Seadragon Offshore Wind Farm – Preliminary Desktop Assessment (Historic Heritage)

Prepared for ERIAS Group Pty Ltd

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Executive summary

The Gippsland Offshore Windfarm project (Seadragon) consists of the proposed construction of a 1.5 gigawatt wind farm in Bass Strait. The project comprises an offshore wind farm along with an offshore and onshore electricity transmission network required to connect energy supply into the Victorian network.

Biosis Pty Ltd was commissioned by ERIAS Pty Ltd (ERIAS) to undertake a cultural heritage desktop assessment for the proposed offshore windfarm. As the project design is still under review, the desktop assessment assesses the area provided by ERIAS that encompasses all possibilities for the location of the project (search area). This report presents a summary of historic themes and known historic places and values within the search area, and develops predictive statements of the potential for unknown historic places in the search area.

The results of the desktop assessment identified there are 30 terrestrial historic places and seven shipwrecks registered within the search area. The places are registered on the VHR, VHI and Wellington Shire Heritage Overlays. Clusters of historic places were recorded around or within towns such as Sale, Rosedale and Longford. Of the seven shipwrecks recorded within the search area, only three are recorded within the offshore area. One of the shipwrecks recorded in the onshore search area is likely the result of a database error (H.M.S Sappho).

Based on assessment of previously recorded historical heritage and previous heritage assessments within the search area, historic places most likely to occur within the search area are associated with early buildings, building foundations, bridge foundations, agricultural activities and enclosures, and rural infrastructure. Features like buildings may still exist or these places may be represented by a subsurface archaeological deposit, surface archaeological material or historic objects. There is a higher potential for subsurface historical deposits in proximity to buildings and extant foundations. The likelihood of any unknown historic places will increase with the proximity to towns and other settlements, particularly Sale, Rosedale and Longford. Shipwrecks may be found in the offshore search area or on the coastal beaches.

The desktop assessment and predictive statements demonstrated that there is potential to find historic places and archaeological sites across the entire search area. The background assessment also identified that known historic heritage values of the search area are currently relatively limited, largely due to only a small proportion of the entire search area that has undergone detailed archaeological investigation to date. Refinement of the investigation area and on site surveys will allow for a better understanding of the nature of historic heritage likely to be impacted by the future potential project.

In the first instance, it is recommended that the project avoid physical impact to all known historic places. The undertaking of sensitive construction practices in the vicinity would likely further avoid the impact to these historic places. The potential mitigation strategy for each place is dependent on the final construction location and method, and the characteristics of that individual place. The mitigation measures (if required) must also be developed in consultation with the relevant authority (such as the local Council and/or Heritage Victoria). In order to determine a design plan to cause the least impact to known and unknown historic places and historic values, a route options study is recommended. A historic survey is advised to identify unknown historic places within the search area. Community engagement is recommended in regards to historic heritage values for the project area, including terrestrial and maritime sites.

There is potential for further shipwrecks to be located within the search area. It is recommended that further assessment be undertaken of the offshore area to determine the presence of unknown historic cultural material and values. This may include further desktop assessment comprising an analysis of bathymetric maps and benthic data.

Abbreviations

APM	Australian Paper Manufacturers
AUCHD	Australasian Underwater Cultural Heritage Database
CHL	Commonwealth Heritage List
EE Act	*Environment Effects Act 1978*
EES	Environment Effects Statement
EPBC Act	*Environment Protection and Biodiversity Act 1999*
ERIAS	ERIAS Group Pty Ltd
GDA94	Geodetic Datum Australia 1994
HO	Heritage Overlay
ICOMOS	International Council on Monuments and Sites
LGA	Local Government Area
MGA	Map Grid of Australia
MNES	Matters of national environmental significance
NHL	National Heritage List
NTR	National Trust Register
PE Act	*Planning and Environment Act 1987* (Vic)
RNE	Register of the National Estate
SEC	State Electricity Commission of Victoria
VHD	Victorian Heritage Database
VHI	Victorian Heritage Inventory
VHR	Victorian Heritage Register
WHL	World Heritage List

