surface, run-off control works and so on.

Policy 16 Design, appearance and installation of new elements

The installation of new elements (such as fences, signs, interpretive installations, gates, toilets, etc as indicated in the Conservation Policies) within the OGNR cultural landscape will not impact upon significant fabric. The design and appearance of new elements will clearly distinguish them from original fabric, and will contribute to, and not detract from, the aesthetic experience of the OGNR cultural landscape.

STRATEGY **CONSISTENT, HIGH QUALITY DESIGN**

New elements should be designed to a high standard; should be consistent throughout the OGNR cultural landscape; should not detract from the appreciation and experience of the original elements of the OGNR; and be sympathetic to the OGNR cultural landscape.

STRATEGY **NEW ELEMENTS IN KEEPING WITH IDENTIFIED HERITAGE VALUES.**

Proposals for memorials, plaques or other new elements that are not closely relevant to the identified heritage values of the OGNR cultural landscape should not be installed or added to the OGNR cultural landscape.

Policy 17 Development within the Visual Catchment

Planning instruments and guidelines for lands within the visual catchment of the Old Great North Road should contain provisions which seek to conserve all of its values and require assessment of impact on its visual setting as part of an obligatory heritage impact assessment for any proposed development. Existing provisions in applicable planning instruments will be reviewed and, where required, suitable provisions will be drafted and recommended for inclusion whenever planning instruments and guidelines that apply to lands within the visual catchment of the Old Great North Road are reviewed.

STRATEGY **INDICATIVE PROVISIONS**

(Based on the Model Heritage Provisions for Local Environmental Plans, NSW Heritage Office, August 2000)

1. Before granting consent to development within the visual catchment of the Old Great North Road, the consent authority must assess the impact of the proposed development on the setting and heritage significance of the Old Great North Road.
2. This clause extends to development:
 - a) that may have an impact on the setting of the Old Great North Road, for example, by affecting a significant view to or from the Old Great North Road, or

- b) that may otherwise have any adverse impact on the heritage significance of the Old Great North Road.
3. The consent authority may refuse to grant any such consent unless it has considered a heritage impact statement that will help it assess the impact of the proposed development on the heritage significance, and visual setting of the Old Great North Road.
4. The heritage impact statement should include details of the location, size, shape and scale of, setbacks for, and the materials to be used in, any proposed buildings or works and details of any modification that may reduce the impact of the proposed development on the heritage significance of the Old Great North Road.
5. The heritage impact statement should, where relevant be informed by accurate visual representations of how the proposed development would be viewed from the Old Great North Road and as a new element within the visual setting of the Old Great North Road.

Policy 18 Moveable artefacts

Moveable artefacts associated with the OGNR will be retained *in situ* unless a heritage impact assessment determines that their significance and condition is such that they must be removed in order to ensure their long-term conservation. Archaeological relics (not being Aboriginal objects) must only be removed in accordance with the statutory provisions of Section 139 of the *Heritage Act, 1977*. Removed artefacts must have their significance and conservation needs assessed, and must be stored and curated in order to ensure their long-term conservation and association with the OGNR cultural landscape.

STRATEGY

CONSERVATION AND CURATION OF MOVEABLE ARTEFACTS

NPWS should ensure that artefacts associated with the OGNR are catalogued, stored safely, and have their significance and conservation needs assessed and acted upon. It would be appropriate to approach a collecting institution such as Sydney Living Museum's Hyde Park Barracks (also a member of the Australian Convict Sites Property) as an appropriate long-term repository for moveable artefacts of high significance to ensure their long-term curation and conservation.

7.4.4 Precinct-based management

Policy 19 Precinct-based management

Manage each road precinct in accordance with the Strategic Management Approach: including Baseline Management, and the establishment of a Precinct Management Cycle in the Maintenance Plan; and in accordance with the individual needs of the precinct.

Precinct 1: Devines Hill to Finchs Line

The Maintenance Plan covers:

- Vegetation management
- Access management
- Graffiti management
- Culvert and drain clearing
- Pavement stabilisation
- Monitoring of distortion and movement of walls and buttresses
- Run off management
- Establishment of monitoring targets

Strategic/Longterm Outcomes will include:

- Audit and evaluation of Interpretation – in accordance with this CMP and the Interpretation Plan.
- Hydrological survey to manage long term risks of climate change
- Monitoring of quarried/modified rock faces and rock scaling works to manage risks to public safety.
- Stockade site: researched and interpreted as set out below. Works in support of site interpretation may require a Review of Environmental Factors.
- Archival Recording of graffiti

Management of Stockade Site: Feature 1/HA1

- Vegetation management in accordance with Appendix 1.
- Undertake a research-based archaeological survey using Ground Penetrating Radar, or other appropriate technology, to better understand this site as a basis for future management and interpretation.
- Extent of clearing of vegetation – clearing should be maintained within the existing area. Archaeological features outside the present cleared area should be monitored and vegetation impacting on these features should be removed, but they should not be furthered exposed by clearing unless as part of a future research and interpretation strategy.
- See Policy 20 Interpretation for further strategies for this site.
- No excavation except in line with the General Archaeological Management Guidelines set out below.

General Archaeological Management Guidelines:

1. Cyclical maintenance and monitoring does not require archaeological supervision.
2. Vegetation management must be in accordance with *The Vegetation Management Procedure* Appendix 1.
3. New works (such as the installation of a new culvert or the excavation of a long collapsed or buried culvert) should be archaeologically supervised and recorded in accordance with an Excavation Permit.
4. Known historical archaeological sites 1/C1-6 should not be excavated except in accordance with a research design and Excavation Permit. Research that will enhance the Interpretation of the OGNR cultural landscape, or is vital for the conservation of the OGNR cultural landscape, and is adequately resourced, should be promoted.

Precinct 2: Shepherd's Gully Road and Sternbeck's Gully Road

The Maintenance Plan covers:

- Vegetation management
- Access management
- Establishment of monitoring targets

Strategic/Longterm Outcomes will comprise:

- Maintenance of Shepherds Gully Road to provide alternative vehicular access to the OGNR (ie avoiding Devine's Hill).
- Maintenance of Sternbeck's Gully Road and promotion as a walking track.
- Interpretation – in accordance with this CMP and an Interpretation Plan.

General Archaeological Management Guidelines:

1. Cyclical maintenance and monitoring does not require archaeological supervision.
2. Minor excavation (such as for a small number of postholes for a sign) does not require archaeological supervision. However such work should always be sited away from the road fabric wherever possible.
3. Vegetation management must be in accordance with *The Vegetation Management Procedure* Appendix 1.
4. New works (such as the installation of a new culvert or the excavation of a long collapsed or buried culvert) or any other work involving excavation which is more extensive, should be archaeologically supervised and recorded in accordance with an Excavation Permit.
5. Known Indigenous archaeological sites should be monitored,
6. Vegetation Management should be in accordance with Appendix 1.
7. Research excavation that will enhance the Interpretation of the OGNR cultural landscape, or is vital for the conservation of the OGNR cultural landscape, and is adequately resourced, should be considered.

Precinct 3: Finchs Line

The Maintenance Plan covers:

- Vegetation management
- Access management
- Graffiti management
- Culvert and drain clearing
- Pavement stabilisation
- Monitoring
- Run off management
- Establishment of monitoring targets

In contrast to Devines Hill, where restored road features will be maintained, Finchs Line will be managed as a stabilised ruin, in order to conserve the experience of this work as abandoned by the colonial administrators in favour of the Devines Hill ascent. The evidence of abandonment is a key attribute of the identified OUV of Finchs Line. No further new pavement surfaces should be introduced into this precinct except where monitoring shows they are required to prevent erosion and loss of original fabric.

Strategic/Longterm Outcomes will comprise:

- Audit and evaluation of Interpretation – in accordance with this CMP and the Interpretation Plan.
- Monitoring of eroded road sections to assess any changes to stability.
- Hydrological survey and appropriate management response- may need repairs to culverts or other water management interventions.
- Archival recording of graffiti/engravings

General Archaeological Management Guidelines:

1. Cyclical maintenance and monitoring does not require archaeological supervision.
2. Minor excavation (such as for a small number of postholes for a sign) does not require archaeological supervision. However, such work should always be sited away from the road fabric wherever possible.
3. Vegetation management must be in accordance with *The Vegetation Management Procedure* Appendix 1.
4. New works (such as the installation of a new culvert or the excavation of a long collapsed or buried culvert) or any other work involving excavation which is more extensive, should be archaeologically supervised and recorded in accordance with an Excavation Permit.
5. Known Indigenous archaeological sites should be monitored.
6. Research activities that will enhance the interpretation of the OGNR cultural landscape, or is vital for the conservation of the OGNR cultural landscape, and is adequately resourced, should be promoted.

Precinct 4: Finchs Line Intersection to (including) Mitchell's Loop

The Maintenance Plan covers:

- Vegetation management
- Access management
- Monitoring
- Establishment of monitoring targets

Strategic/Longterm Outcomes will comprise:

- Improved Interpretation – in accordance with this CMP and the Interpretation Plan.
- Stabilisation and repair works for road pavement and culverts as set out in REF (Andrews Neil Devine's Hill to Western Commission Track 2002).
- Mitchell's Loop stabilised, maintained and interpreted as a feature.

General Archaeological Management Guidelines:

1. Cyclical maintenance and monitoring does not require archaeological supervision.
2. Minor excavation (such as for a small number of postholes for a sign) does not require archaeological supervision. However such work should always be sited away from the road fabric wherever possible.
3. Vegetation management must be in accordance with *The Vegetation Management Procedure Appendix 1*.
4. New works (such as the installation of a new culvert or the excavation of a long collapsed or buried culvert) or any other work involving excavation which is more extensive, should be archaeologically supervised and recorded in accordance with an Excavation Permit.
5. Known Indigenous archaeological sites should be monitored, Vegetation Management should be in accordance with Appendix 1.
6. Research activities that will enhance the interpretation of the OGNR cultural landscape, or is vital for the conservation of the OGNR cultural landscape, and is adequately resourced, should be considered.

Precinct 5: Mitchell's Loop to the Western Commission Trail

The Maintenance Plan covers:

- Vegetation management
- Access management
- Monitoring
- Establishment of monitoring targets

Strategic/Longterm Outcomes will comprise:

- Stabilisation and repair works for road pavement and culverts.

General Archaeological Management Guidelines:

1. Cyclical maintenance and monitoring does not require archaeological supervision.
2. Minor excavation (such as for a small number of postholes for a sign) does not require archaeological supervision. However such work should always be sited away from the road fabric wherever possible.
3. Vegetation management must be in accordance with *The Vegetation Management Procedure* Appendix 1.
4. New works (such as the installation of a new culvert or the excavation of a long collapsed or buried culvert) or any other work involving excavation which is more extensive, should be archaeologically supervised and recorded in accordance with an Excavation Permit.
5. Known Indigenous archaeological sites should be monitored, Vegetation Management should be in accordance with Appendix 1.
6. Research excavation that will enhance the Interpretation of the OGNR cultural landscape, or is vital for the conservation of the OGNR cultural landscape, and is adequately resourced, should be considered.

Precinct 6: Western Commission Trail Intersection to Ten Mile Hollow

The Maintenance Plan covers:

- Vegetation management
- Access management
- Culvert and drain clearing
- Pavement stabilisation
- Run off management
- Establishment of monitoring targets

Strategic/Longterm Outcomes will comprise:

- Improved Interpretation – in accordance with this CMP and the Interpretation Plan based on its findings
- Aboriginal heritage acknowledged in this key location with agreement of Aboriginal communities.
- Ten Mile Hollow Inn site: researched and further interpreted as set out below in the Interpretation policy and as recommended in the Interpretation Plan.

General Archaeological Management Guidelines:

1. Cyclical maintenance and monitoring does not require archaeological supervision.
2. Vegetation management must be in accordance with *The Vegetation Management Procedure* Appendix 1.
3. New works (such as the installation of a new culvert or the excavation of a long collapsed or buried culvert) should be archaeologically supervised and recorded in accordance with an Excavation Permit.
4. Known Aboriginal site and historical archaeological sites 6/HA 1-7 should not be excavated except in accordance with a research design and Excavation Permit. Research activities that will enhance the

interpretation of the OGNR cultural landscape, or is vital for the conservation of the OGNR cultural landscape, and is adequately resourced, should be considered.

Precinct 7: Simpson's Track

The Maintenance Plan covers:

- Vegetation management
- Access management
- Establishment of monitoring targets

Strategic/Longterm Outcomes will comprise:

- Improved Interpretation – in accordance with this CMP and the Interpretation Plan based on its findings.
- Access management: further use of bulldozers on this historic track is prohibited.
- Detailed survey and identification of features.

