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Name: Wellington Falls Track
Status: Provisionally Registered
Tier: State

THR ID Number: 12086
Municipality: Hobart City Council
Boundary: CPR11650

Location Addresses

WELLINGTON PARK 7054 TAS

Title References

Property Id



Wellington Falls from the lookout
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Boxed masonry intake, Milles Track
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Stone flume, Milles Track
©2026 NRET



Wellington Falls Track
©2026 NRET



Milles Track, showing stacked rocks
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The Potato Fields rock scree, Wellington Falls Track
©2026 NRET



Wellington Falls Track beyond the Potato Fields
©2026 NRET



Modern paved section, Wellington Falls Track
©2026 NRET



Wellington Falls
PH4/1/14, Tasmanian Archives



Wellington Falls
LPIC158/1/75, Tasmanian Archives

Statement of Significance: (non-statutory summary)

The Wellington Falls Track is the earliest known example of a walking track constructed for recreation and tourism in Tasmania, and a rare example of a publicly-used track funded by public subscription. It is an expression of the 19th-century love of the Sublime and Romantic places but also of nature appreciation generally. The track may have the potential to provide information about mid-19th-century walking track construction. The Wellington Falls Track has a special association with ex-convict nurseryman James Dickinson, who publicised the falls, guided people there and initiated efforts to build a track there, making him an early example of a nature tour guide.

Why is it significant?:

The Heritage Council may enter a place in the Heritage Register if it meets one or more of the following criteria from the Historic Cultural Heritage Act 1995:

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

The Wellington Falls Track is the earliest known example of a Tasmanian walking track constructed for recreation and tourism. It is an expression of the 19th-century love of the Sublime and Romantic places but also of nature appreciation generally. The track's significance is increased when it is placed in the context of the suite of connected recreational/tourism tracks constructed on the slopes of Kunanyi/Mount Wellington. The Wellington Falls Track remains in use today, 180 years after its construction.

b) The place possesses uncommon or rare aspects of Tasmania's history.

This is an early example of a publicly-used track that was funded entirely by public subscription, that is, that was not built or funded by government. Until 1890 maintenance of the track was also by public subscription, before government took over the role.

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

The formation of the track is believed to have remained basically the same since its construction, with only minor deviations or re-routing. As such it may have potential to provide information about mid-19th-century walking track construction.

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

No Data Recorded

e) The place is important in demonstrating a high degree of creative or technical achievement.

No Data Recorded

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

No Data Recorded

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

The Wellington Falls Track has a special association with ex-convict nurseryman James Dickinson, who publicised the falls, guided people there and initiated efforts to build an access track, making him an early example of a nature tour guide. Dickinson briefly superintended what became the Royal Tasmanian Botanical Gardens (THR 11999) and published an early Australian nursery catalogue, Catalogue of annual and herbaceous plants (1845). In 1855 he published The wreath: a gardener's manual, arranged for the climate of Tasmania.

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

No Data Recorded

Heritage approval is required for work that will result in changes to the nature or appearance of the fabric of a Heritage place, both internal and external.

Please refer to the Heritage Council's Works Guidelines (www.heritage.tas.gov.au) for information about the level of approval required and appropriate outcomes.

Heritage Advisors are also available to answer questions and provide guidance on enquiries@heritage.tas.gov.au or Tel 1300850332

This data sheet is intended to provide sufficient information and justification for listing the place on the Heritage Register. Under the legislation, only one of the criteria needs to be met. The data sheet is not intended to be a comprehensive inventory of the heritage values of the place, there may be other heritage values of interest to the Heritage Council not currently acknowledged.

Setting:

Kunanyi/Mount Wellington is a dolerite peak rising above Hobart in southern Tasmania. The mountain is an integral part of the city's identity. It not only dominates Hobart's skyline, but its forested slopes, dolerite flutes and summit provide a bush backyard for Tasmania's capital which has attracted artists, botanists, hikers, tourists and, for a time, wood-cutters. The mountain was at one time the source of some of Hobart's motive industrial power and for more than 200 years has provided its drinking water.