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1 Introduction

1.1 Project background

Flotation Energy is bringing its international experience and expertise to Australia for the development of the Seadragon Offshore Wind Farm (the Project). The Project concept is a 1.5-gigawatt offshore wind development in the Bass Strait. The Project comprises an offshore wind farm (in the Bass Strait) along with an offshore and onshore electricity transmission network required to connect energy supply into the national electricity grid, the National Electricity Market (NEM) (Figure 1). The key components of the project are:

- Offshore wind turbine generators and inter-array cables

    – Wind assets consisting of up to 150 Wind Turbine Generators (WTGs) located offshore and a network of buried and/or mechanically protected subsea inter-array cables.

- Offshore substations

    – Four Offshore Substation Platforms (OSPs) installed on new supporting structures and/or existing infrastructure.

- Offshore cables

    – 4-6 buried and/or mechanically protected subsea export cables connecting the OSPs to the shore crossing.

- Onshore cables

    – Onshore transmission cables will be installed to connect from the shore crossing location to the onshore project substation(s). Additionally onshore transmission cables will connect the onshore substation(s) to the onshore terminal station connection. Several nominal corridors are being considered including reuse of existing easements to reduce impacts. After further studies and stakeholder consultation a preferred corridor(s) will be defined.

- Onshore substation

    – Up to two onshore substations, incorporating switching gear and reactive power where required will be installed each with a nominal footprint of 6 hectares. Additional jointing pits may be required depending on the proximity of the onshore substation to the shore crossing.

- Onshore Terminal Station Connection

    – A connection to an existing, upgraded or new onshore terminal station. The terminal station is expected to be connected to existing infrastructure at Loy Yang, or Hazelwood or to a new terminal station within the Gippsland Renewable Energy Zone (G-REZ) at Giffard within the survey area.

- Shore Crossing

    – A shore crossing connecting the offshore export cables to the onshore cables.

- Ports and harbours

    – The Project will utilise existing port facilities for the construction and operations phases.

The Project comprises offshore components located generally between McGaurans Beach and Paradise Beach, off Ninety Mile Beach on the Victorian coastline. The wind turbines will be installed within an approximate area of 300km² within the offshore referral/study area. Two indicative offshore sites have been identified as alternative options and a focus for further assessment:

- Central: centred at 38º 25' S / 147º 26' E, 10–30km off-shore with waters of 20-40m depth.

- Bream: centred at 38º 30' S / 147º 46' E encompassing an area around the Bream A and Bream B oil and gas platforms, 30-50km offshore where the waters are approximately 60m deep.

The Project's onshore components are generally proposed within an area extending from the coastal locations described above towards the west within a study/referral area that includes the proposed G-REZ and the existing Loy Yang and Hazelwood Power Stations.

ERIAS Group Pty Ltd has engaged Biosis to complete a preliminary cultural heritage desktop assessment for the proposed offshore windfarm, Gippsland. As the project design is still under review, the desktop assessment assesses the area provided by ERIAS that encompasses all possibilities for the location of the project, (search area) (Figure 1). The search area used to assist the desktop assessment is not finalised and may be subject to change.

1.1.1 Purpose of study

The project is being referred under *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act), and requires an Environment Effects Statement (EES) referral under the Environment Effects Act 1978 (EE Act).The EPBC and EES referrals determine the potential for significant environmental effects. The purpose of the desktop assessment is to assess the project's potential impacts on historic heritage within the search area to assist in responses to specific requirements for EPBC and EES referral documents.

It must be emphasised, that this report is not intended to meet the requirements of a formal assessment under the Heritage Victoria guidelines.

1.1.2 Scope

The scope of the desktop assessment is to consider:

- Existing and known historic places and values within the search area.

- Legislative and regulatory requirements applicable to a future potential project, including the identification of key stakeholders.

- A predictive model of historic places and values within the search area.

- Identification of key potential impacts.

