

134 Macquarie Street (GPO Box 618)
Hobart Tasmania 7001
Phone: 1300 850 332 (local call cost)
Email: enquiries@heritage.tas.gov.au
Web: www.heritage.tas.gov.au

Name: McCarty's road
Status: Provisionally Registered
Tier: State

THR ID Number: 12056
Municipality: Glenorchy City Council
Boundary: 11252

Location Addresses

264A MAIN RD, DERWENT PARK 7009 TAS

Title References

175202/1

Property Id

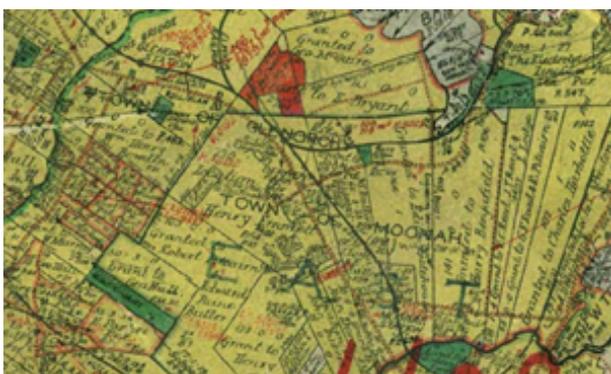
3592144



Section of 1818-19 road, looking towards
Coleman Street
NRE 2020



Section of 1818-19 road, western boundary
NRE 2020



Extract of County Plan showing Henry Emmett's
grant and road. North Buckingham No. 1
Land Tas

Statement of Significance: (non-statutory summary)

McCarty's road is significant as a rare surviving example of a section of early convict made road, and is the first road out of Hobart. It is a highly intact example of typical road construction of the early 1800s. McCarty's road is of historic cultural heritage significance and archaeological value as a significant and intact example of very early road construction techniques. The road demonstrates the development of road transport in Van Diemen's Land during the early nineteenth century, and the establishment of a road network between the north and south of the State. The convict-built road is associated with Irish-born convict and entrepreneur Dennis McCarty, referred to as 'one of the most turbulent and insubordinate Men in the Settlement'. McCarty's influence and opportunities is indicative of the character of culture in Van Diemen's Land in the early nineteenth century.

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.

McCarty's road demonstrates the development of road transport in Van Diemen's Land during the early nineteenth century, and the establishment of a road network between the north and south of the State. The section of McCarty's road, dating from 1818-1819, is one of the earliest extant formed section of road in Tasmania .

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

McCarty's road is significant as a rare surviving example of a section of early convict -built road, and is the first road out of Hobart. It is a highly intact example of typical road construction of the early 1800s.

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

McCarty's road is of historic cultural heritage significance and archaeological value as a significant and intact example of very early road construction techniques. The convict made gravel lies under the existing surface.

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 convict-built road is associated with Irish-born convict and entrepreneur Dennis McCarty. McCarty was afforded opportunity within the fledgling settlement, as constable in New Norfolk and is credited as being the first settler to build a European style house in the Derwent Valley where he entertained Governor and Mrs Macquarie . Despite being referred to as 'one of the most turbulent and insubordinate Men in the Settlement', McCarty's influence and opportunities is indicative of the character of culture in Van Diemen's Land in the early nineteenth century .

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:

A section of convict-built road, known as McCarty's road dating from 1818-1819, is located in the City of Glenorchy, approximately 8 kilometres north-west of Hobart. Surrounded by dense residential areas to the south, mixed industrial north and directly adjacent to Cosgrove High School. The section of road aligns with Coleman Street.

Description:

Approximately 33 metres of largely undisturbed convict-built road, dating from 1818-1819, sits within the road reserve and runs parallel to the western boundary of Korongee. The road connected Hobart and New Norfolk, and is now a continuation of Coleman Street, terminating at the boundary with Cosgrove High School. The road sits on a larger property known as Korongee, a house and orchard established in the late nineteenth century, damaged by fire and subsequently demolished c2004.

In 2007 Glenview Community Services, an aged care organisation that owns Korongee Dementia Village, commissioned an archaeological excavation by archaeologist John Thompson, that found that a section of the road was extant and in good condition. The road is approximately 6.7 metres wide with no drainage ditch. There is a thin layer of road metal, mixed with a considerable amount of topsoil directly on top of clay. Thompson notes that it is likely that the 1818-1819 road was an unmetalled dirt road and that the road metal was added later, most likely by a convict road party (Thompson 2007, p.9). Thompson also notes that tree roots have disturbed a section of the road (Thompson 2007, p.8).