Description:

Two distinct, conjoined tracks are included in this registration. Both are contoured into the rocky slope of Kunanyi/Mount Wellington. The first is the Milles Track. Its original starting point at the Springs (at an altitude of about 740 m) is now lost or forgotten, but it stretches about 1.7 km south-westerly from the Pinnacle Track near the Springs. This track is relatively wide, benched and gently sloping, consistent with it being built on the earthen embankment of a water race designed to keep the water flowing steadily but not rapidly. In its construction, embedded and surface rocks appear to have been cleared and vegetation grubbed out. In places the removed rocks appear to have been piled up like a low retaining wall above the track and water channel. The 1831 water channel alongside the track is partly stone lined and in places features stone edging. It has at least two masonry box water intakes (McConnell 2016, p.11). The Milles Track affords spectacular views of parts of Hobart, Kingston, the lower Derwent and Storm Bay.

The Wellington Falls Track which extends the Milles Track about 4.8-km westerly appears to have been constructed to a lower standard, with embedded rocks left in place, surface rocks removed and vegetation grubbed out. The track is generally narrower, with a rocky surface and a steeper grade. In places the removed rocks have been piled along the upper edge of the track as a low retaining wall. Some benching is evident but in other places the track builders achieved much the same effect simply by finding a flat bed for their formation. The track climbs to about 860 m before descending to Disappearing Tarn (770 m), after which it rises again to its highest point at about 900 m. Much of the formation is through montane eucalypt woodlands (McConnell 2016, p.6) but the 'Potato Fields' section is an exposed 400-m-long boulder field. Near the falls a boggy section of track through cutting grass and bauera has a carefully constructed base of flat stones, some of them concreted together. This is likely a modern intervention in keeping with the stone steps and stone embankments leading to the Wellington Falls lookout (at about 790 m) at the end of the track. The lookout provides a view of the upper section of Wellington Falls, which topple about 50 m down the course of North West Bay River. Judging by the views captured by nineteenth-century photographers, the site of the original lookout was probably in the same general area.

The **registration** includes the Milles Track and the Wellington Falls Track, from the Pinnacle Track to the Wellington Falls lookout. A zone 10 metres wide (5 metres from the centre of the track on each side) is registered to take in any remnants of track construction and channel construction.

Features of **high significance** include the benched formation of the Milles Track, the 1831 water channel and box masonry water intakes alongside it and the basic formation of the Wellington Falls Track (there is no formation through the 'Potato Fields' rock scree). Modern features of the Wellington Falls Track, such as the paving near Wellington Falls and the stone steps, stone walls and lookout at Wellington Falls are considered to be of **contributory significance**.

History:

The slopes of Kunanyi/Mount Wellington were the territory of the South East Nation (Ryan 2012, pp. 40–41), being part of a landscape managed by Aboriginal people for thousands of years before European occupation. After Hobart Town was established as a British penal centre in 1804, the slopes of the mountain became the focus of water gathering, timber cutting, sightseeing and scientific exploration. Several routes and tracks up the mountainside existed, some being extensions of logging tracks. These included the Fingerpost Track (THR#12085), which connected a sawyers' track with the Springs. In the years 1828–42 a channel or water race was cut about 1.7 km south-westerly from the upper Springs area to divert water from springs on the eastern side of Mount Wellington into the Hobart Rivulet catchment for Hobart's domestic water supply. The so-called Town Tunnel which still passes through the Cascade Brewery and mills sites complex (THR 12122) was another part of this water gathering scheme,

which is thought to be the earliest city water infrastructure in Australia (Stone 2024). The track by which the race was accessed eventually became known as the Milles Track, apparently named in honour of a later Hobart City Council engineer RS Milles (McConnell 2016, p.5).