- Limitations, assumptions and exclusions.

Figure 1 Location of the search area

Legend

	Search area
	Victorian boundary
	Extent of Victorian Coastal Waters

Seadragon areas of survey

	Commonwealth development area
	State offshore referral area
	State onshore referral area

Topography

•	Locality
	Major road
	Major arterial
	River
	Lake
	Local government area

0 5 10 15 20
Kilometers
Scale: 1:500,000 @ A3
Coordinate System: GDA 1994 MGA Zone 55

N

biosis
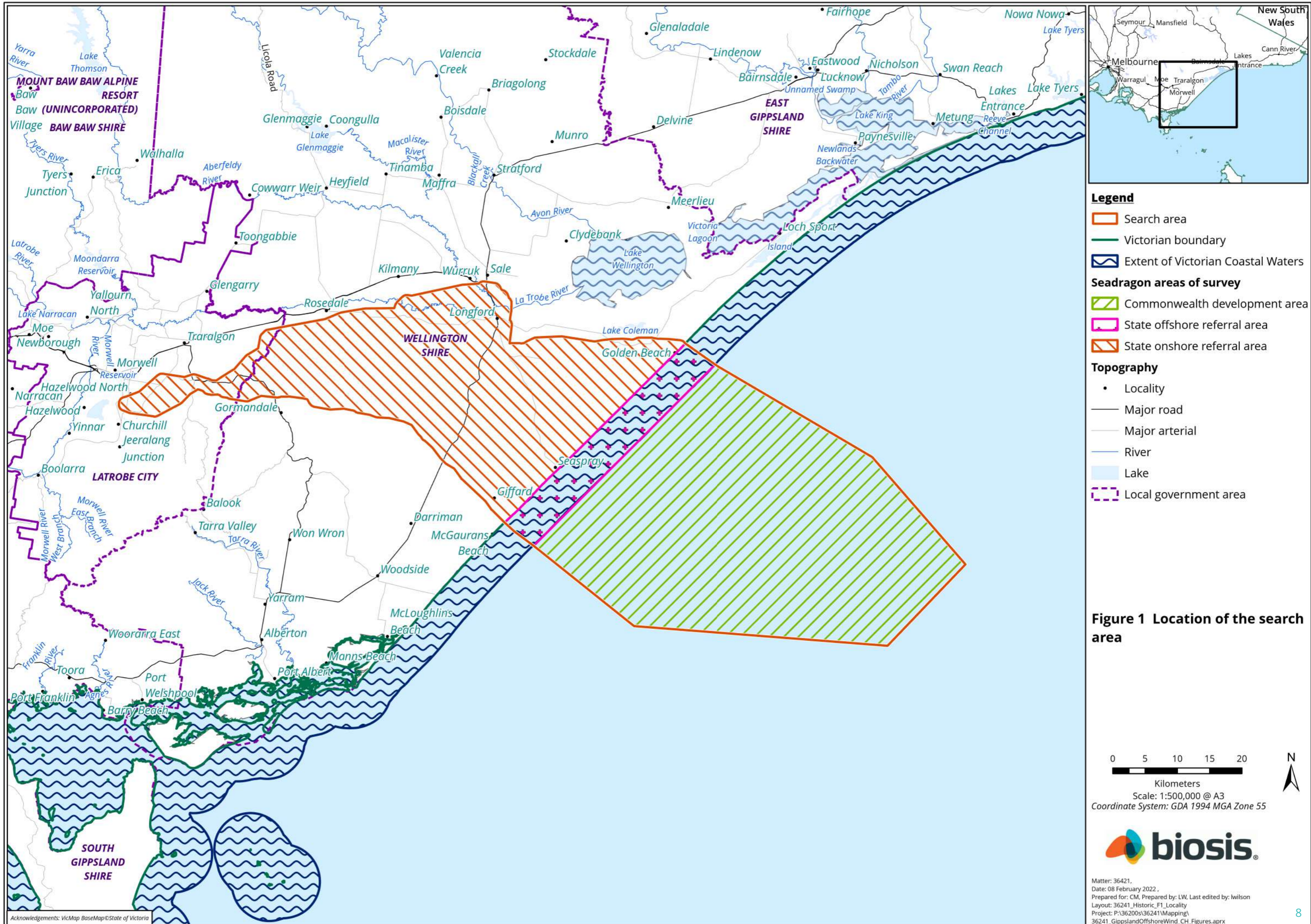
2 Legislative Framework

2.1 Commonwealth

2.1.1 Environment Protection and Biodiversity Act 1999 (Cth)

The *Environment Protection and Biodiversity Act 1999* (Cth) (EPBC Act) protects matters of national environmental significance. Matters of national environmental significance includes Indigenous, natural and historic places that are considered to be of outstanding heritage value to the nation.

The EPBC Act establishes the Commonwealth Heritage List which comprises Indigenous, natural and historic places under Australian Government control or located on Commonwealth lands and waters. The EPBC Act also establishes the National Heritage List which includes Indigenous, natural and historic places of outstanding heritage value. The EPBC Act also enhances the protection and management of World Heritage properties. A World Heritage property has been declared by the Minister to be a World Heritage property or included in the World Heritage List (WHL).

Under the EPBC Act, the agency, owner, lessee or person proposing to take the action must refer a proposed action to the Minister when the action is: undertaken by the Commonwealth, a Commonwealth agency or a constitutional corporation, taken by persons for the purposes of trade or commerce between states and territories or with other countries or taken in a Commonwealth area or a Territory and the action has, will have or is likely to have a significant impact on National Heritage values, including heritage values. The Minister will then decide on the type of future assessment and approvals that may be required.

2.1.2 Underwater Cultural Heritage Act 2018 (Cth)