General Archaeological Management Guidelines:

1. Cyclical maintenance and monitoring does not require archaeological supervision.
2. Vegetation management must be in accordance with *The Vegetation Management Procedure* Appendix 1.
3. New works (such as the installation of a new culvert or the excavation of a long collapsed or buried culvert) should be archaeologically supervised and recorded in accordance with an Excavation Permit.
4. Known Aboriginal sites should not be excavated except in accordance with a research design and Excavation Permit. Research activities that will enhance the interpretation of the OGNR cultural landscape, or is vital for the conservation of the OGNR cultural landscape, and is adequately resourced, should be considered.

7.4.5 Visitor Use, Access, Research and Interpretation

Policy 20 Interpretation

The integrated heritage values of the OGNR cultural landscape will be interpreted through creative and innovative methods and high quality products and installations, which provide:

- enhanced understanding of the integrated heritage values of the OGNR cultural landscape;
- opportunities for access, involvement, educational, cultural, and recreational experiences for local and regional communities, as well as national and international visitors;
- for the promotion of the place as a World Heritage destination for cultural tourism experiences.

STRATEGY

INTERPRETATION PRINCIPLES

Interpretation should be based upon the following principles:

- Interpretation should inform, engage and stimulate visitors in ways that enhance their enjoyment and experience of the OGNR cultural landscape.
- The information provided should be accurate, authentic and based on current research. However, as interpretation is the result of current interests and research directions, the interpretive needs of the community and the styles, media and content they will respond to, will change as society changes.
- Interpretive installations should not detract from the visitor's personal experience of discovery of the place, nor should they intrude physically on the character of the area.
- Interpretation should acknowledge local, Aboriginal and other community attachments and custodianship of the place. It should not alienate people who feel ownership and attachments to the OGNR cultural landscape.

STRATEGY

INTERPRETATION PLAN

The OGNR Interpretation Plan (SHP Productions 2012) provides comprehensive advice and recommendations for interpretation that remain a good basis for future management. However, the plan should be reviewed as funds become available.

STRATEGY

AUDIT AND EVALUATION OF INTERPRETATION ASSETS

Interpretation assets should be audited and evaluated to gauge their success and impact and in order to develop a strategic approach to future interpretation and promotion. It is suggested that Devines Hill and Finchs Line Precincts are approaching saturation point for the current kind of on-site monuments and interpretive signs and that it is important that the future management of these assets works towards building consistency and consideration of visitor experience. It is also noted that the World Heritage nomination of Finchs Line particularly cited the contrast between the finished, monumental construction of Devines Hill and the abandoned, ruinous remains of Finchs Line, and it is important that future interpretive initiatives contribute to maintaining this contrasting visual quality and visitor experience.

STRATEGY

SIGNAGE

Maintain directional signage, including distance information and difficulty of terrain, at all major entry points.

Maintain signage promoting the location and features of the OGNR in Wiseman's Ferry.

STRATEGY

VISITOR FACILITIES

Maintain and promote the camping facilities at Ten Mile Hollow.

Further interpretive facilities should be provided at the stockade site on Devines Hill, but only following comprehensive research and archaeological survey of the site to guide management and interpretation.

STRATEGY

GUIDED TOURS AND EXPERIENTIAL INTERPRETATION

Guided tours (using professional and/or volunteer docent guides) and experiential interpretation events, including performances and re-enactments, should be offered for Devines Hill and Finchs Line as an affective way to experience the OUV of these areas.

STRATEGY

FURTHER INTERPRETIVE PROJECTS SUBJECT TO FUNDING

The stockade site requires further research and interpretation, including archaeological research. A comprehensive archaeological survey (including use of Ground Penetrating Radar or other appropriate non-invasive technology) should be undertaken to establish the extent of the Devine's Hill stockade site before any further interpretation facilities are located on the site.

Visitors orientation facilities at Wiseman's Ferry should be a long-term objective for the interpretation of the OGNR cultural landscape.

Policy 21 Research Strategy

Promote research into all aspects and values of the OGNR cultural landscape through the development of a research strategy which builds partnerships with community groups, including the Convict Trail Project, Aboriginal organisations, researchers and funding bodies.

Policy 22 Access and use

The terms and conditions of access to, and use of, the OGNR cultural landscape will remain consistent with the current Plan of Management. Management use of and access via the Old Great North Road for non-emergency purposes will be restricted to a level which does not damage the fabric of the Road. Only those uses will be permitted that are compatible with the retention or recovery of the significance of the Road or which allow appreciation of the significance of the Road.

STRATEGY

CURRENT ACCESS

Continue current access and use policies as set out in the POM in line with the Strategic Management Approach.

Aboriginal traditional owners and authorised Local Aboriginal Land Council (LALC) members will have access to the OGNR cultural landscape for cultural purposes and practices and for educational experiences.

Vehicles will not be permitted on the section of the Old Great North Road south of the Western Commission Trail, except for essential management purposes.

Vehicle use of that part of the Old Great North Road north of the Western Commission Trail will be permitted for access to the Buddhist Monastery (Wat Buddha Dhamma) and for vehicle-based interpretive programs.

STRATEGY

EMERGENCY AND FIRE VEHICLES

Emergency and Fire Vehicles should only access the sections of the road where pavement protection has been provided, that is Precincts 1,2 and 6. Heavy vehicles, graders and earth moving equipment should not enter or be used in Precincts 4 and 5 unless future pavements are provided to enable emergency access.

STRATEGY

UNAUTHORISED ACCESS

Continue to promote the heritage significance of the OGNR and its vulnerability to damage by unauthorised vehicles. Use local volunteers in site stewardship programs to increase understanding of the conservation of the road.

STRATEGY

COMPATIBLE USES

Only non-damaging use and access for the purpose of appreciating the Old Great North Road will be permitted.

Use of the Ten Mile Hollow pack camping area will be encouraged monitored and if unacceptable impacts arise through the use of these sites, management alternatives will be developed.

Mountain bike riding/touring will be permitted on the Old Great North Road and management trail systems, noting that the trail is not for road bikes and not fully paved in all precincts.

Horse riding will be permitted only on sections of the Old Great North Road and will be in accordance with a Horse Riding Management Plan for Dharug and Yengo National Parks and Parr State Recreation Area and in accordance with the NPWS Horse Riding Code. New applications for horse riding events will not be considered.

Policy 23 Review of CMP

This OGNR CMP will be reviewed and updated at intervals of not more than 7 years.

STRATEGY

REVIEW

The CMP will be updated following each 6 year monitoring and report cycle. It will be subject to review in the situation where major future changes to the OGNR management regime outlined in this CMP are proposed.

The monitoring and reporting cycle for World, National, State and local heritage values will mirror those for periodic reporting for World Heritage – ie every 6 years. Each report should be publicly available.

Monitoring of the implementation of the policies of this CMP will be part of each 6 year monitoring and reporting cycle.

CT SITES
Property

8

Over 265,000 men, women and children were transported from Great Britain to Australia in punishment for their crimes between 1788 and 1868. Together the Australian Convict Sites represent the experiences of these convicts and the shaping of modern Australia.

IMPLEMENTATION

Cascades Female Factory TAS

Port Arthur Historic Site TAS

Coal Mines Historic Site TAS

Cockatoo Island Convict Site NSW

Fremantle Prison WA

AUSTRALIAN CONVICT SITES
Be transported into our convict past

8 IMPLEMENTATION

The following table takes the Conservation Policies (Chapter 7) and links them to strategies, responsibilities and timeframes. This time frames are defined in terms of ongoing, short (1-2 years), medium (3-5 years) and long term activities/actions (5-10 years). Funding for the implementation of these policies and strategies is competitive within the NPWS and other funding agency programs. In view of this, timeframes suggested here indicate the priority of actions, ie, those given a one-year time frame are considered to be urgent pending the allocation or attraction of funds for their implementation.

Abbreviations used in the table:

BD	NPWS Branch Director
AM	NPWS Area Manager
AHL	NPWS Aboriginal Heritage Liaison
R	NPWS Ranger, Dharug and Yengo National Parks, Parr State Conservation Area
SFS	NPWS Senior Field Supervisor
PMO	NPWS Pest Management Officer
FMO	NPWS Fire Management Officer
HNSW	Heritage NSW, Department of Premier and Cabinet
HHS	Historic Heritage Section, Cmwth Dept Environment and Energy
ACSSC	Australian Convict Sites Steering Committee

CONSERVATION POLICIES	STRATEGIES	RESPONSIBILITY	TIME FRAME		
			SHORT	MED	LONG
RETENTION OF HERITAGE SIGNIFICANCE					
<p><i>Policy 1: Significance the basis for planning and work</i></p> <p><i>The statement of cultural significance set out in Chapter 5 should be the principal basis for future planning and work.</i></p>	<ul style="list-style-type: none"> Applies to all Strategies and Actions 	All	ongoing		
<p><i>Policy 2: Standards of practice</i></p> <p><i>The World, National, State and other identified values of the OGNR cultural landscape require high quality standards of heritage management. The management and conservation of the OGNR cultural landscape will draw on appropriate expert advice to ensure high standards of conservation practice.</i></p>	<ul style="list-style-type: none"> Invite an appropriately qualified and experienced individual with significant heritage expertise relevant to the OGNR to join the NPWS's community-based Regional Advisory Committee. 	BD	✓		
	<ul style="list-style-type: none"> The use of period contracts for consultants should be investigated to ensure expertise, consistency of approach, development of a knowledge base and familiarity with the broader context of the OGNR. 	R	ongoing		
<p><i>Policy 3: Knowledge and skills</i></p> <p><i>All those involved in the care and management of the OGNR and its cultural landscape will have an appropriate level of knowledge and skills.</i></p>	<ul style="list-style-type: none"> Provide appropriate heritage management training for all those who work on the OGNR. This will range from simple induction training in basic heritage management principles for contractors, to on-site and off-site training of NPWS staff. Training in the implementation of the 2007 Maintenance Plan workshops should be continued as required. All staff should take advantage of Cultural Heritage Division training days and seminars. Links with expert staff in other regions and areas should be developed. 	AM, R, SFS	ongoing		
<p><i>Policy 4: Community partnerships</i></p>	<ul style="list-style-type: none"> NPWS should continue its close working relationship with the Convict Trail Project. 	AM, R	✓		

CONSERVATION POLICIES	STRATEGIES	RESPONSIBILITY	TIME FRAME		
			SHORT	MED	LONG
<p><i>The community will be involved in, and consulted about, the management of the OGNR cultural landscape.</i></p>	<ul style="list-style-type: none"> Darkinjung Aboriginal Land Council and Metropolitan Aboriginal Land Council participate in NPWS's Central Coast-Hunter Range Aboriginal Heritage Advisory Committee. Through this mechanism these groups should be regularly consulted on the management of the OGNR cultural landscape. 	AHL, AM, R	✓		
	<ul style="list-style-type: none"> The conservation and promotion of the OGNR should bring benefits to the local community in terms of their own access and involvement and through future consideration of business opportunities for licensed tour operators and other local businesses. 	AM, R		✓	✓
	<ul style="list-style-type: none"> An annual community meeting should be held to keep the lines of communication open between NPWS and the community. 	AM, R	✓		
	<ul style="list-style-type: none"> NPWS should seek to update its MOU with TransGrid following the endorsement of this CMP. 	AM, R	✓		
<p>Policy 5: Dharug National Park POM</p> <p><i>The POM will be reviewed and amended as required following the adoption and endorsement of the CMP.</i></p>	<ul style="list-style-type: none"> Applies to all Strategies and Actions 	RD, AM, R		✓	
<p>Policy 6: Funding</p> <p><i>The maintenance and management requirements of the OGNR cultural landscape, as set out in this CMP</i></p>	<ul style="list-style-type: none"> In order to implement the policies of this CMP, NPWS should make a regular annual budgetary allowance. 	RD, AM	✓		

CONSERVATION POLICIES	STRATEGIES	RESPONSIBILITY	TIME FRAME		
			SHORT	MED	LONG
<p><i>and the Maintenance Plan, should be recognised through a regular, annual budgetary allocation by the NPWS, as well as through the investigation of alternative funding sources including philanthropic sources, state, commonwealth, World Heritage and international conservation and research funding.</i></p>	<ul style="list-style-type: none"> Consider the use of volunteer programs to assist in conservation and interpretation activities such as docent guides; vegetation clearing and side drain clearing; monitoring vandalism and other site stewardship activities. 	AM, R		✓	
<p><i>Policy 7: Compliance with legislation</i></p> <p><i>This CMP provides a context for the Service's determination of whether proposed works will have a significant effect on the environment (under the EP&A Act 1979). The analysis of both cultural and natural heritage values which it contains provides a basis for the determination, and recommendations for the need for a Review of Environmental Effects (REF) for required works along the road identified in this CMP are included in the precinct management strategies.</i></p> <p><i>In the National and World Heritage listed precincts of Devines Hill and Finchs Line the Commonwealth EPBC Act applies and requires an endorsed Management Plan (this CMP) and the referral of actions that may have a significant impact.</i></p>	<ul style="list-style-type: none"> Applies to all Strategies and Actions 	All	ongoing		