James Dickinson

James Dickinson or Dickenson (1806–88) grew up at Hincaster, Westmorland and in West Yorkshire (Oats 1982, p.70). Like fellow botanists Francis Cotton, Robert Lindsay and Theodore Payne, he attended the Quaker (Society of Friends) Ackworth School in West Yorkshire, established by botanist Dr John Fothergill (Cripps 2022, p.57). He came to share the strong Quaker connection to botany and horticulture. James married Fanny Blakey (1802–65) at Bradford, Yorkshire, in 1826. The couple produced five children before wool seller James was convicted of receiving stolen wool in 1837, his original sentence of fourteen years transportation being commuted to seven years (England, Criminal Lunatic Asylum Registers, 1820–1876). Fanny and four children joined him in Van Diemen's Land in 1842 (Backhouse 1842). During that year he was granted a ticket of leave ('Colonial Secretary's Office' 1842, p.2), followed by a conditional pardon in December 1843 ('Government notice no.285' 1843, p.2) and a certificate of freedom at the expiration of his sentence on 7 December 1844 ('Government notice no.175' 1844, p.1845).

Following the example of Hobart nurserymen Daniel Bunce and Valentine Marshall, James immediately started a florist and nursery business at 39 Murray Street, Hobart, which he operated until at least 1853. In 1847, for example, J Dickinson & Co claimed to be receiving plants and seeds from England, New Zealand, South Africa, India and other Australian colonies, as well as supplying native plants, landscaping and greenhouse-building services (J Dickinson & Co 1847, p.1).

Wellington Falls

The slopes of Mount Wellington were the obvious place for a Hobartian to find a wide variety of native species. In 1833 a route (that is, not a track) up the mountain from Providence Valley (Lenah Valley) via New Town Rivulet was used by another nurseryman, Daniel Bunce, to collect native vegetation (Bunce 1857). The Fingerpost Track directly above Hobart also gave access to the mountain.

Wellington Falls, however, appear to have been unknown or infrequently visited until the early 1840s. At this time people reported visiting Wellington Falls by first climbing Mount Wellington, from which they followed the upper reaches of North West Bay River to the falls. This was a strenuous and difficult undertaking ('Tyro' 1845, p.3).

Dickinson visits the falls

In January 1845 'Tyro' wrote a letter to the *Courier* describing 'one of the most magnificent cascades' within 10 miles (16 km) of Hobart. Since the author had been 'brought up in one of the wildest and most romantic districts in England' and 'thrown into the company of botanists', he felt no choice but to explore the romantic scenery of Wellington Falls while examining 'the beauties and mysteries of the vegetable kingdom'. 'Tyro' was James Dickinson, the nurseryman having visited the waterfall in the course of collecting plants on Mount Wellington. His florid writing style and excitable nature are both evident in his description of 'a scene where the wild, the grand, and the sublime are merged in the romantic, the stupendous, and the terrible ...' ('Tyro' 1845, p.3).

The author expressed himself in the Romantic language of the day. In doing so he invoked the artistic concept of the 'Sublime', characterized by Edmund Burke's 1756 treatise *Philosophical enquiry into the origin of our ideas of the sublime and beautiful*, which described taking delight in an imagined danger (Burke 1756, p. 111). The aesthetic of the Sublime 'set out to discomfort the viewer with the strange, the wild, the exotic' (Haynes 2006, p.150). Entering subterranean passages, standing on mountain tops and at the base of lofty waterfalls satisfied this hunger for the Sublime. Subsequent visitors to Wellington Falls dilated upon the 'indescribably grand' scenery ('Alpha' 1845, p.3).

Such responses to the Tasmanian landscape were not new. In 1827 Henry Hellyer, for example, was awe-struck by the 'stupendous' and 'hideous' gorge of the Forth River, and the 'mighty torrent' that crashed through it (Hellyer 1832), clearly having seen no equal in the British Isles. Hellyer was so excited that he unwittingly created a legend of a 'petrifying' waterfall on the Forth River which didn't exist. Scenes of 'awful grandeur' also brought an agreeable thrill to parties investigating the Wet Caves on Mole Creek in the inner north of the colony. An 1851 writer described the apparent perils of an underground chamber: 'above and around us hung huge masses of rock, in all sorts of threatening postures, embedded in a red clay, seeming as if ready, at the slightest touch, to slip down and crush us to atoms' ('Great cave at the westward' 1851, p.67).