The *Underwater Cultural Heritage Act 2018* (Cth) (Underwater Heritage Act) protects shipwrecks, sunken aircraft, their associated artefacts and other types of underwater cultural heritage. It automatically protects those that were sunk in Commonwealth waters more than 75 years ago, although more recent shipwrecks or aircraft may be protected through an individual declaration under the Underwater Heritage Act. In Victoria, Commonwealth waters are defined from three nautical miles from the Victorian coastline to the outer limit of Australia's continental shelf.

2.2 Victorian

2.2.1 Heritage Act 2017 (Vic)

All historical archaeological sites in Victoria older than 75 years are protected under the *Heritage Act 2017* (Vic) regardless if they are recorded or not. If a site is uncovered during the activity, pursuant to section 123(2) of the Victorian Heritage Act it is an offence to knowingly disturb, damage or excavate a site without obtaining the relevant approval. Heritage places assessed as having high state significance are registered under the Victorian Heritage Register (VHR). Heritage places assessed as having regional and local significance are registered under the Victorian Heritage Inventory (VHI).

2.2.2 Planning and Environment Act 1987

The *Planning and Environment Act 1987* (Vic) (PE Act) provides the framework to control the use, development and protection of land in Victoria, including areas of cultural heritage significance. The PE Act is enabling legislation and decisions are guided by subordinate instruments, such as the Victoria Planning Provisions or planning schemes. The PE Act sets out the process for amending the Planning Scheme and for the grant of

permits. Heritage places protected under the PE Act are registered as Heritage Overlays (HO) and are usually of local significance.

2.3 Other heritage frameworks

2.3.1 Burra Charter

The assessment of significance can be complex and include a range of heritage values. The heritage values are broadly defined in the Burra Charter, the set of guidelines on cultural heritage management and practice prepared by the Australia International Council on Monuments and Places, as the 'aesthetic, historic, scientific or social values for past, present or future generations (Australia ICOMOS 2013, pp. 21).

2.3.2 National Trust Register

The National Trust of Australia (Victoria) operates as a not-for-profit, independent organisation that classifies heritage places. Listing on the National Trust Register (NTR) does not provide any statutory protection, although heritage places on the NTR are often registered on local council Planning Schemes.

