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18th December, 2018.

Representation by: John Dent (OAM) and Darren Watton (Archaeologist)

Regarding: Review of Heritage places within the Meander valley region and LPS nomination of Places/Precincts under the Local Historic Heritage Code (LHHC).

Significant heritage places should be included in the LPS Code Lists of Local Heritage Places/Precincts (Table C6.1; C6.2) and Places or Precincts of Archaeological Potential (Table C6.4). Highly significant places exist in the Meander Valley Council area; however, none have been nominated in the LPS. It is proposed by this submission that a review of the heritage places in the Meander Valley region occur and significant heritage places be included in the LPS Places/Precincts under the LHHC.

Summary of recommendations:

- A review of the heritage within the Meander Valley region be undertaken by a qualified heritage professional as an update to the Heritage Study completed in 2004 by Davies.
- That significant heritage and archaeological places be listed within LHHC.

Local Heritage Places/Precincts:

Significant heritage places have been delisted from the Tasmanian Heritage Register, which should be considered for listing in the LPS schedule. These places are of possible local and, in some cases, state (or even national) significance because of connections to the convict system and the historical development of the Meander Valley region. The Meander Valley Council undertook a heritage study in 2004 ("To the Westward" by Paul Davies P/L) and places referred to in that document should be considered for listing in the LPS schedule. A review of this heritage study would be beneficial to assess the significance values of all heritage places within the region to consider their inclusion within the LHHC.

Historic heritage place example:

One precinct that should be considered for inclusion in the LHHC is the Oaks Railway Station Precinct. It still has the platform, stationmaster's house and goods storage shed, giving the site a relatively intact precinct of an 1870s railway station site. There are few, if any, sites that retain all of these elements in the municipality and few comparable in Tasmania. The railway opened up the agricultural areas of Meander Valley, then the Westbury and Deloraine Municipalities. Prior to 1871 the road transport network did not

allow efficient and cost effective export of agricultural produce. With the advent of the railway the growth of agricultural produce from the region expanded exponentially and provided much of the wealth that make the area what it is today. It is also related to the 'railway riots' when the State Government tried to levy a large 'tax' on landowners to pay for the railway.

The railway also provided a way for students to go to school, for shopping to be done in Launceston, for people to visit different areas for a holiday, for workers to get work in a wider area and enabled agricultural shows to receive stock and visitors. In short, it gave people in small rural areas economic and social freedom. The station building also served as a post office and when telephones came along, the stationmaster's wife became the telephonist on 'party lines', with many stories of others eavesdropping conversations and even interrupting to correct or add to the conversation. In more recent times (1950s) the goods storage shed received bulk and bagged superphosphate which enabled farm production to increase enormously.

The Oaks railway station was the centre of the district for one hundred years and remains largely as it was and has always been. This site has significant local importance and should be included as a precinct of local historic heritage in the LPS. There are many more places in Meander Valley that should be on the LPS Schedule. The Council need to do the work to ensure that local heritage is recognised and not ignored or it will be lost to future generations.

Precincts of Archaeological Potential:

The Meander Valley Council municipality has a number of sites that have archaeological potential that are not on the Tasmanian Heritage Register that should be included in the LHHC. These sites have significant research potential and the potential to contribute significantly to the understanding of Tasmania's history.

Archaeological heritage place example:

A military barracks was established either side of the Westbury Village Green from 1830 until at least 1845. There are very few examples of such military out stations and the Westbury one was substantial with at least a dozen main buildings and many smaller ones. Some are on the Tasmanian Heritage Register (THR), like the RSL Club at 7 Lonsdale Promenade and a building that later became the Probation Station Superintendent's House at 39 William Street. In 1837 the Westbury Anglican Church at 11 Lonsdale Promenade was under construction. This does not appear to be on the THR and so should be included on the LPS Local Heritage Schedule as it is one of the earliest buildings in Westbury.

The building sites of the Westbury Probation Station (WPS) have the potential to yield material and information about the operation and people who manned the WPS and should be included on the LPS Precincts of Archaeological Potential.