Dickinson's track proposal comes to fruition

Dickinson's proposal to establish a direct route to the falls from the Springs enthused others. *Courier* editor William

Gore Elliston started a subscription to build a track, with the Derwent Bank agreeing to hold the money raised ('The Wellington Falls' 1845a). Even without the direct route, 50 men were said to have visited the falls on a Sunday ('Mount Wellington Cataract' 1845, p.3). The production of artworks depicting the falls (a plein-air painting by Skinner Prout and an EA Opie painting from a sketch by William Knight) at this time emphasised the importance of waterfalls to lovers of the Sublime (see Haynes 2006, pp. 119 and 122).

Dickinson's next actions strengthened his connection to the falls and the track. In February 1845 he guided a party there ('The Wellington Falls' 1845,a, p.3) and took control of the search for another party missing on Mount Wellington ('Wellington Falls' 1845b). The proprietor of the *Hobart Town Advertiser* recommended Dickinson and Francis Marriott as 'safe and excellent' guides to the falls ('Mount Wellington Cataract' 1845, p.3). In March Dickinson approved the proposed route to Wellington Falls ('Wellington Falls' 1845b, p.3), continuing the existing 'middle path', that is, about 1.7 km of the Milles Track (McConnell 2012, p.7). Two months later he measured the distance from Hobart to the Springs Hut, the summit of Mount Wellington and Wellington Falls, giving a progress report on construction of the Falls Track (Dickinson 1845, p.3). In the period September to December 1845 Dickinson advertised himself as a provider of guides to Wellington Falls and adjacent areas (Dickinson 1845b). Whether this resulted in any business is unknown. He was probably very busy operating his nursery, overseeing the Royal Society's Botanical Gardens (Cripps 2022, p.59) and producing and publishing an early Australian nursery catalogue, *Catalogue of annual and herbaceous plants* (1845).

The Wellington Falls Track was opened in January 1846, despite only £34 of the anticipated £50 being subscribed ('Wellington Falls' 1846, p.3). This is believed to be the first publicly-built recreational track in Australia (McConnell 2012, p.1). Dickinson collected native plants from Mount Wellington, but whether he had any further interaction with the Wellington Falls Track is unknown.

Dickinson's later life

Dickinson's subsequent time in Hobart was troubled. Two bankruptcies ('Local' 1853, p.2; 'Insolvents' Court' 1854, p.3) were bookended by an unsuccessful trip to the Victorian goldfields and a short stint as district constable at Southport ('Southport' 1854, p.3). His involvement in the Gardeners' and Amateurs' Horticultural Society was marred by conflict with fellow members ('Gardeners' and Amateurs' Horticultural Society' 1847, p.4; Jeffrey 1849, p.4). These trials and/or the death of 25-year-old son Robert (Dickinson 1854) at Southport may have been the catalyst for the Dickinson family starting afresh in booming Victoria. Dickinson maintained payments on land at Southport until 1869 ('Valuation roll, Franklin' 1869, p.80) but never returned to the colony. His parting gift was the 1855 publication *The wreath: a gardener's manual, arranged for the climate of Tasmania*, which garden historian Ann Cripps called his 'definitive' work (Cripps 2022, p.62). At his death in 1888 the *Leader* (Melbourne) remembered him as 'quite a man of genius', recalling his many newspaper contributions made on rural subjects, including the growing of jute and the production of wattle bark ('Horticultural notes' 1888, p.14).

Later history of the Wellington Falls Track

Wellington Falls and the Wellington Falls Track received international publicity in the 1850s. Julius Berncastle, in his *A voyage to China* (1850), described two falls, one of 30 feet and one of 150 feet forming 'one continuous sheet' in a 'magnificent cataract'. He believed the falls would become 'a powerful inducement for the Tasmanian traveller' to scale Mount Wellington's slopes (Berncastle 1850, pp.66–67).