During the late twentieth and early twenty-first century the road reserve has been overlaid with layers of fill to facilitate access to the property via Coleman Street.

History:

Glenorchy is located within the country of the Mouheneenner people.

Glenorchy

Land was first granted to European settlers in the area now known as Glenorchy in 1804. By the 1820s several farms and small settlements were established around the rivulets and the River Derwent, necessitating the creation of tracks and roads (Sproule 2005, p.162). The section of McCarty's road sits on land granted to Henry James Emmett.

Henry James EMMETT (1783-1848)

In c1819 Henry James Emmett was granted 220 acres of land in the Glenorchy area. Emmett arrived in Van Diemen's Land in December 1819 aboard the first passenger ship, the *Regalia*, with wife Mary Thomson, six children and a letter of recommendation. Emmett received 1100 acres (445ha) at Ross and 500 acres (202ha) in two lots near Hobart Town; the family settled in Hobart. Emmett worked in various positions for the Colonial Government, and owned numerous properties across Van Diemen's Land (ADB Emmett; *Tasmanian* 31 December 1881 p. 1246).

Early roads and transport in VDL

Road building in early Van Diemen's Land was a slow and arduous process. In 1811 Governor Macquarie selected George Town as the centre of settlement in the north, and Norfolk Plains (Longford) and Elizabeth Town (New Norfolk) for settlers transferred from Norfolk Island. Gradually free settlers took up land around Hobart, Launceston and throughout the Midlands, increasing demand for more roads and better river crossings. Prior to the construction of roads those who were located at a distance from Hobart Town relied on ferries and transportation via the River Derwent.

In 1818, former convict and opportunist, Denis McCarty undertook to build a road, completed with bridges, from Hobart to New Norfolk in return for 2000 acres of land.

Denis McCARTY (also known as Dennis McCarthy, d1820)

Denis McCarty, a farmer convicted at Wexford Ireland, arrived in Sydney in February 1800 aboard the *Friendship*, which carried mostly captured Irish rebels. McCarty was sent to Van Diemen's Land in 1804 for insubordination. Afforded the opportunities of a fledgling settlement, by 1808 McCarty was appointed constable at New Norfolk (then also known as Elizabeth Town). McCarty farmed the land he called Birch Grove, and is credited by some as being the first settler to build a European style house in the valley. McCarty was pardoned in June 1810. In the following year Governor Macquarie, Mrs Macquarie and his party stayed at McCarty's farmhouse for a night when touring the area (Thompson 2004, p.7, Pretyman, ADB).

Sources note that following this visit Macquarie treated McCarty leniently: firstly, when he had been sent to Sydney and convicted for smuggling in 1814 and secondly in 1817 when he was again sent to Sydney on an assault charge - on both occasions Macquarie allegedly let him off lightly (Thompson 2004, p.7). McCarty was described by Lieutenant-Governor Sorell as 'one of the most turbulent and insubordinate Men in the Settlement'. (Pretyman, ADB).

In 1815 and 1816 McCarty had sailed to explore the south-west coast where he found a safe entrance to Macquarie Harbour, explored it, and discovered coal on the northern shore, and brought pine from the Gordon River (Pretyman ADB).

A road to New Norfolk

In March 1818 McCarty communicated with Lt Gov Sorell, suggesting that a road be built between Hobart and New Norfolk to open up the valley district, and to enable more prompt action to be taken against bushrangers (Curtain 1968). Initially McCarty proposed to rebuild a 16-foot carriage road from New Town to Austin's Ferry and continue it to

New Norfolk in return for a 2000 acre (800ha) land grant. McCarty hoped to be given the contract as compensation for the 546 pounds worth of goods that were lost when bushrangers raided his property. To carry out the work he asked to be supplied with 15 convicts on government stores for a year on one-and-a-half rations, eight bullocks and a cart, a sleeping tent and road-making tools (Thompson 2004, p.7).

Although his offer was not at first accepted, Sorell later revived the proposal and McCarty was asked to quote for a 24-foot wide carriage road from Hobart Town to Austin's Ferry and a 16-foot Carriage Road to the Falls, New Norfolk. Although there was no contract, McCarty proceeded with three extra convicts and 500 gallons of duty-free rum as payment for the extra work (Thompson 2004, p.7).