CONSERVATION POLICIES	STRATEGIES	RESPONSIBILITY	TIME FRAME		
			SHORT	MED	LONG
<p><i>Policy 8: Significant Impacts</i></p> <p><i>Actions that may have a significant impact on the Outstanding Universal Value of a World Heritage Property and/or national values of a place inscribed on Australia’s National Heritage List may require approval from the relevant Australian Government Minister under the Commonwealth EPBC Act and should be referred. In the case of the OGNR cultural landscape, such matters are only likely to arise through construction of major new elements in the landscape, removal, destruction, or major reconstruction of road components (due to collapse or structural failure for instance) or possibly through archaeological investigation or other invasive works.</i></p>	<ul style="list-style-type: none"> Applies to all Strategies and Actions 	HD, HHS, ACSSC, BD, AM,R	ongoing		
<p><i>Policy 9: Periodic Reporting/Monitoring of OUV</i></p> <p><i>The Australian Convict Sites Strategic Management Framework coordinates a joint approach to monitoring and reporting the management of the OUV to meet the Australian Convict Sites’ obligations towards Periodic Reporting. NPWS will derive relevant monitoring data from the implementation of the CMP and associated programs.</i></p>	<ul style="list-style-type: none"> Applies to all Strategies and Actions 	AM, R, ACSSC,	ongoing		
<p><i>Policy 10: Archiving and documentation</i></p> <p><i>The documents and archives associated with the history and management of the OGNR landscape will be stored and curated to ensure their long-term</i></p>	<ul style="list-style-type: none"> All consultants’ work should be forwarded to NPWS head office library. In addition the regional office should maintain two sets of documents, only one of which is made available for loan to consultants or researchers. 	HD, R	ongoing		

CONSERVATION POLICIES	STRATEGIES	RESPONSIBILITY	TIME FRAME		
			SHORT	MED	LONG
<i>conservation and accessibility as a record of the management of the OGNR cultural landscape.</i>	<ul style="list-style-type: none"> A digital archive of all reports, documents, photographs, maps and other relevant materials should be established to ensure accessibility, long term conservation, and security of data – including protocols for the management of sensitive information. 	AM, R		✓	
	<ul style="list-style-type: none"> A GIS linked digital management system should be established in order to enhance the efficiency and accuracy of management and reporting. The establishment of a digital workflow that tracks and documents areas of monitoring would improve the ability to generate reports on management activities, particularly for condition reporting and evaluation of activities. 	AM, R			✓
<p><i>Policy 11: Listed/Inscribed Values, Boundaries and Buffer Zone</i></p> <p><i>Listed and inscribed values, boundaries and buffer zones should accurately delineate and describe identified values and their management requirements.</i></p>	<ul style="list-style-type: none"> The National Heritage List boundary map is inaccurate (see Figure 5.1) and should be amended to correctly represent the boundary of the listing in relationship to the OGNR (currently it appears that two sections of the road are outside the listed the boundary). 	HD, HHS, BD, AM, R		✓	✓
	<ul style="list-style-type: none"> The State and National listed values should be reviewed and aligned. The aesthetic and research potential values should be considered in terms of their contribution to the values of the cultural landscape as a whole, and as critical to the ongoing maintenance of the historical and social values. 	HD, HHS, BD, AM,R		✓	✓

CONSERVATION POLICIES	STRATEGIES	RESPONSIBILITY	TIME FRAME		
			SHORT	MED	LONG
	<ul style="list-style-type: none"> In order to provide a clear rationale for management, the National Heritage List and World Heritage List boundaries should be aligned. Currently the World Heritage listing takes in a larger area than the National list boundary, so the latter should be aligned with the former. 	ACSSC, HD, HHS, BD, AM, R			✓
	<ul style="list-style-type: none"> The World Heritage Buffer Zone (Figure 1.2) does not reflect the immediate visual catchment of the OGNR. The buffer zone should be revised to follow the ridge lines which create this visual catchment within the national park as analysed in Chapter 6.7. 	ACSSC, HD, HHS, BD, AM, R		✓	✓
	<ul style="list-style-type: none"> New facilities will generally not be considered within the buffer zone. Stockpiles, equipment and plant required for works should only be located within Precincts 1 and 3 and the buffer zone for periods of less than 2 months. 	R, SFS	✓	✓	✓
	<ul style="list-style-type: none"> Private property currently abutting the road, and located in the World Heritage buffer zone, should be acquired and added to the National Park, should the opportunity for purchase arise in the future. 	RD, HD, HHS, AM, R			✓
<p><i>Policy 12: Review and Update of the 2007 Maintenance Plan</i></p> <p><i>The Maintenance Plan should be revised to include, for instance, updated advice on monitoring, rock scaling guidelines, and updated vegetation management requirements as included in Appendix 1 to this CMP.</i></p>	<ul style="list-style-type: none"> Applies to all Strategies and Actions 	AM, R		✓	

CONSERVATION POLICIES	STRATEGIES	RESPONSIBILITY	TIME FRAME		
			SHORT	MED	LONG

NATURAL HERITAGE

<p><i>Policy 13: Natural Heritage</i></p> <p><i>The natural heritage values of the Old Great North Road cultural landscape will be conserved and interpreted. Natural heritage values will be managed through vegetation (including weed) control (guided by the Vegetation Management Procedure, Appendix 1), fire management, roadside vista management, and runoff control.</i></p>	<ul style="list-style-type: none"> Continue weed management program as appropriate in areas adjoining the road, in line with the relevant NPWS Branch Pest Management Strategy. For native vegetation removal and the control of weed species where they impinge on cultural relics, an adaptive management approach will be required. A Vegetation Removal Procedure appropriate for cultural resource management based on the Vegetation Removal Guidelines in Appendix 1 should be developed as a management response to these specific cases and incorporated in the next pest management plan. 	<p>R, SFS, FOs, PMO</p>	<p>ongoing</p>		
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CONSERVATION POLICIES	STRATEGIES	RESPONSIBILITY	TIME FRAME		
			SHORT	MED	LONG
	<ul style="list-style-type: none"> Support the implementation of a fire management plan for the parks complex, based on the present plan by Conacher Travers (2003). The provisions of this plan relating to the protection of the cultural heritage values of the OGNR while still affording a high level of care and protection for the neighbouring communities and their assets should be incorporated into successive Dharug, Yengo and Parr Fire Management Plans, and especially in seasonal action plans for hazard reduction and in planning fire suppression activities. 	AM, R, FMO	✓	✓	
	<ul style="list-style-type: none"> Locations for the development of permanent or temporary small-scale park maintenance, service and storage facilities should be guided by the internal park viewshed (Figure 6.2) which shows areas hidden from all parts of the combined road alignments. 	AM, R, SFS	<i>ongoing</i>		
	<ul style="list-style-type: none"> Other activities to manage the roadside vista are already included in the POMs for Dharug and Yengo National Parks. In particular, the NPWS should: <ul style="list-style-type: none"> continue to incorporate effective soil erosion and sedimentation control principles and practices; continue strict control of vehicle access and pack camping on areas adjoining the road; rehabilitate any disturbed areas adjoining the road using local soils and plants from local genetic stock; 				
	<ul style="list-style-type: none"> continue to incorporate effective soil erosion and sedimentation control principles and practices; 	R, SFS		✓	✓
	<ul style="list-style-type: none"> continue strict control of vehicle access and pack camping on areas adjoining the road; 	R, SFS	<i>ongoing</i>		
	<ul style="list-style-type: none"> rehabilitate any disturbed areas adjoining the road using local soils and plants from local genetic stock; 	R, SFS		✓	✓

CONSERVATION POLICIES	STRATEGIES	RESPONSIBILITY	TIME FRAME		
			SHORT	MED	LONG
	<ul style="list-style-type: none"> ○ remove all woody vegetation growing on the road surface, road structures and the faces of rock cuttings; 	R, SFS	✓	✓	
	<ul style="list-style-type: none"> • Focus resources and effort into keeping culverts and drains clear and operating at peak efficiency in order to withstand the effects of future higher intensity rainfall events projected for the area due to climate change. 	AM, R , SFS, FOs	✓	✓	✓
	<ul style="list-style-type: none"> • New or rehabilitated local drainage works linking with existing drains and culvert structures along the road should be designed to disperse and distribute runoff volumes, and avoid concentrating runoff water into single or few culverts and drains. 	AM, R, SFS			✓
	<ul style="list-style-type: none"> • Ensure, during all works on the road, that changes to drainage and run-off patterns will not impact adversely on vulnerable geological structures. If impacts are likely to occur, plan, construct and maintain drainage control structures (berms, ditches or drains) to intercept run-off water and direct it away from the feature. 	AM, R, SFS	<i>ongoing</i>		
	<ul style="list-style-type: none"> • Where possible, ensure an appropriate spatial separation between any runoff interception structures and the road so that they do not impinge physically or visually on cultural items or the scenic amenity of the road. 	AM, R	<i>ongoing</i>		

CULTURAL HERITAGE

CONSERVATION POLICIES	STRATEGIES	RESPONSIBILITY	TIME FRAME		
			SHORT	MED	LONG
<p>Policy 14: Conservation of the fabric</p> <p><i>The fabric of the OGNR and its associated features within Dharug National Park will be conserved in accordance with the policies, strategies and actions set out in this Conservation Management Plan and the 2007 Maintenance Plan.</i></p>	<ul style="list-style-type: none"> The policy applies to all aspects of the fabric of the OGNR and its associated features including the road alignment; excavated features such as cuttings, drains and quarries; constructed elements such as retaining walls, culverts, spillways and bridges; and archaeological sites including the stockade and other occupation sites. 	All	ongoing		
	<ul style="list-style-type: none"> The extent and nature of conservation works is reflected in the Strategic Management Approach and will vary from precinct to precinct depending on proposed use of the precinct, levels of funding and the condition of the fabric. 	All	ongoing		
	<ul style="list-style-type: none"> Continue to implement the Maintenance Plan that provides for the cyclical maintenance of the fabric of the OGNR in line with the Strategic Management Approach and the implementation levels identified for each precinct. 	AM, R, SFS, FOs	✓		

CONSERVATION POLICIES	STRATEGIES	RESPONSIBILITY	TIME FRAME		
			SHORT	MED	LONG
	<ul style="list-style-type: none"> Repair is preferable to reconstruction where the latter involves replacement and removal of significant fabric. Where the introduction of new materials supports the retention <i>in situ</i> of significant fabric this should be considered. If items such as timber culverts, which present particular problems, are beyond repair then they should be stabilised and protected where possible and left <i>in situ</i>, while alternative solutions to water diversion or drainage are sought. The reconstruction of collapsed stone elements such as walls and culverts should use existing fabric where possible and the use of new materials should be explored where they will support the <i>in situ</i> conservation of existing fabric. New materials may include sandstone, concrete elements, mortars, sealers or consolidants as appropriate. 	HD, AM, R, SFS, FOs	<i>ongoing</i>		
	<ul style="list-style-type: none"> Repair and reconstruction works may be required as items fail or threaten to fail. Repairs and reconstruction, except in so far as they are considered in the Maintenance Plan, will require expert advice, an REF process and application for statutory approval under Section 60 of the <i>Heritage Act, 1977</i> from the Heritage Council. This is due to the fact that this CMP cannot further predict the failure of elements. 	HD, AM, R, SFS		✓	✓
	<ul style="list-style-type: none"> o Repair and reconstruction should aim to maintain, rather than replace, existing fabric as far as possible. 	All	<i>ongoing</i>		

CONSERVATION POLICIES	STRATEGIES	RESPONSIBILITY	TIME FRAME		
			SHORT	MED	LONG
	<ul style="list-style-type: none"> ○ The introduction of modern materials, which perform better than original materials, should be considered when this will assist in the long-term conservation of significant fabric. 	HD, AM, R	<i>ongoing</i>		
	<ul style="list-style-type: none"> ○ Repair and reconstruction may also be undertaken pro-actively to prevent the loss of significant fabric. 	HD, AM, R, SFS	<i>ongoing</i>		
	<ul style="list-style-type: none"> ○ Significant fabric which is beyond repair should be stabilised and conserved <i>in situ</i> as far as possible, to prevent the cumulative loss of historic fabric. 	HD, AM, R, SFS	<i>ongoing</i>		
	<ul style="list-style-type: none"> ● Collate information derived from ongoing conservation works, and supplement with new research as funding becomes available and use a qualified masonry conservation specialist to develop a masonry conservation strategy which addresses the long-term conservation needs of the masonry elements of the OGNR. The strategy should provide a systematic approach to dealing with a range of issues that would be poorly dealt with on a case-by-case basis. 	R	<i>ongoing</i>		
	<ul style="list-style-type: none"> ● Commission a detailed hydrological survey and analysis of the World Heritage listed precincts to model the carrying capacity and performance of current road structures in the light of climate change predictions for more frequent and more intense rain events. 	HD, AM, R,		✓	✓