A vivid, exaggerated account of an 1847 trip on the Wellington Falls Track via the Fingerpost Track showed how even a genteel expedition could go wrong in an alpine climate. The subject of the account—if not the author—'Madame Giovanni' (Louisa la Grange), was formerly a French convict transported to Van Diemen's Land. Having been promised 'a marvellous cascade ... at the summit of a peak, higher than Mt Blanc', la Grange recalled that she joined a party of 23 people. They set up three tents at various stages along the tracks, employing six servants to carry their gear and prepare their meals. Breakfast was served at the first tent erected near Hobart Rivulet above the Cascades. After operatic diversions, champagne, dinner and sleep occupied the party for 90 minutes at the second tent. The party never reached the third tent set up at the falls. As they approached 'the desert' of boulders (the Potato Fields rock scree), dark clouds gathered overhead and thunder rumbled. A snowstorm kept the large party huddled over a fire under improvised cover all night. Next morning, in what La Grange dubbed 'The retreat from Moscow', they retraced their steps through perhaps metre-deep snow (Dumas 1854, pp.22–28; Wilkie 2015, pp. 118–23). In a separate memoir, the party's guide, John Mortlock, verified the details of the snowstorm, claiming that he saved La Grange and others from freezing to death by building the 'huge' fire (Mortlock 1965, pp.91–92).

A bridle track cut from the Springs to service the first Icehouse in about 1849 was extended during the 1850s to the top Icehouse below South Wellington (McConnell 2012, p.7), effectively becoming a route to the summit of Mount Wellington. Buckman (2000, p.10) claimed that this track soon eclipsed the Wellington Falls Track in popularity. Newspapers record few accounts of visits to Wellington Falls in the mid-1800s. An 1868 connoisseur of the Sublime

added the great boulders of the 'Ploughed Field' (the Potato Fields) to its catalogue of imagined dangers. Here the hiker who fell between the rocks might 'drop down to the centre of the earth'. The author couched his/her description in Romantic terms typical of the period: there was 'savage wildness', 'frowning' rock, the 'writhing and moaning' water, and the 'sombre grandeur of the scene' ('Notes of a tourist in Tasmania' 1868, p.3). Images of Wellington Falls were secured by photographers Samuel Clifford in 1861 ('General intelligence' 1861, p.3) and Fred Paterson, an early exponent of the dry plate, in 1879 (Sydney Exhibition Committee 1879, p.10). Sketches/lithographs of it appeared in newspapers in 1870 ('My holiday trip to Victoria and Tasmania' 1870, p.17) and 1878 ('Sketches on or near Mount Wellington' 1878, p.76). In 1890 JW Beattie photographed Wellington Falls for Anson Brothers (*Anson Brothers' photograph album showing views of Tasmania* 1890).

Whether these illustrations and/or publications helped popularise Wellington Falls is unknown, but at a time when no government agencies, walking clubs or service clubs existed which might have maintained the track, getting there was never easy. The track was cleared twice, not by volunteer labour but with the aid of public subscription, firstly in 1869–70 ('Wellington Falls' 1869, p.2; 'Track to Wellington Falls' 1870, p.2), then in 1879 ('A Subscriber' 1879, p.2). Government appears to have taken over the job by 1890 ('Mount Wellington' 1890, p.2), but maintenance work was irregular. In 1898, for example, an estimated 190 logs blocked the path (Brownie 1898, p.2).

Water security takes precedence over hiking

By the early 1900s water security took official precedence over sightseeing and hiking. In 1905 the entrance to the Wellington Falls Track at the Springs was blocked with a barbed-wire fence to prevent pollution of the water supply ('Peregrinus' 1905, p.6). This continued after Mountain Park was established as a reserve vested in the Hobart City Council ('City Council' 1909, p.8; 'Wellington Falls Track' 1912, p.4).

The Pipeline Track, constructed to Fork Creek in 1866 and extended to Wellington Falls in about 1900, remained open through the first half of the 20th century (McConnell 2012, pp.4 and 7). Despite this, by 1927 the Council's Reserves Committee recommended reopening the Wellington Falls Track, recognising it as 'the most pleasing walk on the mountain', with 'views of the whole D'Entrecasteaux Channel ... cool and shady, with dense vegetation on the mountain side' and 'a charm and fascination possessed by no other track ...' ('The mountain reserve' 1927, p.5). It was reopened by the early 1930s, although as late as 1944 visitors needed to secure a permit to enter the water reserve ('Peregrine' 1944, p.13).