The *Hobart Town Gazette and Southern Reporter* noted 'On Wednesday last Mr Dennis McCarty commenced the undertaking, under an agreement with Government, of opening a Road from Hobart Town (by New-town and Austin's farm) to New Norfolk. As this road embraces the communication with the populous village of New-town, and forms the first ten miles (to the ferry) part of the principle road to Port Dalrymple, it cannot fail to be of benefit and advantage to the Settlement.' (30 May 1818 p2).

In June 1819 McCarty reported that the road had been completed and requested his reward. In response Governor Sorell appointed a committee of officers to survey and report on the road, Major Thomas Bell Engineer and Inspector of Public Works, Thomas Archer, and George W Evans Deputy Surveyor. The committee found that the road was in poor condition, with too few drains and culverts, too many tree stumps and poorly constructed bridges that were 'impassable for Cattle or Carts and even dangerous for single horses' (Thompson 2004, p.9).

Major Thomas BELL (1782-1866)

Major Thomas Bell, military officer and engineer, was sent to Hobart Town in 1818 to take charge of the military garrison. On arrival he was also appointed a justice of the peace and inspector of public works. Under Lt Gov Sorell's administration Bell was tasked with directing the construction of a road from the River Derwent to St Peter's Pass, near Oatlands, known as Bell's Line of Road ('Bell, Thomas (1782-1866)', ADB).

Bell allocated a 28-man Road Party to upgrade McCarty's road (Thompson 2004, p.9). It was 'repaired and put into Order; the Bridges new built and the Timber felled for the distance of 30 foot on each Side of the Road. The Road stoned and gravelled' at a cost of £613-5s-6d (Thompson 2004, p.37). The cost of repairs was to be deducted from McCarty's settlement, however, in March 1820 he drowned off Hangan's Point in the River Derwent before the matter was resolved (*Hobart Town Gazette and Southern Reporter* 25 March 1820 p2).

Between 1820 and 1840 the line of McCarty's road was reconstructed and realigned several times before the line, which is still in use as Main Road through New Town, Moonah, Glenorchy and Claremont, was finalised (Thompson 2004, p.111). The current Main Road sits approximately 400 metres north of McCarty's alignment at Korongee. Local history tells that McCarty's road was part of a higher road used in winter when the lower road was too boggy (Alexander 1984, p.10).

By 1821 a large part of the population of Glenorchy were convicts or former convicts and their families. Glenorchy became a rural municipality in 1864, and was a farming area dominated by a few wealthy landowners (Sproule 2005, p.162).

Korongee

During the early 1890s Francis Frederick Butler, farmer and orchardist, and wife Emma Tregurtha Butler (nee Dennis) purchased approximately 26 acres of the land granted to Emmett. By 1893 a dwelling called 'Korongee' had been constructed on the site and an orchard established. A barn and coach house were constructed south-west of the main house, on the opposite side of Old Main Road that bisected the property, and a number of weatherboard outbuildings and sheds. John Bald Harvey, Esquire, purchased part of the larger Korongee property, including the house and garden in 1913 (LTO Con 13/319).

Korongee remained in the Harvey family until 2002. During the late nineteenth century sections of the property were sold off for housing to The War Service Homes Commissioner (LTO Con 15/1461), the Education Department for the construction of Cosgrove High School in 1951, and Telecom (later Telstra). A plan from 1915, which was subsequently added to, shows a greatly reduced area occupied by Korongee. The plan also denotes the Old Main Road (Thompson 2007, p.17, Figure 7). During this period the property fell into disrepair and the gardens became overgrown.

In 2003 Joan Norrison Harvey, Trustee of the estate of Robert Tyrrell Harvey, purchased the section of Old Main Road/Coleman Street located at the southern end of the property from Crown Land (GHD 2010, p.6). However, the section of unused road had been fenced off prior to the 1950s and used by the Harvey family. In 2004 the main house was substantially damaged by fire, and the remaining structure was subsequently demolished. In late 2006 the cottage was destroyed by fire; the remaining outbuildings were also removed.

Korongee Dementia Village

The site was purchased by Glenview Community Services in May 2006. Korongee Dementia Village was constructed by Glenview over 2019 and 2020 on the adjacent site. In 2022 the area once occupied by the original Korongee house, cottage, outbuildings and gardens, including the long driveway from Main Road, is undeveloped.