CONSERVATION POLICIES	STRATEGIES	RESPONSIBILITY	TIME FRAME		
			SHORT	MED	LONG
	<ul style="list-style-type: none"> The historic graffiti (as documented by Austral Archaeology 2000c and OHM Consultants 2008) should be the subject of detailed archival recording (using 3D laser scanning for instance) to provide an accurate basis for future monitoring as well as an archival record. 	HD, AM, R		✓	✓
<p>Policy 15: New works</p> <p><i>The aim of this CMP is to minimise the loss of significant cultural fabric. New works will be undertaken in accordance with the specifications prepared by an appropriately qualified heritage specialist where it has been demonstrated (in a structural engineer’s report) that the long-term conservation of original fabric depends upon new works. Examples of new work include new culverts, new road surface, run-off control works and so on.</i></p>	<ul style="list-style-type: none"> Applies to all relevant strategies and actions 	All	ongoing		
<p>Policy 16: Design, appearance and installation of new elements</p> <p><i>The installation of new elements (such as fences, signs, gates, toilets, etc, as indicated in the Conservation Policies) within the OGNR cultural landscape will not impact upon significant fabric. The design and appearance of new elements will clearly distinguish them from original fabric, will contribute to the aesthetic experience of the OGNR cultural landscape.</i></p>	<ul style="list-style-type: none"> New elements should be designed to a high standard; should be consistent throughout the OGNR cultural landscape; should not detract from people’s appreciation and experience of the original elements of the OGNR; and be sympathetic to the OGNR cultural landscape. 	AM, R	ongoing		
	<ul style="list-style-type: none"> Proposals for memorials, plaques or other new elements that are not closely relevant to the identified heritage values of the OGNR cultural landscape should not be installed or added to the OGNR cultural landscape. 	AM, R	ongoing		

CONSERVATION POLICIES	STRATEGIES	RESPONSIBILITY	TIME FRAME		
			SHORT	MED	LONG
<p><i>Policy 17: Development within the Visual catchment</i></p> <p><i>Planning instruments and guidelines for lands within the visual catchment of the Old Great North Road should contain provisions which seek to conserve all of its values and require assessment of impact on its visual setting as part of an obligatory heritage impact assessment for any proposed development. Existing provisions in applicable planning instruments will be reviewed and, where required, suitable provisions will be drafted and recommended for inclusion whenever planning instruments and guidelines that apply to lands within the visual catchment of the Old Great North Road are reviewed.</i></p>	<ul style="list-style-type: none"> Indicative provisions: (Based on the Model Heritage Provisions for Local Environmental Plans, NSW Heritage Office, August 2000) <ul style="list-style-type: none"> (1) Before granting consent to development within the visual catchment of the Old Great North Road, the consent authority must assess the impact of the proposed development on the setting and heritage significance of the Old Great North Road. (2) This clause extends to development: <ul style="list-style-type: none"> (a) that may have an impact on the setting of the Old Great North Road, for example, by affecting a significant view to or from the Old Great North Road, or (b) that may otherwise have any adverse impact on the heritage significance of the Old Great North Road. 	<p>HD, BD, AM, R, ACSSC</p>	<p>✓</p>	<p>✓</p>	

CONSERVATION POLICIES	STRATEGIES	RESPONSIBILITY	TIME FRAME		
			SHORT	MED	LONG
	<p>(3) The consent authority may refuse to grant any such consent unless it has considered a heritage impact statement that will help it assess the impact of the proposed development on the heritage significance, and visual setting of the Old Great North Road.</p> <p>(4) The heritage impact statement should include details of the location, size, shape and scale of, setbacks for, and the materials to be used in, any proposed buildings or works and details of any modification that may reduce the impact of the proposed development on the heritage significance of the Old Great North Road.</p> <p>(5) The heritage impact statement should, where relevant be informed by accurate visual representations of how the proposed development would be viewed from the Old Great North Road and as a new element within the visual setting of the Old Great North Road</p>				

CONSERVATION POLICIES	STRATEGIES	RESPONSIBILITY	TIME FRAME		
			SHORT	MED	LONG
<p>Policy 18: Moveable artefacts</p> <p>Moveable artefacts associated with the OGNR will be retained in situ unless a heritage impact assessment or archaeological assessment determines that their significance is such that they must be removed in order to ensure their long-term conservation. Archaeological relics (not being Aboriginal objects) must only be removed in accordance with the statutory provisions of Section 139 of the Heritage Act, 1977. Removed artefacts must have their significance and conservation needs assessed, and must be stored and curated in order to ensure their long-term conservation and association with the OGNR cultural landscape.</p>	<ul style="list-style-type: none"> NPWS should ensure that artefacts associated with the OGNR are catalogued, stored safely, and have their significance and conservation needs assessed and acted upon. It would be appropriate to approach a collecting institution such as the Sydney Living Museum's Hyde Park Barracks (also a member of the Australian Convict Sites Property) as an appropriate long-term repository for moveable artefacts of high significance to ensure their long-term curation and conservation. 	AM, R	✓	✓	
<p>Policy 19: Precinct-based management</p> <p>Manage each road precinct in accordance with the Strategic Management Approach: including Baseline Management, and the establishment of a Precinct Management Cycle in the Maintenance Plan; and in accordance with the individual needs of the precinct.</p>	<p>Precinct 1: Devines Hill to Finchs Line</p> <p>Long-term Outcomes will include:</p> <ul style="list-style-type: none"> Audit and evaluation of Interpretation – in accordance with this CMP and the Interpretation Plan. Hydrological survey to manage long term risks of climate change Monitoring of quarried/modified rock faces and rock scaling works to manage risks to public safety. Stockade site: researched and interpreted as set out below. Works in support of site interpretation may require a Review of Environmental Factors. Archival Recording of graffiti 	AM, R		✓	✓
	<p>Management of stockade site: Feature 1/HA1.</p>	AM, R			✓

CONSERVATION POLICIES	STRATEGIES	RESPONSIBILITY	TIME FRAME		
			SHORT	MED	LONG
	<ul style="list-style-type: none"> Vegetation management in accordance with Appendix 1 	R, SFS	<i>Ongoing</i>		
	<ul style="list-style-type: none"> Undertake a research-based archaeological survey using Ground Penetrating Radar, or other appropriate technology, to better understand this site as a basis for future management and interpretation 	AM, R, SFS		✓	✓
	<ul style="list-style-type: none"> Extent of clearing of vegetation – clearing should be maintained within the existing area. Further research (including archaeological research), in accordance with the Interpretation Plan may determine a revised or extended area for clearing in the future 	AM, R	✓		
	<ul style="list-style-type: none"> See Policy 20 Interpretation for further strategies for this site. 	AM, R			✓
	<ul style="list-style-type: none"> No excavation except in line with the General Archaeological Management Guidelines set out below. 	AM, R	<i>ongoing</i>		
	General Archaeological Management Guidelines:				
	<ul style="list-style-type: none"> Cyclical maintenance and monitoring does not require archaeological supervision. 	AM, R, SFS	<i>ongoing</i>		
	<ul style="list-style-type: none"> Vegetation management must be in accordance with The Vegetation Management Procedure Appendix 1. 	AM, R, SFS	<i>ongoing</i>		

CONSERVATION POLICIES	STRATEGIES	RESPONSIBILITY	TIME FRAME		
			SHORT	MED	LONG
	<ul style="list-style-type: none"> New works (such as the installation of a new culvert or the excavation of a long collapsed or buried culvert) should be archaeologically supervised and recorded in accordance with an Excavation Permit or exemption. 	AM, R	ongoing		
	<ul style="list-style-type: none"> Known historical archaeological sites 1/C1-6 should not be excavated except in accordance with a research design and Excavation Permit. Research that will enhance the Interpretation of the OGNR cultural landscape, or is vital for the conservation of the OGNR cultural landscape, and is adequately resourced, should be promoted. 	AM, R	ongoing		
	Precinct 2: Shepherds Gully Road and Sternbecks Gully Road				
	Long-term outcomes will include: <ul style="list-style-type: none"> Maintenance of Shepherds Gully Road to provide alternative vehicular access to the OGNR (ie avoiding Devine’s Hill). 	AM, R, SFS			✓
	<ul style="list-style-type: none"> Maintenance of Sternbecks Gully Road and promotion as a walking track. 	AM, R, SFS		✓	✓
	<ul style="list-style-type: none"> Interpretation – in accordance with this CMP and an Interpretation Plan. 	AM, R			✓
	General Archaeological Management Guidelines:				
<ul style="list-style-type: none"> Cyclical maintenance and monitoring does not require archaeological supervision. 	AM, R, SFS	ongoing			

CONSERVATION POLICIES	STRATEGIES	RESPONSIBILITY	TIME FRAME		
			SHORT	MED	LONG
	<ul style="list-style-type: none"> Minor excavation (such as for a small number of postholes for a sign) does not require archaeological supervision. However such work should always be sited away from the road fabric wherever possible. 	AM, R, SFS	ongoing		
	<ul style="list-style-type: none"> Vegetation management must be in accordance with The Vegetation Management Procedure Appendix 1. 	AM, R, SFS	ongoing		
	<ul style="list-style-type: none"> New works (such as the installation of a new culvert or the excavation of a long collapsed or buried culvert) or any other work involving excavation which is more extensive, should be archaeologically supervised and recorded in accordance with an Excavation Permit. 	AM, R	ongoing		
	<ul style="list-style-type: none"> Known Aboriginal archaeological sites should be monitored 	AM, R, AHL	ongoing		
	<ul style="list-style-type: none"> Research activities that will enhance the Interpretation of the OGNR cultural landscape, or is vital for the conservation of the OGNR cultural landscape, and is adequately resourced, should be considered. 	AM, R, HD, ACSSC			✓
<p><i>In contrast to Devines Hill, where restored road features will be maintained, Finchs Line will be managed as a stabilised ruin, in order to conserve the experience of this work as abandoned by the colonial administrators in favour of the Devines Hill ascent. The evidence of abandonment is a key attribute of the identified OUV of Finchs Line. No further new pavement</i></p>	Precinct 3: Finchs Line				
	Long-term outcomes will include:	AM, R			
	<ul style="list-style-type: none"> Audit and evaluation of Interpretation – in accordance with this CMP and the Interpretation Plan. 	AM, R		✓	✓

CONSERVATION POLICIES	STRATEGIES	RESPONSIBILITY	TIME FRAME		
			SHORT	MED	LONG
<i>surfaces should be introduced into this precinct except where monitoring shows they are required to prevent erosion and loss of original fabric.</i>	<ul style="list-style-type: none"> Monitoring of eroded road sections to assess any changes to stability. 	AM, R, SFS	✓	✓	
	<ul style="list-style-type: none"> Hydrological survey and appropriate management response- may need repairs to culverts or other water management interventions. 	AM, R, SFS			✓
	<ul style="list-style-type: none"> Archival recording of graffiti/engravings 	AM, R		✓	✓
	General Archaeological Management Guidelines:				
	<ul style="list-style-type: none"> Cyclical maintenance and monitoring does not require archaeological supervision. 	AM, R, SFS	<i>ongoing</i>		
	<ul style="list-style-type: none"> Minor excavation (such as for a small number of postholes for a sign) does not require archaeological supervision. However, such work should always be sited away from the road fabric wherever possible. 	AM, R, SFS	<i>ongoing</i>		
	<ul style="list-style-type: none"> Vegetation management must be in accordance with The Vegetation Management Procedure Appendix 1. 	AM, R, SFS	<i>ongoing</i>		
	<ul style="list-style-type: none"> New works (such as the installation of a new culvert or the excavation of a long collapsed or buried culvert) or any other work involving excavation which is more extensive, should be archaeologically supervised and recorded in accordance with an Excavation Permit. 	AM, R, HD	<i>ongoing</i>		
	<ul style="list-style-type: none"> Known Aboriginal archaeological sites should be monitored. 	AM, R, AHL	✓	✓	

CONSERVATION POLICIES	STRATEGIES	RESPONSIBILITY	TIME FRAME		
			SHORT	MED	LONG
	<ul style="list-style-type: none"> Research activities that will enhance the interpretation of the OGNR cultural landscape, or is vital for the conservation of the OGNR cultural landscape, and is adequately resourced, should be considered. 	AM, R, HD		✓	✓
	<p>Precinct 4: Finchs Line Intersection to (including) Mitchell’s Loop</p> <p>Long-term outcomes will include:</p>				
	<ul style="list-style-type: none"> Improved interpretation – in accordance with this CMP and the Interpretation Plan 	AM, R			✓
	<ul style="list-style-type: none"> Stabilisation and repair works for road pavement and culverts as set out in REF (Andrews Neil Devines Hill to Western Commission Track 2002). 	AM, R, SFS		✓	
	<ul style="list-style-type: none"> Mitchells Loop stabilised, maintained and interpreted as a feature. 	AM, R, SFS		✓	✓
	General Archaeological Management Guidelines:				
	<ul style="list-style-type: none"> Cyclical maintenance and monitoring does not require archaeological supervision. 	AM, R, SFS	<i>ongoing</i>		
	<ul style="list-style-type: none"> Minor excavation (such as for a small number of postholes for a sign) does not require archaeological supervision. However, such work should always be sited away from the road fabric wherever possible. 	AM, R, SFS	<i>ongoing</i>		