The track as the catalyst for a wider Kunanyi/Mount Wellington recreational track network

The Wellington Falls Track was the first exclusively recreational/tourism track in Tasmania, but also the first recreational track in what became a Kunanyi/Mount Wellington track network. According to Anne McConnell, this network is unique in Tasmania as a large system of scenic and recreational day-use tracks developed over about 130 years, one comparable to the Blue Mountains historic track network in New South Wales (McConnell 2012, p.65).

The busiest period for track construction was 1928–32 when the Lenah Valley, Shoobridge, Featherstone Cascades, Myrtle Gully, Hunters, Old Hobartians and the Organ Pipes-Mount Arthur-Panorama Tracks were completed, as well as probably the Betts Vale Track and part of the Circle Track—about 32 km of walking track in all. The total length of walking tracks on Mount Wellington at this time amounted to about 80 km. The opening of Pinnacle Road in January 1937 mechanised climbing the mountain itself, reducing the usage of some lower sections of track and perhaps obviating the need for new tracks. The environmental devastation of the 1967 bushfire possibly also reduced walking traffic on Mount Wellington (McConnell 2012, pp.3–4).

Unlike some long-established Kunanyi/Mount Wellington tracks, the Wellington Falls Track is still used in 2025, 180 years after its construction. In recent times the social-media profile of the intermittent Disappearing Tarn has probably increased traffic on the first half of the track, while not necessarily encouraging visitors to continue further to see the falls.

Comparative analysis:

Early recreational track building

The next purpose-built recreational tracks on Kunanyi/Mount Wellington were the New Town Track (1869), Radfords Track (1890), Fern Glade Track (1890), the Organ Pipes Track (by 1894), the track to Sphinx Rock (by 1897) and the new Pinnacle (and Zig Zag) Track (1902–3) (McConnell 2012, p.30). At Cataract Gorge, the Launceston City and Suburbs Improvement Association established the Zig Zag Track in 1885 and the Cataract Walkway 1890–94. A network of smaller paths was later developed as part of the Cataract Gorge pleasure ground, including the Duck Reach Track (1905). Similarly, shorter recreational tracks were created in smaller public pleasure grounds such as

the Strahan Botanical Reserve (1899) which followed the development of Cataract Gorge (‘Strahan notes’ 1899, p.2).

Publicly-used tracks funded by public subscription

Public subscription for the construction of public infrastructure was not unusual in the 19th century. The *Roads Act* (1840) made the Director-General of Roads responsible for the highway between Hobart and Launceston but handed cross and bye roads to District Roads Commissioners, who raised funds by taxing local landholders (Newitt 1988, pp.173 and 175). Because of the dominance of the Midlands wool-growers in the Legislative Council, Tasmania passed no Public Works Loan Act until 1865, making it difficult to establish major public infrastructure like roads and bridges in new settlements in the Huon Valley, north-east and north-west of the colony (Stokes 1969, p.58).

The same government tightfistedness applied to the mining sector. Following on from the mainland gold rushes, the discovery of gold in Tasmania during the 1850s provided the incentive for locally-funded tracks to potential eldorados. For example, in response to reports of alluvial gold at ‘Golden Point’ on the upper Forth River, in 1859 two pack tracks to the site were funded entirely by public subscription, one from the Kentish Plains (Sheffield) and one from Clerkes Plains (Kindred) (Dawson 1859, p.3; ‘River Mersey’ 1859, p.3). The former was surveyed by William Dawson and the latter by James Dooley. The track south from Clerkes Plains was a surveyed and cut version of James ‘Philosopher’ Smith’s route to the gold diggings. Similarly, a pack-track was cut between and Lisle and Golconda on the north-eastern goldfields by public subscription in 1880 (‘Lisle’ 1880, *Launceston Examiner*, 17 February 1880, p.3).