REFERENCES

Alexander, A (1984) *Glenorchy 1804-1964*, Glenorchy City Council, Glenorchy.

'Bell, Thomas (1782-1866)', Australian Dictionary of Biography, National Centre of Biography, Australia National University, <https://adb.anu.edu.au/biography/bell-thomas-1764/text1971>, accessed 30 March 2022.

Bester, D. 'Derwent Valley' in A Alexander (ed) (2005) *Companion to Tasmanian History*, University of Tasmania, Hobart https://www.utas.edu.au/library/companion_to_tasmanian_history/D/Derwent%20Valley.htm accessed 9 March 2021.

Curtain, GF. (1968) 'Relative events and a salute to the builder of the Hobart-New Norfolk road begun by Dennis McCarty', National Trust of Australia (Tasmania). Tasmanian Archives.

Emmett, ET, 'Emmett, Henry James (1783-1848)' Australian Dictionary of Biography, National Centre of Biography, Australian National University, <http://adb.anu.edu.au/biography/emmett-henry-james-2025/text2493>, accessed 15 December 2020.

GHD, 'Korongee Conservation Management Plan', Unpublished Report, June 2010.

Pretyman, ER. 'McCarty, Denis (?-1820)', Australian Dictionary of Biography, National Centre of Biography, Australian National University, <http://adb.anu.edu.au/biography/mccarty-denis-2391/>, accessed 15 December 2020.

Sproule, C. 'Glenorchy' in A Alexander (ed) (2005) *Companion to Tasmanian History*, University of Tasmania, Hobart. p.162.

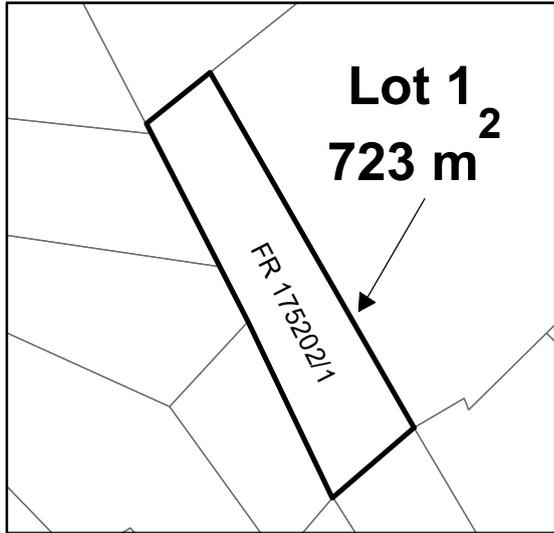
Thompson, J. (2004) *A Road in Van Diemen's Land*. Department of Infrastructure, Energy and Resources, Tasmania.

Thompson, J. 'Old Main Road, Korongee, Moonah'. Unpublished report for Glenview Homes Inc, Moonah, March 2007.