CONSERVATION POLICIES	STRATEGIES	RESPONSIBILITY	TIME FRAME		
			SHORT	MED	LONG
	<ul style="list-style-type: none"> Vegetation management must be in accordance with The Vegetation Management Procedure Appendix 1. 	AM, R, SFS	<i>ongoing</i>		
	<ul style="list-style-type: none"> New works (such as the installation of a new culvert or the excavation of a long collapsed or buried culvert) or any other work involving excavation which is more extensive, should be archaeologically supervised and recorded in accordance with an Excavation Permit. 	AM, R, HD	<i>ongoing</i>		
	<ul style="list-style-type: none"> Known Aboriginal archaeological sites should be monitored. 	AM, R, AHL	✓	✓	
	<ul style="list-style-type: none"> Research activities that will enhance the interpretation of the OGNR cultural landscape, or is vital for the conservation of the OGNR cultural landscape, and is adequately resourced, should be considered. 	AM, R, HD			✓
	Precinct 5: Mitchells Loop to the Western Commission Track Intersection				
	Long-term outcomes will include:				
	<ul style="list-style-type: none"> Stabilisation and repair works for road pavement and culverts 	AM, R, SFS		✓	✓
	General Archaeological Management Guidelines:				
	<ul style="list-style-type: none"> Cyclical maintenance and monitoring does not require archaeological supervision. 	AM, R, SFS	<i>ongoing</i>		

CONSERVATION POLICIES	STRATEGIES	RESPONSIBILITY	TIME FRAME		
			SHORT	MED	LONG
	<ul style="list-style-type: none"> Minor excavation (such as for a small number of postholes for a sign) does not require archaeological supervision. However, such work should always be sited away from the road fabric wherever possible. 	AM, R, SFS	<i>ongoing</i>		
	<ul style="list-style-type: none"> Vegetation management must be in accordance with The Vegetation Management Procedure Appendix 1. 	AM, R, SFS	<i>ongoing</i>		
	<ul style="list-style-type: none"> New works (such as the installation of a new culvert or the excavation of a long collapsed or buried culvert) or any other work involving excavation which is more extensive, should be archaeologically supervised and recorded in accordance with an Excavation Permit. 	AM, R, HD	<i>ongoing</i>		
	<ul style="list-style-type: none"> Known Aboriginal archaeological sites should be monitored. 	AM, R, AHL	✓	✓	
	<ul style="list-style-type: none"> Research activities that will enhance the interpretation of the OGNR cultural landscape, or is vital for the conservation of the OGNR cultural landscape, and is adequately resourced, should be considered. 	AM, R, HD			✓
	Precinct 6: Western Commission Track Intersection to Ten Mile Hollow				
	Long-term outcomes will include:				

CONSERVATION POLICIES	STRATEGIES	RESPONSIBILITY	TIME FRAME		
			SHORT	MED	LONG
	<ul style="list-style-type: none"> Improved interpretation – in accordance with this CMP and the Interpretation Plan 	AM, R			✓
	<ul style="list-style-type: none"> Aboriginal heritage acknowledged in this key location. 	AM, R, AHL AM, R, HD			✓
	<ul style="list-style-type: none"> Ten Mile Hollow Inn site: researched and interpreted as set out below in the interpretation policy and as recommended in the Interpretation Plan. 				✓
	General Archaeological Management Guidelines:				
	<ul style="list-style-type: none"> Cyclical maintenance and monitoring does not require archaeological supervision. 	AM, R, SFS	<i>ongoing</i>		
	<ul style="list-style-type: none"> Vegetation management must be in accordance with The Vegetation Management Procedure Appendix 1. 	AM, R, SFS	<i>ongoing</i>		
	<ul style="list-style-type: none"> New works (such as the installation of a new culvert or the excavation of a long collapsed or buried culvert) should be archaeologically supervised and recorded in accordance with an Excavation Permit. 	AM, R, HD	<i>ongoing</i>		
	<ul style="list-style-type: none"> Known Aboriginal site and historical archaeological sites 6/HA 1-7 should not be excavated except in accordance with a research design and Excavation Permit. Research activities that will enhance the interpretation of the OGNR cultural landscape, or is vital for the conservation of the OGNR cultural landscape, and is adequately resourced, should be considered. 	AM, R, HD, AHL	<i>ongoing</i>		

CONSERVATION POLICIES	STRATEGIES	RESPONSIBILITY	TIME FRAME		
			SHORT	MED	LONG
	Precinct 7: Simpsons Track				
	Long-term outcomes will include:				
	<ul style="list-style-type: none"> Improved interpretation – in accordance with this CMP and the Interpretation Plan. 	AM, R			✓
	<ul style="list-style-type: none"> Access management: further use of bulldozers on this historic track is prohibited. 	BD, AM, R	ongoing		
	<ul style="list-style-type: none"> Detailed survey and identification of features. 	R		✓	
	General Archaeological Management Guidelines:				
	<ul style="list-style-type: none"> Cyclical maintenance and monitoring does not require archaeological supervision. 	AM, R, SFS	ongoing		
	<ul style="list-style-type: none"> Vegetation management must be in accordance with The Vegetation Management Procedure Appendix 1. 	AM, R, SFS	ongoing		
<ul style="list-style-type: none"> New works (such as the installation of a new culvert or the excavation of a long collapsed or buried culvert) should be archaeologically supervised and recorded in accordance with an Excavation Permit. 	AM, R, HD	ongoing			

CONSERVATION POLICIES	STRATEGIES	RESPONSIBILITY	TIME FRAME		
			SHORT	MED	LONG
	<ul style="list-style-type: none"> Known Aboriginal sites should not be excavated except in accordance with a research design and Excavation Permit. Research activities that will enhance the interpretation of the OGNR cultural landscape, or is vital for the conservation of the OGNR cultural landscape, and is adequately resourced, should be considered. 	AM, R, AHL, HD	ongoing		
<p>Policy 20: Interpretation</p> <p>The integrated heritage values of the OGNR cultural landscape will be interpreted through creative and innovative methods which provide:</p> <ul style="list-style-type: none"> enhanced understanding of the integrated heritage values of the OGNR cultural landscape; opportunities for access, involvement and educational/cultural experiences for local and regional communities, and national and international visitors; and opportunities for the promotion of cultural tourism experiences for the broader community. 	Interpretation should be based upon the following principles:	AM, R	ongoing		
	<ul style="list-style-type: none"> Interpretation should inform, engage and stimulate visitors in ways that enhance their enjoyment and experience of the OGNR cultural landscape. 	AM, R	ongoing		
	<ul style="list-style-type: none"> The information provided should be accurate, authentic and based on current research. However, as interpretation is the result of current interests and research directions, the interpretive needs of the community and the styles, media and content they will respond to, will change as society changes. 	AM, R	ongoing		
	<ul style="list-style-type: none"> Interpretive installations should not detract from the visitor's personal experience of discovery of the place, nor should it intrude physically on the character of the area. 	AM, R	ongoing		
	<ul style="list-style-type: none"> Interpretation should acknowledge local, Aboriginal and other community attachments and custodianship of the place. It should not alienate people who feel ownership and attachments to the OGNR cultural landscape. 	AM, R, AHL	ongoing		

CONSERVATION POLICIES	STRATEGIES	RESPONSIBILITY	TIME FRAME		
			SHORT	MED	LONG
	<ul style="list-style-type: none"> The OGNR Interpretation Plan (SHP Productions 2012) provides comprehensive advice and recommendations for interpretation that remain a good basis for future management. However, the plan should be reviewed as funds become available. 	AM, R, HD		✓	
	<ul style="list-style-type: none"> Interpretation assets should be audited and evaluated to gauge their success and impact and in order to develop a strategic approach to future interpretation and promotion. It is suggested that Devines Hill and Finchs Line Precincts are approaching saturation point for the current kind of on-site monuments and interpretative signs and that it is important that the future management of these assets works towards building consistency and consideration of visitor experience. It is also noted that the World Heritage nomination of Finchs Line particularly cited the contrast between the finished, monumental construction of Devines Hill and the abandoned, ruinous remains of Finchs Line, and it is important that future interpretative initiatives contribute to maintaining this contrasting visual quality and visitor experience. 	AM, R		✓	
	<ul style="list-style-type: none"> Maintain directional signage, including distance information and difficulty of terrain, at all major entry points. 	AM, R, SFS	✓		
	<ul style="list-style-type: none"> Maintain signage promoting the location and features of the OGNR in Wiseman's Ferry. 	AM, R, SFS	✓		
	<ul style="list-style-type: none"> Maintain and promote the camping facilities at Ten Mile Hollow. 	AM, R, SFS	✓		

CONSERVATION POLICIES	STRATEGIES	RESPONSIBILITY	TIME FRAME		
			SHORT	MED	LONG
	<ul style="list-style-type: none"> Further interpretative facilities should be provided at the stockade site on Devines Hill, but only following comprehensive research and archaeological survey of the site to guide management and interpretation. 	AM, R,		✓	✓
	<ul style="list-style-type: none"> Guided tours (using professional and/or volunteer docent guides) and experiential interpretation events, including performances and re-enactments, should be offered for Devines Hill and Finchs Line as a affective way to experience the OUV of these areas. 	AM, R		✓	✓
	<ul style="list-style-type: none"> The stockade site requires further research and interpretation, including archaeological research. A comprehensive archaeological survey (including use of Ground Penetrating Radar or other appropriate non-invasive technology) should be undertaken to establish the extent of the Devine’s Hill stockade site before any further interpretation facilities are located on the site. 	AM, R, HD, HHS		✓	✓
	<ul style="list-style-type: none"> Visitors orientation facilities at Wiseman’s Ferry should be a long-term objective for the interpretation of the OGNR cultural landscape. 	AM, R			✓
<p>Policy 21: Research</p> <p><i>Promote research into all aspects and values of the OGNR cultural landscape through the development of a research strategy which builds partnerships with community groups, including the Convict Trail Project, Aboriginal organisations, researchers and funding bodies.</i></p>	<ul style="list-style-type: none"> Applies to all Strategies and Actions 	AM, R, HD		✓	✓

CONSERVATION POLICIES	STRATEGIES	RESPONSIBILITY	TIME FRAME		
			SHORT	MED	LONG
<p><i>Policy 22: Access and use</i></p> <p><i>The terms and conditions of access to, and use of, the OGNR cultural landscape will remain consistent with the current Plan of Management. Management use of and access via the Old Great North Road for non-emergency purposes will be restricted to a level which does not damage the fabric of the Road. Only those uses will be permitted that are compatible with the retention or recovery of the significance of the Road or which allow appreciation of the significance of the Road.</i></p>	<ul style="list-style-type: none"> Continue current access and use policies as set out in the POM in line with the Strategic Management Approach. 	AM, R, SFS	ongoing		
	<ul style="list-style-type: none"> Aboriginal traditional owners and authorised Local Aboriginal Land Council (LALC) members will have access to the OGNR cultural landscape for cultural purposes and practices and for educational experiences. 	AM, AHL, R	Ongoing		
	<ul style="list-style-type: none"> Vehicles will not be permitted on the section of the Old Great North Road south of the Western Commission Trail, except for essential management purposes. 	AM, R, SFS	ongoing		
	<ul style="list-style-type: none"> Vehicle use of that part of the Old Great North Road north of the Western Commission Trail will be permitted for access to the Buddhist Monastery (Wat Buddha Dhamma) and for vehicle-based interpretative programs. 	AM, R	ongoing		
	<ul style="list-style-type: none"> Emergency and Fire Vehicles should only access the sections of the road where pavement protection has been provided, that is Precincts 1,2 and 6. Heavy vehicles, graders and earth moving equipment should not enter or be used in Precincts 4 and 5 unless future pavements are provided to enable emergency access. 	BD, AM, R, SFS	ongoing		

CONSERVATION POLICIES	STRATEGIES	RESPONSIBILITY	TIME FRAME		
			SHORT	MED	LONG
	<ul style="list-style-type: none"> Continue to promote the heritage significance of the OGNR and its vulnerability to damage by unauthorised vehicles. Use local volunteers in site stewardship programs to increase understanding of the conservation of the road. 	AM, R	<i>ongoing</i>		
	<ul style="list-style-type: none"> Only non-damaging use and access for the purpose of appreciating the Old Great North Road will be permitted. 	BD, AM, R, SFS	<i>ongoing</i>		
	<ul style="list-style-type: none"> Use of the Ten Mile Hollow pack camping area will be encouraged and monitored and if unacceptable impacts arise through the use of these sites, management alternatives will be developed. 	AM, R, SFS	✓	✓	
	<ul style="list-style-type: none"> Mountain bike riding/touring will be permitted on the Old Great North Road and management trail systems, noting that the trail is not for road bikes and not fully paved in all precincts. 	AM, R	✓	✓	
	<ul style="list-style-type: none"> Horse riding will be permitted only on sections of the Old Great North Road and will be in accordance with a Horse Riding Management Plan for Dharug and Yengo National Parks and Parr State Recreation Area and in accordance with the NPWS Horse Riding Code. New applications for horse riding events will not be considered. 	AM, R	✓	✓	

CONSERVATION POLICIES	STRATEGIES	RESPONSIBILITY	TIME FRAME		
			SHORT	MED	LONG
<p><i>Policy 23: Review of CMP</i></p> <p><i>This OGNR CMP will be reviewed at intervals of not more than 7 years.</i></p>	<ul style="list-style-type: none"> • The CMP will be updated following each 6 year monitoring and report cycle. It will be subject to review in the situation where future major changes to the OGNR management regime outlined in this CMP are proposed. • The monitoring and reporting cycle for World, National, State and local heritage values will mirror those for periodic reporting for World Heritage – e.g., every 6 years. Each report should be publicly available. • Monitoring of the implementation of the policies of this CMP will be part of each 6 year monitoring and reporting cycle. 	<p>BD in consultation with ACSSC, HD, HHS</p>		✓	

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10 APPENDICES

APPENDIX 1

Vegetation Management Procedure

This procedure is for vegetation control in and around heritage sites and cultural remains. It needs to apply to all invasive vegetation (both weeds and native species), since all can damage physical remains, destabilise cuttings and structures, block culverts, or create or exacerbate cracks and voids in the road formation.