The Westbury Probation Station existed from 1842 to 1847 in Franklin Street. None of the buildings (except for the Superintendent's house) appear to have survived, however, most of

the building sites appear not to have been built over. It is highly likely that there is archaeological evidence still remaining of the Westbury Probation Station. Much of it is on land owned by Council, the recreation ground and Franklin Street and should be on the LPS Archaeology Schedule. The probation station is of a similar age to the King's Meadows Road Station that was recently found to have substantial archaeological remnants still in existence under the ground. That site elicited considerable public interest as could the Westbury Probation Station site and the Westbury Military Barracks site, which is even older. We attach a paper that gives more detail in relation to these sites.

There are other similar sites in the Council area that with a little more investigation may also require listing like the Carrick, Hadspen, Traveller's Rest and Westbury Road Stations, the Glenore Soldier out-station and the Mersey Probation Station. The Deloraine Probation Station is on the THR so does not need to be listed on the LPS Schedule.

Conclusion:

Whilst we believe the sites we have used as examples are worthy of inclusion in the LPS they are examples of many more sites within the Meander Valley Municipality that have local historic heritage or archaeological values and significance.

Because few mechanisms exist to protect these heritage places, it often falls to local councils to take the initiative in protecting places of heritage significance. Listing enables developments to progress in a considered manner and prevents significant delays and uncertainties about how to proceed when heritage may be impacted. The Meander Valley Council should consider undertaking an inventory of historic and archaeological places in the Council area, undertaking proper consultation and populating the LHHC with appropriate places of local (and state) heritage significance. The purpose of the LHHC is not to "stop development" as some people espouse, but to find a balance and to create systematic procedures for dealing with significant heritage places. There are models on how this could work effectively (such as the Hobart Planning Scheme and the Sullivan's Cove Planning Scheme).

Yours faithfully,

John Dent, and
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Westbury

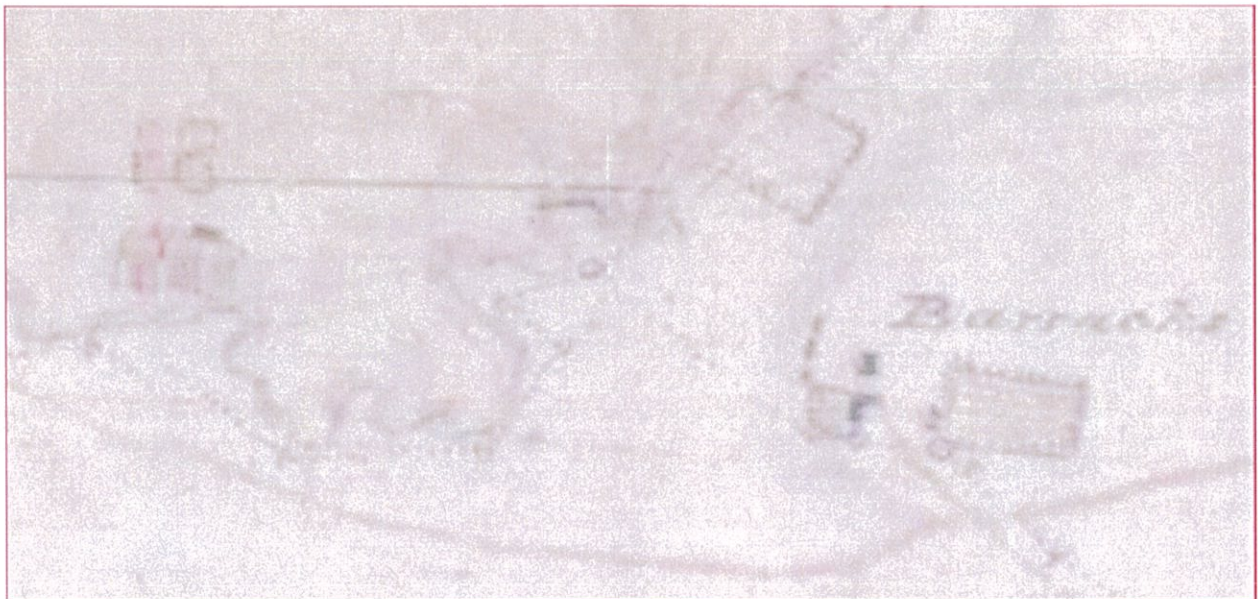
The first survey of the town boundaries occurred on 19/12/1823. WE Leith had land to the south of the town from 1824 and James Hortle had land to the west in 1824. (W32 21/1/1832)