2.3.3 Register of the National Estate

This register was closed in 2007 and no longer offers statutory protection. This register (RNE) has been replaced by the NHL and CHL created under the EPBC Act. The National Heritage List includes places of outstanding heritage value to the nation, and the Commonwealth Heritage List includes heritage places owned or controlled by the Commonwealth. Places formerly listed in the RNE may also be listed on State and Local Registers (such as the Victorian Heritage Register and Heritage Overlay).

3   Methodology

3.1   Introduction

3.1.1   Search area

At the time of the report preparation, the final project design was still under review. The report assessed the area provided by ERIAS that encompasses all possibilities for the location of the project (search area). The extent of the search area covers 322,782 hectares and is shown in Figure 1. It crosses two LGAs; Wellington Shire and Latrobe City.

The search area includes:

- Onshore cables search area.

- Offshore cables search area.

- Development investigation area (including both potential development options – closer to shore and further offshore).

- Onshore Loy Yang to Hazelwood search area.

The onshore component of the search area is located on the Central Gippsland coast from Paradise Beach to McGaurans Beach and extends west to Hazelwood North and north to Sale. The onshore search area encompasses 126,386 hectares and includes prominent natural features such as Ninety Mile Beach, Lake Reeve and Holey Plains State Park. The search area includes major watercourses including Latrobe River and Merriman Creek. It also includes parts of the Gippsland Lakes, including Lake Coleman and the Heart Morass, as well as other prominent waterbodies including Lake Denison.

3.1.2   Desktop assessment

A desktop assessment was undertaken through the search of heritage databases. A search was undertaken on 1 February 2022 of recorded historical (non-Aboriginal) cultural heritage records within or adjacent to the search area. The search was undertaken via the VicPlan online map (Department of Environment, Land, Water and Planning 2021), the Australian Heritage Database (Department of Agriculture, Water and the Environment 2021a), the Protected Matters Search Tool (Commonwealth of Australia 2021) and the Australasian Underwater Cultural Heritage Database (Department of Agriculture, Water and the Environment 2021b) which includes the following sources:

- World Heritage List, National Heritage List, Commonwealth Heritage List, Register of the National Estate and National Trust Register.

- Victorian Heritage Register and Inventory.

- Local Council Heritage Overlays and/or Planning Schemes.

- Aerial imagery where available.

- Historic map sources such as Parish survey plans.

- Australasian Underwater Cultural Heritage Database (shipwreck, aircraft and other underwater cultural heritage locations).

- Previous historic heritage assessments.

The desktop assessment assessed information gathered from the above sources and comprised the following:

- Assessed the search area for landscape features that were likely to indicate presence of historic heritage.

- Mapping of all previously registered historic heritage places within the search area.

- Examined, collated and analysed any previously undertaken heritage or archaeological studies that encompassed the search area.

- Developed predictive statements of potential for historic places and values within the search area.

Assessment of historic places

Previously registered historic places were classified according to local heritage theme. The themes are:

- First contact and exploration.

- Settling the land.

- Developing primary production.

- Utilising natural resources.

- Transport and communications.

- Industrialisation and making a region.

- The environment and managing public land.

- Building settlements and towns.

- Governing and administration.

- Developing cultural institutions and way of life.

Historic places within the search area are classified as either terrestrial or marine. Marine historic places comprise of places that are on the Australasian Underwater Cultural Heritage Database (shipwreck, aircraft and other underwater cultural heritage).

3.1.3   Predictive statements

Based on known heritage themes and values within the search area, a series of predictive statements concerning the potential for unknown historic places in the search area can be developed.

Unlike Aboriginal cultural heritage places, historic sites are generally confined to fewer isolated occurrences, rather than wide distributions of cultural material over the landscape. Therefore historical site predictive models rely more on interpretation and manual digitisation of historic sources, maps, aerial photographs and field assessment. Variables are related to highly specific features, such as whether a particular early building appears on a historic map. Over the extent of the search area, these may include thousands of individual points that need to be georeferenced and manually added to the predictive model. It is recommended that this analysis be applied once a smaller investigation area has been finalised.