At times government agreed to meet local public subscriptions pound for pound to get a road, track or other such public infrastructure established. For example, in the 1850s the people of Huonville raised about £300 to cut a six-foot-wide track from the Huon to Hobart, the colonial government matching this amount (‘Important road meeting at Victoria 1855, p.2; ‘Opening of the new Huon Road’ 1869, p.2). In the late 1880s the Board of Education required communities to raise one-third of the cost of building a public school.

The public subscription by which the Wellington Falls Track was constructed was unusual because the track was built for recreational and tourism purposes, that is, while a financial incentive was attached to it, it didn’t express the usual economic concerns of the time connected with transport and trade.

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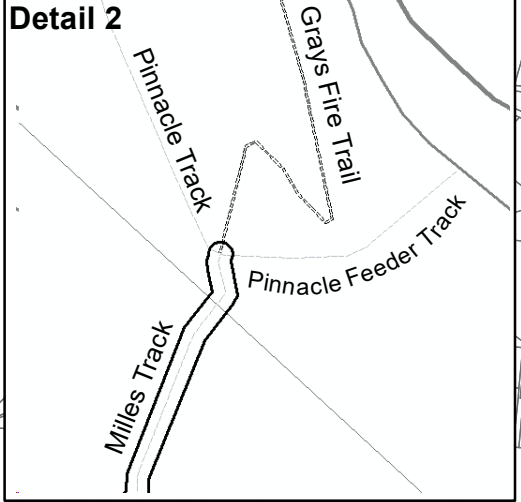
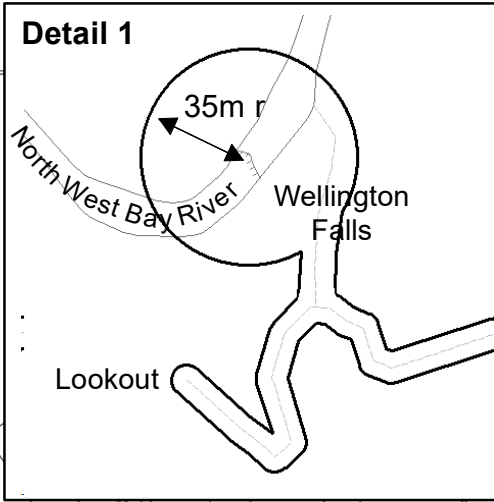
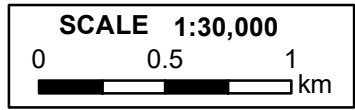
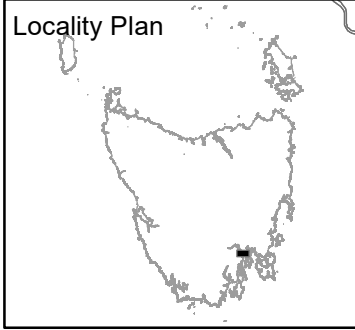
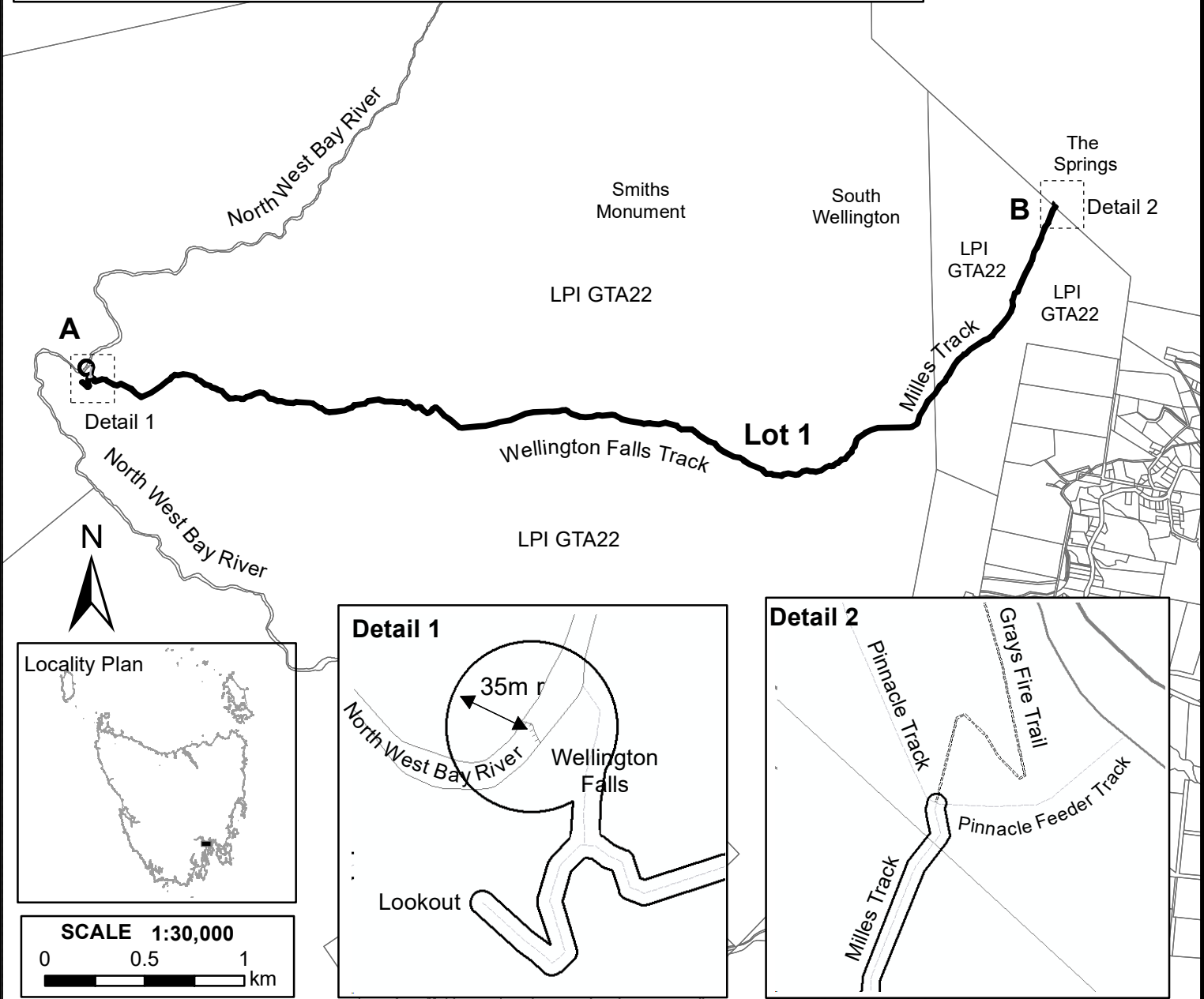
Note