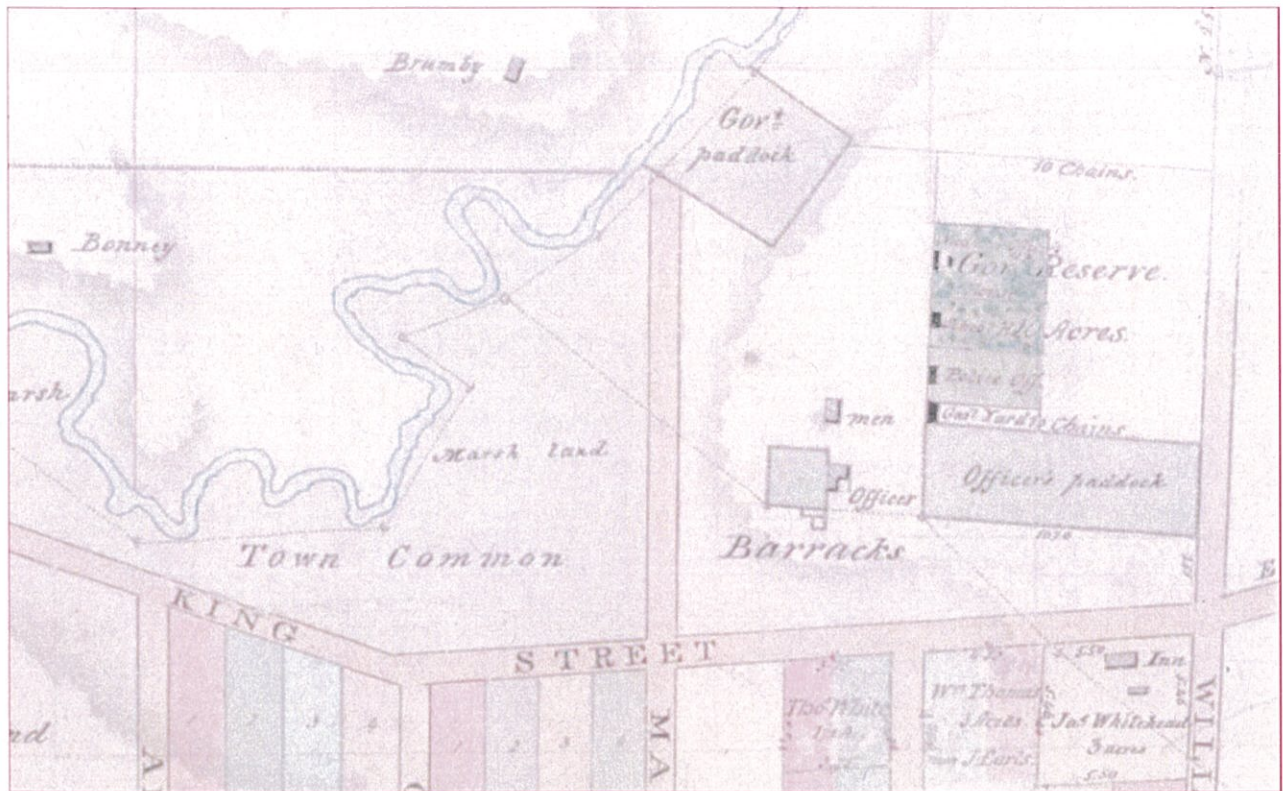
In 1825/6 the VDL Company pushed a road through to their grant which went along today's Moore St. In 1828 Governor Arthur ordered the town to be surveyed. In 1832 the main road followed what is today King St. The main road was moved to its present position by 1837.