Weeds

Often, weed growth will be more aggressive in disturbed areas than the relatively slower growing native species. It may also dominate in areas of long-past disturbance where soil and drainage conditions have been permanently changed.

Weed removal is a priority conservation policy for the management of the natural heritage of the parks. The strategies for exotic plant control as set out in the Dharug and Yengo POMs as well as the CCHR Region Pest Management Strategy 2012-2017. The weeds of major concern are: Alligator weed; Bitou bush; Blackberry; Lantana; Spiny rush; Asparagus and Water hyacinth. There are no special provisions for weed management along OGNR in the strategy and the identified priority pest and weed control areas in Dharug NP are not near the OGNR. The nearest priority areas are (i) the bottom end of the Western Commission Track (entry at Wisemans Ferry Road) and (ii) further south at Mill creek picnic area. Site inspections in December 2018 found no significant weed invasion areas along the OGNR. However, the discontinuity in the natural bushland caused by the road, its openness to elevated levels of sunlight and exposure, and its use and continuous low level of disturbance, combine to make the road environs vulnerable to weed invasion.

The control strategies in the management plans include chemical (herbicide), mechanical, and manual approaches. Each of these approaches will be appropriate to various circumstances along the road (see Table A3-1 below).

Native plants

The growth of native species among items of cultural heritage can also be damaging. Along the road, colonisation by native vegetation species can threaten the stability of structures and the integrity of the road surface. There are numerous locations where the roots and basal bowls of tree species which are well adapted to establishing and thriving in rock fissures (in particular *Angophora costata*) have distorted and even had an impact on the stability of cuttings in the natural rock. Pioneer species such as Acacias and some *Proteaceae* have become established on the road surface, exploiting small niches where soil has collected or in eroded/collapsed areas. The effect of this plant growth will be the progressive degradation of the road surface and formation. Previous studies (for example Comber [1990] and Stuart [2000]) have highlighted instances where vegetation has the potential to block culverts and alter drainage. The requirements for developing access and interpretation of individual heritage features associated with the road might also call for the removal of some native species.

Vegetation management

Vegetation management in the context of cultural heritage conservation often requires different methods to the usual weed control practices. A common objective of weed control in native bushland is the removal of all exotic plant material. In the case of cultural heritage conservation, the undesirable invasive or disfiguring effects of the vegetation should be checked and reversed but in a way which does not damage

the fabric to which it adheres or the soil profile through which it grows. In some cases this will involve the complete removal of plant material and in some cases it will not. Typical vegetation management circumstances which will be encountered along the road are set out in Table A1-1.

Table A1-1: Typical Vegetation Management Categories for OGNR

VEGETATION GROWTH	POTENTIAL THREAT TO CULTURAL RESOURCE	MANAGEMENT APPROACH (CONTROL METHOD)
Weeds and native plants growing on the road formation	<ul style="list-style-type: none"> • Can crack surface allowing water intrusion and erosion • Can widen cracks and washaways • Reduce visual amenity of the road and engineering works 	Complete manual or mechanical removal associated with surface stabilisation works (may be preceded by chemical treatment).
Large woody plants invading rock faces and retaining walls	<ul style="list-style-type: none"> • Can destabilise rock walls, leading to falls • Can cause crumbling and loss of features (eg, graffiti loss) • Can displace stone blocks in walls, destabilising structures 	<ul style="list-style-type: none"> • Chemical treatment ('cut and paste') without complete removal of parts in contact with structures • Complete manual or mechanical removal associated with rebuilding/repositioning of blocks (may be preceded by chemical treatment).
Vegetation growing in culvert entrances on in drainage structures	<ul style="list-style-type: none"> • Can block culverts and drains, causing damage to road structures by redirected or pressurised runoff water 	Complete manual or mechanical removal
Vegetation encroaching on archaeological sites (eg, the stockade site)	<ul style="list-style-type: none"> • Can cause disturbance to underground archaeological deposits • Can increase weathering and deterioration of relic structures and ruins 	Chemical treatment ('cut and paste') without complete removal of underground parts or parts in contact with structures

The procedure

The Vegetation Management Procedure is not intended as a set of prescriptions for vegetation control. Rather, it is a documentary-based measure to ensure that park workers do not embark upon vegetation removal activities either under-briefed or without an understanding of the conservation objective being pursued at that location.

The procedures consist of three parts:

- i. a clear statement of objectives,
- ii. a vegetation removal plan,
- iii. a protocol for activities.

The **objectives** of a vegetation removal program should clearly state the desired outcomes. The outcomes should be based upon the particular conservation policy of the site and the environmental conditions of the site. *The objective should be a conservation target, not a vegetation removal target.* This will ensure that there is no ambiguity in the purpose of any activity and that the needs of the conservation of cultural heritage are uppermost.

The **plan** should describe the methods to be used. These will differ from species to species and from place to place on a site. The discrimination of methods against different situations, vegetation types, and threats posed is illustrated in Table A3-1 above. The plan should also include an appreciation of the nature of the site so that, to workers unskilled in heritage matters, the likelihood of unseen remains and archaeological deposits within a curtilage is made clear.

The **activities** should include briefing of participants on the objective and methods, any phasing of operations which might be required, and arrangements for on-site supervision and monitoring.

The documentation of these procedures for each site need not be lengthy. One page describing the objectives, plan and major activities, properly disseminated, will be sufficient to ensure that the need for different management approaches in these areas is flagged and that appropriate activities are nominated and explained.

Appendix 2

Summary of Condition Assessment of all Elements – December 2020 - January 2021

FEATURE	FEATURE NO	NPWS ID	CONDITION 2008	CONDITION 2020
1 Ascent of Devines Hill to Finchs Line				
Culverts				
Stone culvert	1/C1	No 1 (Mc Bean & Crisp 1990)	Excellent – stable	Good condition – stable
Stone culvert	1/C2	No 2 (Mc Bean & Crisp 1990)	Excellent – stable	Good condition – stable
Stone culvert	1/C3	No 3 (Mc Bean & Crisp 1990)	Excellent – stable	Good condition – stable
Stone culvert	1/C4	No 4 (Mc Bean & Crisp 1990)	Excellent – stable	Good condition – stable
Stone culvert	1/C5	No 5 (Mc Bean & Crisp 1990)	Excellent – stable	Good condition – stable. New work (inlet side – gravel resurfacing)
Stone culvert	1/C6	No 6 (Mc Bean & Crisp 1990)	Excellent – stable	Good condition – stable
Stone culvert	1/C7	No 7 (Mc Bean & Crisp 1990)	Excellent – stable	Good condition – stable
Stone culvert	1/C8	No 8 (Mc Bean & Crisp 1990)	Excellent – stable	Good condition – stable
Stone culvert	1/C9	No 9 (Mc Bean & Crisp 1990)	Excellent – stable	Good condition – stable
Stone culvert	1/C10	No 10 (Mc Bean & Crisp 1990)	Excellent – stable	Good condition – stable. New work (inlet side – gravel resurfacing)
Stone culvert	1/C11	No 11 (Mc Bean & Crisp 1990)	1/c11 Damaged slab, missing stone cover.	Good condition – stable. New work (inlet side – gravel resurfacing)
Stone culvert	1/C12	No 12 (Mc Bean & Crisp 1990)	Excellent – stable	Good condition – stable. New work (inlet side – gravel resurfacing)
Stone culvert	1/C13	No 13 (Mc Bean & Crisp 1990)	Excellent – stable	Good condition – stable

FEATURE	FEATURE NO	NPWS ID	CONDITION 2008	CONDITION 2020
Stone culvert	1/C14	No 14 (Mc Bean & Crisp 1990)	Excellent – stable	Good condition – stable
Stone culvert	1/C15	No 15 (Mc Bean & Crisp 1990)	Excellent – stable	Good condition – stable
Stone culvert	1/C16	No 16 (Mc Bean & Crisp 1990)	Excellent – stable	Good condition – stable. Inlet capstone cracked but stable
Stone culvert	1/C17	No 17 (Mc Bean & Crisp 1990)	Excellent – stable	Good condition – stable
Stone culvert	1/C18	No 18 (Mc Bean & Crisp 1990)	Excellent – stable	Good condition – stable
Stone culvert	1/C19	No 19 (Mc Bean & Crisp 1990)	Excellent – stable	Good condition – stable
Stone culvert	1/C20	No 20 (Mc Bean & Crisp 1990)	Excellent – stable	Good condition – stable
Stone culvert	1/C21	No 21 (Mc Bean & Crisp 1990)	Excellent – stable	Good condition – stable. New work (inlet side – gravel resurfacing)
Stone culvert	1/C22	No 22 (Mc Bean & Crisp 1990)	Excellent – stable	Good condition – stable
Stone culvert	1/C23	No 23 (Mc Bean & Crisp 1990)	Excellent – stable	Good condition – stable. New work (inlet side – gravel resurfacing)
Stone culvert	1/C24	No 24 (Mc Bean & Crisp 1990)	Excellent – stable	Good condition – stable
Stone culvert	1/C25	No 25 (Mc Bean & Crisp 1990)	Excellent – stable	Good condition – stable. Outlet reconstructed in 2020
Stone culvert	1/C26	No 26 (Mc Bean & Crisp 1990)	1/c26 Part collapse of outlet.	Good condition – stable. Cracked inlet capstone?
Stone culvert	1/C27	No 27 (Mc Bean & Crisp 1990)	Excellent – stable	Good condition – stable. New work (inlet side – gravel resurfacing)
Stone culvert	1/C28	No 28 (Mc Bean & Crisp 1990)	Excellent – stable	Good condition – stable. Exposed capstones on inlet side

FEATURE	FEATURE NO	NPWS ID	CONDITION 2008	CONDITION 2020
Stone culvert	1/C29	No 29 (Mc Bean & Crisp 1990)	Excellent – stable	Good condition – stable. Exposed capstones on inlet side
Stone culvert	1/C30	No 30 (Mc Bean & Crisp 1990)	1/c30 Part collapse of inlet.	Good condition – stable
Stone culvert	1/C31	No 31 (Mc Bean & Crisp 1990)	Excellent – stable	Good condition – stable. Small hole into drain near inlet
Stone culvert	1/C32	No 32 (Mc Bean & Crisp 1990)	Excellent – stable	Good condition – stable. Small hole into drain near inlet
Stone culvert	1/C33	No 33 (Mc Bean & Crisp 1990)	Excellent – stable	Good condition – stable
Stone culvert	1/C34	No 34 (Mc Bean & Crisp 1990)	Excellent – stable	Good condition – stable
Stone culvert	1/C35	No 35 (Mc Bean & Crisp 1990)	Excellent – stable	Good condition – stable
Stone culvert	1/C36	No 36 (Mc Bean & Crisp 1990)	Excellent – stable	Good condition – stable
Stone culvert	1/C37	No 37 (Mc Bean & Crisp 1990)	1/c37 Steel support beam through	Good condition – stable
Stone culvert	1/C38	No 38 (Mc Bean & Crisp 1990)	Excellent – stable	Good condition – stable
Stone culvert	1/C39	No 39 (Mc Bean & Crisp 1990)	Excellent – stable	Good condition – stable
Stone culvert	1/C40	No 40 (Mc Bean & Crisp 1990)	Excellent – stable	Good condition – stable. New inlet capstone
Stone culvert	1/C41	No 40 (Mc Bean & Crisp 1990)	Excellent – stable	Good condition – stable
Stone culvert	1/C42	No 40 (Mc Bean & Crisp 1990)	Excellent – stable	Good condition – stable. Partly open for interpretation
Stone culvert	1/C43	No 43 (Mc Bean & Crisp 1990) is the same as Burke IIA1/1	Excellent – stable	Good condition – stable. Inlet & outlet partly reconstructed