1. Lot 1 represents the registered boundary for "Wellington Falls Track", #12086 on the Tasmanian Heritage Register.
2. Lot 1 is the partial parcel of FR 126375/1 and LPI GTA22, the boundary of which is marked by a heavy black line, and described below.
3. All boundaries are parcel boundaries unless otherwise stated, details of individual land parcel boundaries may be accessed through the Land Information System Tasmania (LIST).

Point & Boundary Description

The boundary of Lot 1 represents a 10m buffer around the formed track.

- A. Wellington Falls (detail 1)
- B. Intersect of Grays Fire Trail, Pinnacle Track, Pinnacle Feeder Track & Milles Track (detail 2)
- A-B. Wellington Falls Track & Milles Track



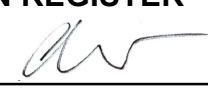
TASMAP: HOBART - 5225		GRID: MGA94 / ZONE 55		DATUM: AHD		CONTOUR INTERVAL: N/A	
No.	PRODUCTION / AMENDMENT	AUTHORITY	REFERENCE	DRAWN	APPROVED	DATE	 Tasmania
1	Production	THC	12086	AW	S. PARRY	18.2.26	

Wellington Falls Track
100 Pinnacle Rd & Wellington Park


PREPARED BY
HERITAGE TASMANIA



CENTRAL PLAN REGISTER

p.p. Surveyor General: 

Date Registered: 23.2.26



CPR
11650