Military Barracks;

The earliest Government building at Westbury was probably the establishment of the military barracks in about 1830 under Captain Dexter. Westbury 20 (undated) appears to be the earliest map showing the barracks, below.



A tender to supply the Westbury military out-station was advertised in the HTC on 19/11/1831. Tenders were advertised annually from 1834 to 1842. In 1832 Lt Ball, a sergeant, a corporal and 24 privates were at Westbury. On 21/1/1832 James Scott surveyed W32, below. The Barracks for officers and men as well as the police office and (difficult to read) to the north are the school and surgeon's house.



In August 1837 W21 shows essentially the same layout as in 1832, with a few differences, below.



New additions between 1832 and 1837 are prisoner's huts; to the north of the soldier's barrack and opposite and north of the surgeon's residence is the hospital. Opposite the officer's house is a new church (with only foundations existing) in 1937. The 1832 police office has in 1837 become the court house. The street has been named Lonsdale's Promenade after the Captain of that name in charge at the time. On William St (top right of the map) is a reserve for the Road Department with two buildings shown, the northern one labelled "house building", probably meaning it was under construction.

On 15/11/1845 a garrison court martial sentenced a private in the 11th regiment to 150 lashes for threatening to stab a corporal. The barracks plan from W21 has been overlaid on a current LIST map below;



Public Pound;

A public pound existed on the western edge of the town in August 1837 (W21) below,



Watch House;

In 1836 there were 14 constables at Westbury. The gaol and court house are shown on the 1837 plan above. The magistrate JP Jones held an inquest at the police office in October 1847 into the suicide hanging of constable Thomas Weeks at the office. (It was Written, Westbury Historical Society).

Road Station (WRS) (1836 – 1842);

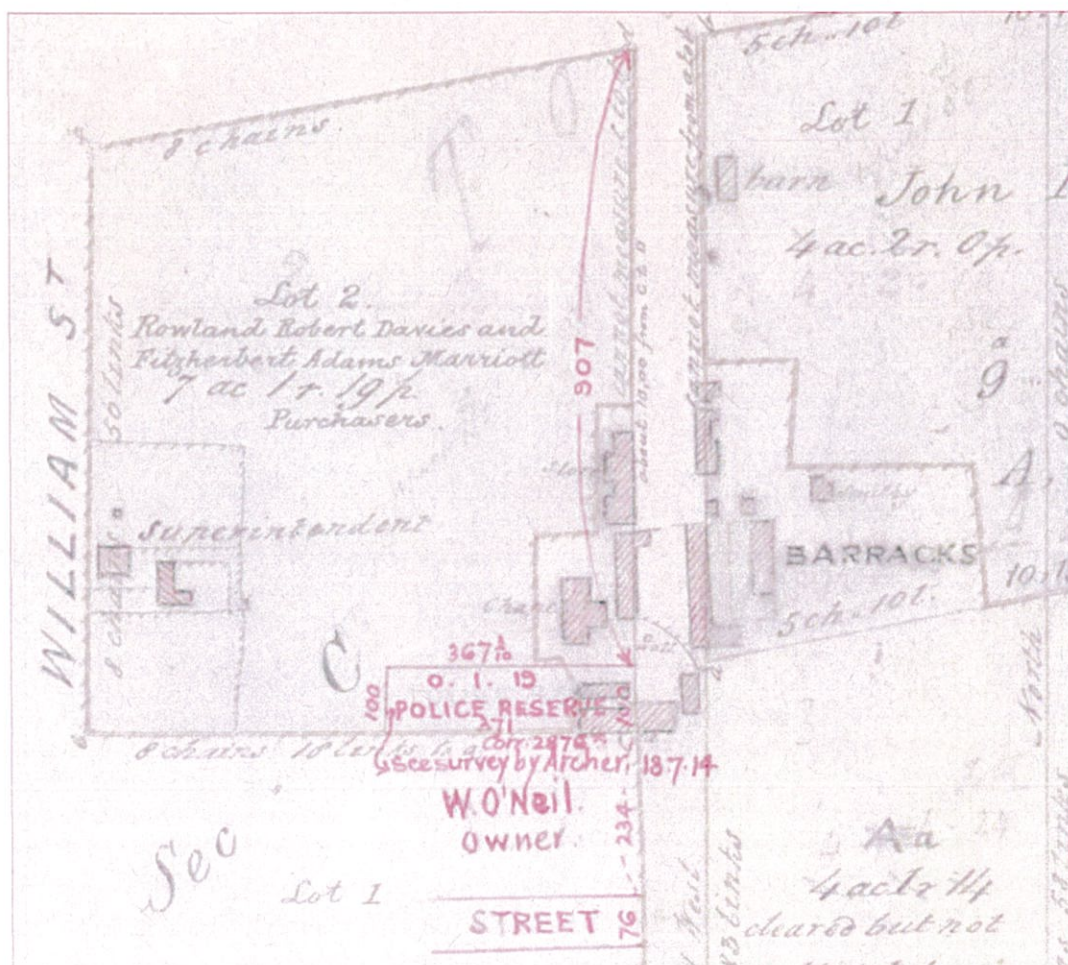
On the 23/12/1836 tenders for the supply of lime were advertised in the HTC for the WRS. The August 1837 plan (W21) shows the Roads Department had a reserve on the south eastern corner of the main road and William St with one house being built in 1837, probably the one the lime was