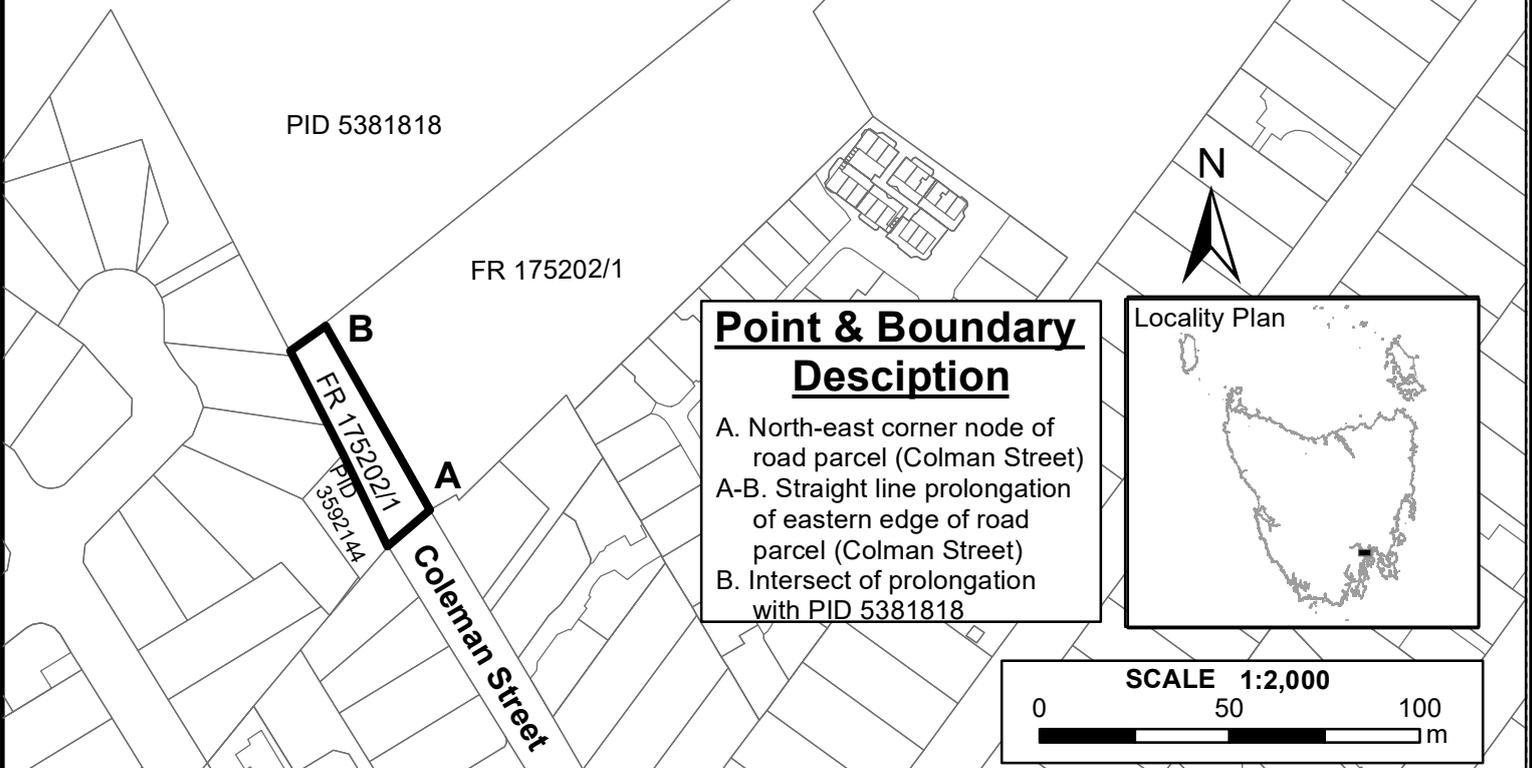
Wilson, A. 'Roads' in A Alexander (ed) (2005) *Companion to Tasmanian History*, University of Tasmania, Hobart https://www.utas.edu.au/library/companion_to_tasmanian_history/R/Roads.htm accessed March 2021.

Note

1. Lot 1 represents the registered boundary for 'McCarty's Road', #12056 on the Tasmanian Heritage Register.
2. Lot 1 is the partial parcel of FR 175202/1 the boundaries of which are marked by a heavy black line.
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).

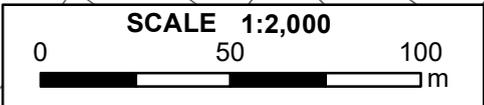
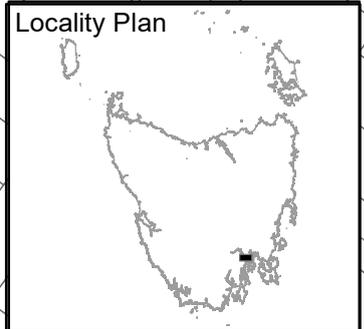


Enlargement



Point & Boundary Description

- A. North-east corner node of road parcel (Colman Street)
- A-B. Straight line prolongation of eastern edge of road parcel (Colman Street)
- B. Intersect of prolongation with PID 5381818



TASMAP: HOBART - 5225 GRID: MGA94 / ZONE 55 DATUM: AHD CONTOUR INTERVAL: N/A

No.	PRODUCTION / AMENDMENT	AUTHORITY	REFERENCE	DRAWN	APPROVED	DATE
1	Production	THC	12056	AW	A.ROBERTS	30/6/22



McCarty's Road

264A Main Road, Derwent Park

PREPARED BY
HERITAGE TASMANIA



CENTRAL PLAN REGISTER

p.p. Surveyor General: 

Date Registered: 1/7/22

CPR
11252