FEATURE	FEATURE NO	NPWS ID	CONDITION 2008	CONDITION 2020
Stone culvert	1C/44	Burke IIA1/4	Excellent - stable	Good condition - stable
Stone culvert	1/C45	Burke IIA3/2	Excellent - stable	Not assessed
Stone culvert	1/C46	Stedinger May 2002 '2A new'	Not assessed	Not assessed
Retaining walls				
Ranging from 0.5 to 8.5 metres in height, incorporating buttresses, culverts and spillways.	1/R	Mc Bean & Crisp 1990 Comber 1990		Not assessed in detail - but no visible evidence of deterioration
Retaining wall at Chainage 1617	1/R1	(Bill Jordan & Associates 2001)	Not assessed	Not assessed in detail - but no visible evidence of deterioration
Side drains				
Stone cut, some with dwarf stone walls	1/D	Mc Bean & Crisp 1990 Comber 1990		Stable
Road surface				
This precinct completely re-surfaced				Good condition, well maintained
Historical archaeological sites				
Convict stockade site	1/HA1		Underground archaeological feature not inspected	Appears to be stable. Some deterioration of 'oven' walls due to vegetation collapse following 2019/20 fires
Quarry	1/HA2		Stable	Stable. No obvious impacts of 2019/20 bushfires
Powder cave	1/HA3		Stable	Stable. Graffiti in variable condition
Buried culvert a	1/HA4	Mc Bean & Crisp 1990	Not assessed	Not assessed
Buried culvert b	1/HA5	Mc Bean & Crisp 1990	Not assessed	Not assessed

FEATURE	FEATURE NO	NPWS ID	CONDITION 2008	CONDITION 2020
Buried culvert c	1/HA6	Mc Bean & Crisp 1990	Not assessed	Not assessed
Engravings				
'IG 25 FEB'	1/E1	DH 1 (Austral Archaeology May 2000)	I G is almost illegible; deteriorating; poor	Not assessed
'J R J M'	1/E2	DH 2 (Austral Archaeology May 2000)	Illegible; deteriorating; poor	Not assessed
'J.T.S'	1/E3	DH 3 (Austral Archaeology May 2000)	J is almost illegible; T S is legible; deteriorating condition	Not assessed
'R/ W/ / T' and an engraving of a man in a hangman's noose	1/E4	DH 4 (Austral Archaeology May 2000)	Deteriorating; almost illegible	Not assessed
'JB'	1/E5	DH 5 (Austral Archaeology May 2000)	Good but deteriorating	Not assessed
'E W'	1/E6	DH 6 (Austral Archaeology May 2000)	Legible but deteriorating	Legible
'WE / 1976'	1/E7	DH 7 (Austral Archaeology May 2000)	Legible but deteriorating	Legible
'M A C W.....C'	1/E8	DH 8 (Austral Archaeology May 2000)	Both the modern and the probable convict graffiti are deteriorating with the possible convict graffiti almost illegible in parts	Legible
'CMc MS SD JB 31- 3- 59 B.B.'	1/E9	DH 9 (Austral Archaeology May 2000)	Almost illegible and deteriorating	Legible

FEATURE	FEATURE NO	NPWS ID	CONDITION 2008	CONDITION 2020
'RJCAWTHORNE MGEORGE'	1/E10	DH10 (Austral Archaeology May 2000)	Carry out archival recording	Legible
'EN'	1/E11	DH 11 (Austral Archaeology May 2000)	Carry out archival recording	Not relocated
'G F(R)'	1/E12	DH 12 (Austral Archaeology May 2000)	Carry out archival recording	Legible
'P'	1/E13	DH 13 (Austral Archaeology May 2000)	Carry out archival recording	Legible
Profile head engraving of a man with a tall hat and long pipe	1/E14	DH14 (Austral Archaeology May 2000)	Carry out archival recording	Good condition – stable
'C. Coll 1886'	1/E15	DH15 (Austral Archaeology May 2000)	Carry out archival recording	Not relocated
An arrow	1/E16	DH16 (Austral Archaeology May 2000)	Stable	Stable/Legible
Series of circular pecked holes	1/E17	DH17 (Austral Archaeology May 2000)	Carry out archival recording	Stable/Legible
Anchor or arrow	1/E18	DH18 (Austral Archaeology May 2000)	Stable	Stable/Legible
'H r '(?)	1/E19	DH19 (Austral Archaeology May 2000)	Poor condition	Not assessed
Straight line (linesman's mark)	1/E20	DH20 (Austral Archaeology May 2000)	Stable	Not assessed
'H'	1/E21	DH21 (Austral Archaeology May 2000)	Stable	Not assessed
Arrow	1/E_OHM	Not previously recorded	Stable	Stable/Legible
Retaining walls				

FEATURE	FEATURE NO	NPWS ID	CONDITION 2008	CONDITION 2020
Ranging from 0.5 to 8.5 metres in height, incorporating buttresses, culverts and spillways.	1/R	Mc Bean & Crisp 1990 Comber 1990		Not assessed in detail – but no visible evidence of deterioration
Retaining wall at Chainage 1617	1/R1	(Bill Jordan & Associates 2001)	Not assessed	Not assessed in detail – but no visible evidence of deterioration
Side drains				
Stone cut, some with dwarf stone walls	1/D	Mc Bean & Crisp 1990 Comber 1990		Stable
Road surface				
This precinct completely re-surfaced				Good condition, well maintained
Historical archaeological sites				
Convict stockade site	1/HA1		Underground archaeological feature not inspected	Appears to be stable. Some deterioration of 'oven' walls due to vegetation collapse following 2019/20 fires
Quarry	1/HA2		Stable	Stable. No obvious impacts of 2019/20 bushfires
Powder cave	1/HA3		Stable	Stable. Graffiti in variable condition
Buried culvert a	1/HA4	Mc Bean & Crisp 1990	Not assessed	Not assessed
Buried culvert b	1/HA5	Mc Bean & Crisp 1990	Not assessed	Not assessed
Buried culvert c	1/HA6	Mc Bean & Crisp 1990	Not assessed	Not assessed
Engravings				
'IG 25 FEB'	1/E1	DH 1 (Austral Archaeology May 2000)	IG is almost illegible; deteriorating; poor	Not assessed

FEATURE	FEATURE NO	NPWS ID	CONDITION 2008	CONDITION 2020
'J R J M'	1/E2	DH 2 (Austral Archaeology May 2000)	Illegible; deteriorating; poor	Not assessed
'J.T.S'	1/E3	DH 3 (Austral Archaeology May 2000)	J is almost illegible; T S is legible; deteriorating condition	Not assessed
'R/ W/ / T' and an engraving of a man in a hangman's noose	1/E4	DH 4 (Austral Archaeology May 2000)	Deteriorating; almost illegible	Not assessed
'JB'	1/E5	DH 5 (Austral Archaeology May 2000)	Good but deteriorating	Not assessed
'E W'	1/E6	DH 6 (Austral Archaeology May 2000)	Legible but deteriorating	Legible
'WE / 1976'	1/E7	DH 7 (Austral Archaeology May 2000)	Legible but deteriorating	Legible
'M A C W.....C'	1/E8	DH 8 (Austral Archaeology May 2000)	Both the modern and the probable convict graffiti are deteriorating with the possible convict graffiti almost illegible in parts	Legible
'CMc MS SD JB 31- 3- 59 B.B.'	1/E9	DH 9 (Austral Archaeology May 2000)	Almost illegible and deteriorating	Legible
'RJCAWTHORNE MGEORGE'	1/E10	DH10 (Austral Archaeology May 2000)	Carry out archival recording	Legible
'EN'	1/E11	DH 11 (Austral Archaeology May 2000)	Carry out archival recording	Not relocated

FEATURE	FEATURE NO	NPWS ID	CONDITION 2008	CONDITION 2020
'G F(R)'	1/E12	DH 12 (Austral Archaeology May 2000)	Carry out archival recording	Legible
'P'	1/E13	DH 13 (Austral Archaeology May 2000)	Carry out archival recording	Legible
Profile head engraving of a man with a tall hat and long pipe	1/E14	DH14 (Austral Archaeology May 2000)	Carry out archival recording	Good condition – stable
'C. Coll 1886'	1/E15	DH15 (Austral Archaeology May 2000)	Carry out archival recording	Not relocated
An arrow	1/E16	DH16 (Austral Archaeology May 2000)	Stable	Stable/Legible
Series of circular pecked holes	1/E17	DH17 (Austral Archaeology May 2000)	Carry out archival recording	Stable/Legible
Anchor or arrow	1/E18	DH18 (Austral Archaeology May 2000)	Stable	Stable/Legible
'H r' (?)	1/E19	DH19 (Austral Archaeology May 2000)	Poor condition	Not assessed
Straight line (linesman's mark)	1/E20	DH20 (Austral Archaeology May 2000)	Stable	Not assessed
'H'	1/E21	DH21 (Austral Archaeology May 2000)	Stable	Not assessed
Arrow	1/E_OHM	Not previously recorded	Stable	Stable/Legible
2	Shepherds and Sternberg's Gully Roads			
Aboriginal sites				
Shelter with art	2/11	45-2-0188		Not assessed
Axe grinding groove	2/12	45-2-0398		Not assessed
Retaining walls				

FEATURE	FEATURE NO	NPWS ID	CONDITION 2008	CONDITION 2020
Ranging from one course to 7 metres in height, mostly rubble masonry	2/R			Maintain as required by the CMP
GPS point white peg (monitoring station)	2/R1			Not assessed
Culverts				
Upper Steinbeck's Gully Road, Stone culvert	2/C1	Culvert 1: Comber 1991		Exposed stone channel; vulnerable
Upper Sternbeck's Gully Road, Stone culvert	2/C2	Culvert 2: Comber 1991		Stable
Upper Sternbeck's Gully Road, Stone culvert	2/C3	Culvert 3: Comber 1991		Inlet not found; outlet stable
Upper Sternbeck's Gully Road, Stone culvert	2/C4	Culvert 4: Comber 1991		Stable
Upper Sternbeck's Gully Road, Stone culvert	2/C5	Culvert 5: Comber 1991		Poor condition; collapsed
Upper Sternbeck's Gully Road, Stone culvert	2/C6	Culvert 6: Comber 1991		Inlet blocked
Upper Sternbeck's Gully Road, Stone culvert	2/C7	Culvert 7: Comber 1991		Poor condition; some collapse
Shepherds Gully Road, Stone culvert	2/C8	Culvert 1: Comber 1991		Stable
Shepherds Gully Road, Stone and timber culvert	2/C9	Culvert 2: Comber 1991		Stable
Shepherds Gully Road, Stone culvert	2/C10	Culvert 3: Comber 1991		Stable (concrete pipe)
Shepherds Gully Road, Stone culvert	2/C11	Culvert 4: Comber 1991		Stable (concrete pipe)
Shepherds Gully Road, Stone and timber culvert	2/C12	Culvert 5: Comber 1991		Stable (concrete pipe)
Shepherds Gully Road, Stone culvert	2/C13	Culvert 6: Comber 1991		Stable
Shepherds Gully Road, Stone and timber decking culvert	2/C14	Culvert 7: Comber 1991		Stable
Shepherds Gully Road, Stone culvert	2/C15	Culvert 8: Comber 1991		Stable
Shepherds Gully Road, Timber culvert	2/C16	Culvert 9: Comber 1991		Collapsed outlet