3.2   Limitations

The desktop assessment relied on existing databases and spatial information, and the quality of the data utilised determined the reliability of any conclusions drawn and the quality of the final product. Many of the historic site registrations available on heritage databases have been recorded using outdated formatting, lack

data, or include little to no spatial information, making many of the registrations unreliable without an updated on-site inspection of the place to confirm data.

The desktop assessment and predictive modelling relied on the distribution and extent of previous assessments of the search area. Some areas in the search area may have undergone no previous assessments. If there has been limited assessment within an area there is still potential for unrecorded historic heritage to remain within that area.

At the time of this report, information on the Victorian Heritage Database (VHD) was limited for some of the places. Access to the historic place descriptions from the City of Sale Heritage Study (Context Pty Ltd 1994) was not available, therefore some historic places within the search area were unable to be completely summarised. Historic theme and historic place type was attributed from the title of the place.

The following assumptions and exclusions apply to the report:

- The search area used in the report is not determinative, and will be subject to change. As such the advice contained within the report may not accurately or adequately assess any final design plan.

- The search area should not be considered the area of influence.

- No title searches have been undertaken to confirm the land tenure arrangements, including the purpose of reservations on Crown land.

- Data utilised as part of the assessment may be aged and as a result, unreliable. Detailed, on-ground assessment is the only way to clarify the reliability of the data sets.

- No ground truthing has occurred to confirm the data presented in these data sets.

3.3 Heritage advisors

Erica Walther BArch(Hons)

Erica (B Arch Hons (2007)) is the Manager – Heritage (Victoria) and has over 15 years' experience as a heritage consultant. Erica specialises in project management, community liaison and the resolution of complex cultural heritage issues in varying situations. Erica provides specialist cultural heritage legislative advice and completes technical reports to meet the requirements of heritage legislation. Erica has broad experience completing various heritage assessments, including over 60 CHMPs. Erica carries out cultural heritage inductions, salvages, and other compliance requirements for completed CHMPs. Erica has also completed Due Diligence Assessments, Heritage Impact Assessments, "Consents to Disturb" and other permit applications, conservation management plans, and heritage reports. Erica has also assisted on a wide variety of other heritage projects, including as an expert witness and with planning and overlay applications.

Erica is a full member of the Australian Association of Consulting Archaeologists and is a listed heritage advisor under the *Aboriginal Heritage Act 2006*.

Christine Morgan BArchPrac, MArchScAdv

Christine has over two years of industry experience working with Biosis since February 2019, after completing her Master of Archaeological Science (Advanced) at the Australian National University. She specialises in stone tool analysis. She has experience in contributing and co-authoring CHMPs and salvage reports.

As a Project Archaeologist at Biosis, Christine provides support to consulting archaeologists and has experience undertaking archaeological surveys, subsurface testing programs, Aboriginal place salvages and historic excavations in Victoria and New South Wales.

Christine is a registered cultural heritage advisor under the *Aboriginal Heritage Act 2006*

3.4   Stakeholders

- Latrobe City and Wellington Shire Councils

- Centre for Gippsland Studies

- Local historical societies (Wellington Shire Heritage Network, Morwell Historical Society, Traralgon District Historical Society, Rosedale Historical Society, Sale Historical Society)

- Heritage Victoria

- National Trust of Australia (Victoria)

4 Desktop Assessment

4.1 Historical themes

Historical themes have been summarised from the heritage studies for Wellington Shire (Context Pty Ltd 1994, Context Pty Ltd 2005, Heritage Intelligence Pty Ltd 2016) and Latrobe City Council (Context Pty Ltd 2010).