obtained for. A grand plan of the Westbury Road Station exists (MM 71/5) and appears at the end of this paper. It is likely that the road station became the probation station about 1842 although the plans of the layout appear to be different. Further work is needed to determine the WRS location.

Probation Station (WPS) (1842 - 1847)

In 1842 the True Colonist reported that the Westbury PS had been paid for by the Colonial Land Fund. Starting in August 1842 convict ships arriving in Hobart sent some of their convicts direct to the WPS. Four convicts from the "Candahar" (arrived 2/8) including bricklayer Stephen Wright were sent to Westbury PS. On the same day the "Susan" sent over 40 convicts including brick maker James Chard, bakers William Humphreys and William Jones as well as blacksmiths Henry Hill and Martin Kierle. Seven more convict ships arriving to the end of 1842 sent men to WPS so by 1843 it held 267 men (convicts).

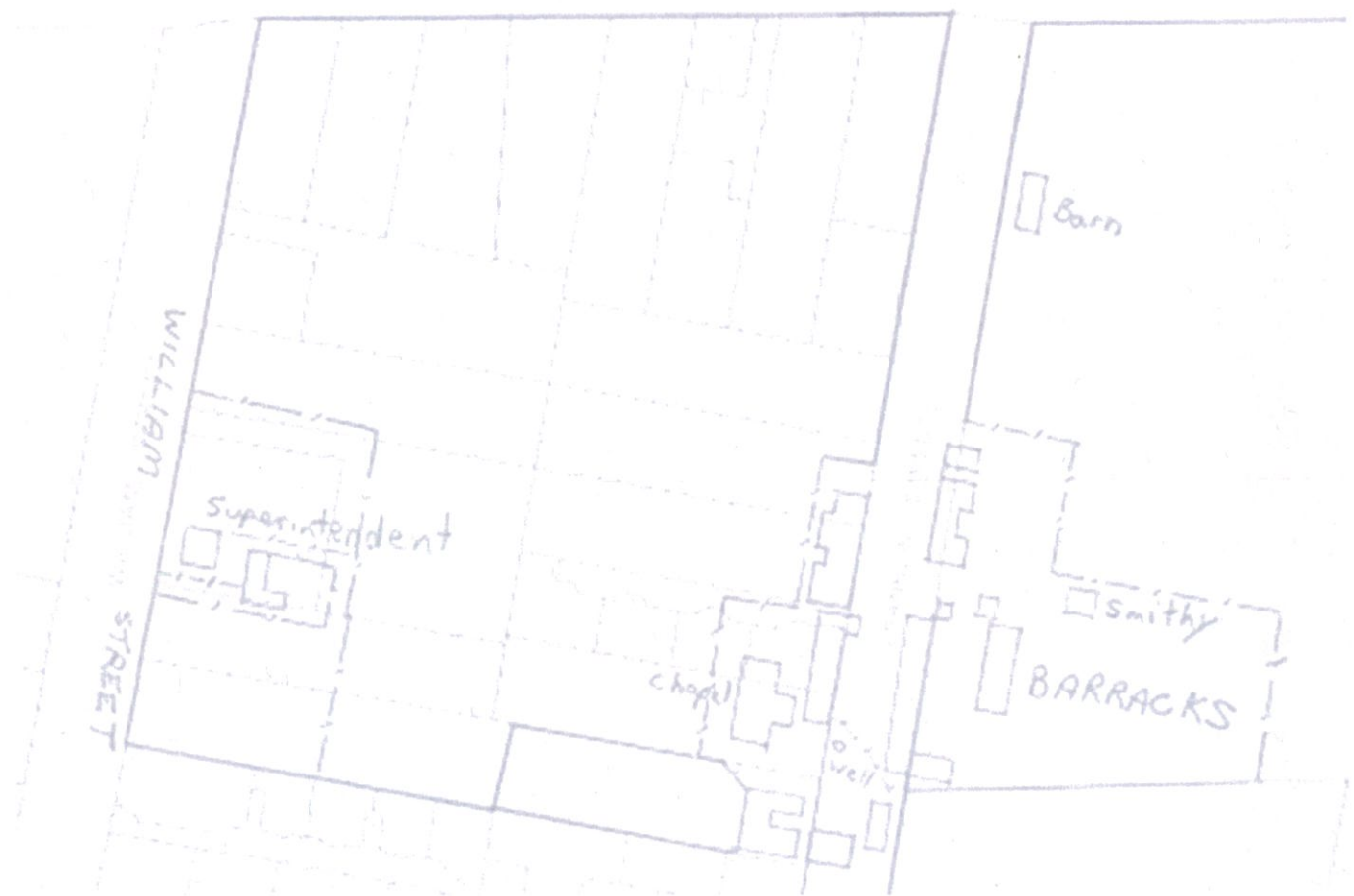
The Examiner of 28/8/1847 reported on an inspection of the station by Deputy Commissary Maclean in December 1845 where he described Westbury as a hiring depot with 468 men and with 41 acres of ground under cultivation as a garden. The road between Westbury and Deloraine was entirely metalled apart for two or three miles. In 1845 and 1846 it was used as a hiring depot and in 1847 Latrobe reported that it had been broken up in the last 12 months. Plan W25 was surveyed by JE Calder in 1847 to create a number of 4 acre lots for sale. It showed the probation station as "Barracks" which by then was about to be closed. Franklin St went through the middle of the station and John Fawns is shown as the purchaser of the part to the east of Franklin St. The probation station shows a well, barn, smithy, store and chapel as well as the barracks. Also shown, coloured green, was a large area that had been cleared by the probation station party and parts of it cultivated. An enlargement of part of W25 appears below;



The superintendent's house on William St was made of brick and was worth 80 pounds according to Calder. Police Department correspondence (CSO8/52/1154 and LSD 1/92/586-8) on 23/8/1848 referred to the disposal of the structures associated with the "old station" and the opening of Franklin St. The main station buildings were made from slabs and in 1852 a fire destroyed the wooden sleeping quarters.

An inspection in 1994 by archaeologist David Parham did not located any above ground features at the site. The superintendent's house still exists in William St and is heritage listed. The probation station buildings to the west of Franklin St are in the front yards of house lots while the ones to the east of Franklin St are located in the recreation ground. The probation station does not appear to be Heritage Listed.

The WPS from plan W25 has been overlaid on a current LIST map of the site, see below;



The Grand Plan of the Westbury Road Station (MM 71/5) is shown below in enlarged sections. It is not dated and its exact location has not yet been determined.

*Ground Plan
of
Bathney, Head, Island*