FEATURE	FEATURE NO	NPWS ID	CONDITION 2008	CONDITION 2020
Shepherds Gully Road, Stone and pipe culvert	2/C17	Culvert 10: Comber 1991		Stable
Shepherds Gully Road, Pipe culvert	2/C18	Culvert 11: Comber 1991		Stable
Shepherds Gully Road, Stone and pipe culvert	2/C19	Culvert 12: Comber 1991		Collapsed
Shepherds Gully Road, Stone culvert	2/C20	Culvert 13: Comber 1991		Exposed; vulnerable
Shepherds Gully Road, Stone culvert	2/C21	Culvert 14: Comber 1991		Collapsed
Shepherds Gully Road, Stone culvert	2/C22	Culvert 15: Comber 1991		Collapsed inlet
Shepherds Gully Road, Stone culvert	2/C23	Culvert 16: Comber 1991		Silted up inlet
Shepherds Gully Road, Stone culvert	2/C24	Culvert 17: Comber 1991		Stable
Shepherds Gully Road, Stone culvert	2/C25	Culvert 18: Comber 1991		Silted up
Historical archaeological sites				
Upper Sternbeck's Gully Road stone bridge	2/HA1	Comber 1991:21		Edges unstable
Flag stones and paving technique	2/HAOHM1	Not previously recorded		Not assessed
Stone quarry	2/HAOHM2	Not previously recorded		Stable
Engravings				
'T. Davey Al Vickers Linesmen' and two representations of telegraph poles.	2/E1	SGR1 (Austral Archaeology May 2000)		Legible but deteriorating
3 Finchs Line				
Aboriginal sites				
Shelter with Art	3/I1	45-2-0026	Not assessed	Not assessed
Culverts				
Stone culvert	3/C1	Culvert 1 (Comber 1991)	Inlet not found. Suspected blocked.	Inlet not visible – blocked. Outlet stable
Stone culvert M1a	3/C2	Culvert 2 (Comber 1991)	Stable	Stable. Minor silting

FEATURE	FEATURE NO	NPWS ID	CONDITION 2008	CONDITION 2020
Stone culvert M1a	3/C3	Culvert 3 (Comber 1991)	Stable	Stable
Stone culvert	3/C4	Culvert 4 (Comber 1991)	Stable	Stable
Stone culvert	3/C5	Culvert 5 (Comber 1991)	Inlet blocked	Not assessed
Stone culvert	3/C6	Culvert 6 (Comber 1991)	Stable	Stable. Some silting
Stone culvert	3/C7	Culvert 7 (Comber 1991)	Inlet blocked	Not assessed
Stone culvert	3/C_O HM	Not previously recorded	Inlet blocked	Inlet not visible – blocked. Outlet stable
Retaining walls				
Retaining walls of stone and rubble, of varying heights	3/R	Comber 1991	Maintain as required by the CMP	Variable condition, unstable in some areas
Historical archaeological sites				
Telegraph remains	3/HA1		Stable	Stable
Stockpile M1/4	3/HA2	Comber 1991: 13	Stable	Stable. No bushfire damage
Quarry site	3/HA3	Comber 1991: 19	Not assessed	Stable
Hut site (powder magazine (L&K)?)	3/HA4	Comber 1991: 23	Very poor condition; deteriorating	Unstable
Engravings				
Broad arrow	3/E1	FL1 (Austral Archaeology May 2000)	Stable	Stable
No. 25 RD Party M1/3	3/E2	FL2 (Austral Archaeology May 2000)	Stable	Stable
'M1'	3/E3	FL3 (Austral Archaeology May 2000)	Stable	Not assessed
4 Finchs Line Intersection to Mitchells Loop				
Aboriginal sites				
Shelter with art	4/I1	45-2-0200		Not assessed
Culverts				
Stone block culvert	4/C1	Burke IIA11/1		Stable (new concrete capping)

FEATURE	FEATURE NO	NPWS ID	CONDITION 2008	CONDITION 2020
Stone block culvert	4/C2	Burke IIB5/2		Poor condition
Stone block culvert	4/C3	Burke IIB12/6		Stable; silted
Timber culvert	4/C4	Burke IIC8/5		Very poor; little material remaining
Timber culvert	4/C5	Burke IIC9/2		Soil eroding from cross beams; blocked
Timber culvert	4/C6	Burke IIC10/1		Very poor
Timber culvert	4/C7	Burke IIC10/2		Very poor
Timber culvert	4/C8	IIC11/2		Very poor; little material remaining
Timber culvert	4/C9	IIC18/2		Inlet silted; deterioration of cross beams
Retaining walls				
	4/R			Generally stable
Engravings				
'J M'	4/E1	10M/2		Deteriorating
'P(R) W'	4/E2	10M/3		Deteriorating
'1883'	4/E3	10M/4		Deteriorating
'AR'	4/E4	Burke IIB12/2 10M/1		Poor condition
'W G C' with border	4/E_hb	Not previously recorded		Stable
'I F'	4/E_OHM	Not previously recorded		Deteriorating
Water				
Water hole in rock	4/WAOHM1	Not previously recorded		Stable
Drinking hole plus spillway	4/WAOHM2	Not previously recorded		Stable; silted
Other				
Mitchells Loop feature	4/O1			Stable
5	Mitchells Loop to the Western Commission Track			
Aboriginal Sites				
Open camp site	5/I1	37-6-0551		Not assessed
Shelter with art	5/I2	45-3-0818		Not assessed

FEATURE	FEATURE NO	NPWS ID	CONDITION 2008	CONDITION 2020
Rock engraving	5/I3	45-3-0875		Not assessed
Axe grinding groove	5/I4	45-3-1554		Not assessed
Rock engraving	5/I5	45-3-1556		Not assessed
Shelter with art	5/I6	45-3-1557		Not assessed
Culverts				
Stone culvert	5/C1	IID5/3		Near collapse; inlet stones missing; outlet stones not in original position
Stone culvert	5/C2	IID6/3		Inlet/outlet not found
Stone culvert	5/C3	IID11/2		Inlet/outlet not found
Stone culvert	5/C4	IID11/3		Collapsed; extremely poor condition
Timber culvert	5/C5	IID15/1		Inlet buried
Timber culvert	5/C6	IIE5/1		Damaged by erosion; sections of timber capping missing
Stone culvert	5/C7	Burke IIE6/3		Good condition
Stone culvert	5/C8	Burke IIE7/2		Stone cover over outlet has collapsed
Timber culvert	5/C9	Burke IIE15/1		Extremely poor condition. Callapse; fire damage; water scouring
Timber culvert	5/C10	Burke IIF1/1		Not assessed
Timber culvert	5/C11	Burke IIF5/1		Poor condition; support beams visible due to erosion; several sections missing; silted
Stone culvert	5/C12	Burke IIF5/2		Some capping stones and wall stones missing; silted

FEATURE	FEATURE NO	NPWS ID	CONDITION 2008	CONDITION 2020
Timber culvert	5/C13	Burke IIF6/2		Poor condition – eastern support beam visible due to erosion; most of timber top plate missing
Stone culvert	5/C14	Burke IIF6/5		Good condition
Retaining walls				
	5/R			Areas of active collapse and deterioration
Engravings				
‘H J D’	5/E1	Burke IIC14/2 10M/6 (Austral Archaeology May 2000)		Deteriorating
Arrow	5/E2	Burke IIC14/3 10M/7 (Austral Archaeology May 2000)		Deteriorating
‘1988’	5/E3	10M/8 (Austral Archaeology May 2000)		Good condition
‘W C M D’	5/E4	10M/9 (Austral Archaeology May 2000)		Good condition
‘PRT’	5/E5	10M/10 (Austral Archaeology May 2000)		Poor condition
‘W J B’	5/E6	10M/11 (Austral Archaeology May 2000)		Poor condition
‘H M’	5/E7	Burke IIC18/1 10M/5 (Austral Archaeology May 2000)		Poor conditions
‘W C’	5/E8	10M/23 (Austral Archaeology May 2000)		Poor condition
‘HH’	5/E9	10M/24		Not assessed

FEATURE	FEATURE NO	NPWS ID	CONDITION 2008	CONDITION 2020
			(Austral Archaeology May 2000)	
'H'	5/E10	10M/25	(Austral Archaeology May 2000)	Not assessed
'JD'	5/E11	10M/26	(Austral Archaeology May 2000)	Poor condition
'J S'	5/E12	10M/22	(Austral Archaeology May 2000)	Good condition
'P'	5/E13	10M/21	(Austral Archaeology May 2000)	Poor condition
'W H Poo..'	5/E14	10M/18	(Austral Archaeology May 2000)	Deteriorated; sandstone is soft and friable with some loss of the letters
'Len... Fe..'	5/E15	10M/19	(Austral Archaeology May 2000)	Not assessed
'J S'	5/E16	10M/20	(Austral Archaeology May 2000)	Not assessed
Arrow	5/E17	10M/17	(Austral Archaeology May 2000)	Poor condition
'H'	5/E18	10M/28	(Austral Archaeology May 2000)	Poor condition
' W Waters'	5/E_OHM1	Not previously recorded		Poor condition
'H A'	5/E_OHM2	Not previously recorded		Poor condition
'W Chappel 1956'	5/E_OHM3	Not previously recorded		Poor condition
'N T 1956'	5/E_OHM4	Not previously recorded		Poor condition
Eagle	5/E_OHM5	Not previously recorded		Poor condition
'L Webb'	5/E_OHM6	Not previously recorded		Good condition
'L W'	5/E_OHM7	Not previously recorded		Poor condition
'L F' or 'L E'	5/E_OHM8	Not previously recorded		Good condition
'J T D'	5/E_OHM9	Not previously recorded		Poor condition

FEATURE	FEATURE NO	NPWS ID	CONDITION 2008	CONDITION 2020
'L S'	5/EOHM10	Not previously recorded		Poor condition
'L S'	5/EOHM11	Not previously recorded		Poor condition
'STAN BLACK-72'	5/EOHM12	Not previously recorded		Poor condition
'H A'	5/EOHM13	Not previously recorded		Poor condition
'GG 6.5.1927'	5/EOHM14	Not previously recorded		Poor condition
'N.T.'	5/EOHM15	Not previously recorded		Poor condition
'C B'	5/EOHM16	Not previously recorded		Good condition
'J.S.V.W.'	5/EOHM17	Not previously recorded		Good condition
'E G 95+'	5/EOHM18	Not previously recorded		Good condition
'H A'	5/EOHM19	Not previously recorded		Good condition
Pecked figures	5/EOHM20	Not previously recorded		Good condition
Timber posts and guardrails				
Four timber posts	5/T1	10M/29 (Austral Archaeology May 2000)		Timber posts and guardrails are in poor and deteriorating condition; retaining wall along this section of the road has collapsed; sandstone blocks strewn down embankment
Timber posts and rails	5/T2	Burke IIE13/2 10M/16 (Austral Archaeology May 2000)		Heavily weathered
Two upright timber posts	5/T3	Burke IID13/1 10M/27 (Austral Archaeology May 2000)		Heavily weathered
6 Western Commission Track to Ten Mile Hollow				
Aboriginal sites				
Grinding grooves on side of creek	6/11			Not assessed
Culverts				
Stone culvert	6/C1	Burke IIG12/3		Minor silting

FEATURE	FEATURE NO	NPWS ID	CONDITION 2008	CONDITION 2020
Timber culvert	6/C2	Burke IIK1/1		Poor condition
Concrete culvert (massive erosion) M5/4	6/C3			Erosion and silting
Concrete culvert/pipe M5/5	6/C4			Stable
Stone culvert with capping stones	6/C_OHM	Not previously recorded		Poor condition top surface of culvert exposed by roadworks
Cuttings				
Shallow cutting (pecked) & liesegang M5/2	6/Cut1			Stable
Cutting and drain (peck marks) M5/3	6/Cut2			Stable
Retaining walls				
Retaining wall M5/6	6/R1			Stable
Engravings				
'PH'	6/E1	Burke IIH8/3 10M /12 (Austral Archaeology May 2000)		Poor condition
'V L C'	6/E2	Burke IIH11/2 10M/13 (Austral Archaeology May 2000)		Poor condition
'V L C'	6/E3	Burke IIH13/4 10M/14 (Austral Archaeology May 2000)		Poor condition
'H P'	6/E4	Burke IIH14/2 10M/15 (Austral Archaeology May 2000)		Poor condition
'E H C' Graffiti M5/7	6/E5	Not previously recorded		Poor condition
'E H C'	6/E_aa	Not previously recorded		Poor condition
Historical archaeological sites				
Meisterham House ruin	6/HA1	3905338		Not inspected
Shed/outbuildings, Meisterham House ruin	6/HA2	3908270		Not inspected

FEATURE	FEATURE NO	NPWS ID	CONDITION 2008	CONDITION 2020
Garden, Meisterham House ruin	6/HA3	3908271		Not inspected
Unknown structure, Meisterham House ruin	6/HA4	3908272		Not inspected
Artefact scatter, Meisterham House ruin	6/HA5	3908273		Not inspected
House, Meisterham House ruin	6/HA6	3908274		Not inspected
10 Mile Hollow Inn site	6/HA7	3905337		Not inspected – overgrown with vegetation
Other				
‘The Mistake’	6/O1	Burke IIG13/1		Stable
7	Simpsons Track			
Aboriginal sites				
Shelter with art	7/I1	45-3-0862		Not assessed
Shelter with art	7/I2	45-3-0828		Not assessed
Retaining walls				
Retaining walls along track	7/R	Stedinger & Associates		Not assessed
Culverts				
Timber culvert	7/C1	ST03: Stedinger & Associates		Not assessed
Modern concrete pipe	7/C2	ST05: Stedinger & Associates		Not assessed
Modern concrete pipe	7/C3	ST08: Stedinger & Associates		Not assessed