4.1.1 First contact and exploration

Indigenous occupation

Prior to European colonisation, the Victorian landscape was delineated by socio-dialectical groups who shared a common language and who as a group identified as owning particular areas of land, with individually maintained tracts of country. This was a system of spatial organisation based on land tenure (Clark 1990). Aboriginal groups mapped natural features as boundaries for their ranges, estates and economic territories. The Gunai/Kurnai held land from the coast at Cape Liptrap, west of Wilson's Promontory and east to Point Hicks; this includes lands across the Gippsland Lanes and up to 200 kilometres inland to the Great Dividing Range. The Gunai was comprised of five named groups: the Brataualung, Brayakaulung, Tatungalung, Brabalung and Krautungalung. The search area was occupied by the Brayakaulung north of Lake Wellington, Tatungalung south of Lake Wellington along the coast and Brataualung south of Merriman's Creek (Clarke 2011).

Discovery of Coastline

The first recorded European observation of the Gippsland coast occurred on New Year's Day 1798 by George Bass for his description of Ninety Mile Beach (Context Pty Ltd 2005).

'Straitsmen' eventually began to enter into the Gippsland region. These people were in the area unofficially and were a combination of sealers and whalers, escaped convicts from Van Diemen's Land, traders, wattle-bark gatherers, sailors and other opportunists. They lived a rough existence in temporary settlements centred on Wilson's Promontory and the Bass Strait Islands. It is likely the first permanent non-Aboriginal people to live in the Gippsland region were the sealers, who established settlements in places such as Sealers Cove to the south east of Port Albert at Wilson's Promontory, and small islands off the coast in Bass Strait. Sealers were left to set up their own small settlements and facilities for the extraction of seal oil and skins. Small cauldrons were used to render the oil from the blubber of seals and sea elephants. The sealing industry boomed from the late 1700s, however the depletion of the seal population led to the demise of the industry by the 1830s to 1840s (Morgan 1997).

Pioneer explorers

The area remained relatively unknown (except for sealers) until the mid-1830s, where squatting runs had been set up on the Omeo Plains. Angus McMillan, an employee of Monaro district cattle pasturer Lachlan Macalister, undertook two expeditions into the region with an Aboriginal guide to Buchan and followed Avon River and Macalister River to its intersection with Latrobe River, selecting Numbla Munjie (Ensay) as a station. Another station was established on the Avon River for Macalister and a track was cut (Context Pty Ltd 2005).

In 1840 polish explorer Paul Strzelecki crossed the Latrobe River, heading for Western Port, and named the area Gipps Land, after the Governor (Context Pty Ltd 1994). Both McMillan and Strzelecki disputed each

other's claims as the founder of Gippsland. Both were honoured by erection of historic memorials along the explorers' routes by the Victorian Historical Memorials Committee (Context Pty Ltd 2005).

A port was required for ease of shipping stock to market and on 14 February 1841 McMillan reached the location of Port Albert on the coast. Interest in settling Port Albert increased after the exploration from crew and passengers shipwrecked on the *Clonmel* at Corner Inlet in January 1841 and other settlers began exploring the region. A group of pastoralists formed the Gipps Land Company and chartered the *Singapore* to Corner Inlet, found a channel and began exploring the hinterland. They described the land as well-grassed and timbered (Context Pty Ltd 2005). Led by William Brodbibb and Aboriginal man Charlie Tarra, they followed the Latrobe River west in search for an overland route to Melbourne, but were hampered by difficult terrain (Context Pty Ltd 2010).

Pastoral occupation

The pastoral occupation of the grassy plain and high land at the Macalister River was rapid with 40 stations established by 1844, after squatting was legalised in 1836. In 1845, T.S Townsend surveyed all 64 Gippsland runs, of which in 1848 two thirds were located within Wellington Shire including around Port Albert, from the road from the Port, the Latrobe River, Lake Wellington and Avon River. By 1857, nearly the entire Shire was occupied apart from mountainous areas. As the district was settled, the existing Aboriginal names were replaced by Scottish and imperial names like Clydebank and Glenfalloch (Context Pty Ltd 2005).

Botanical exploration

Historical accounts of vegetation in the Shire allow for an understanding of the environment before widespread vegetation clearance resulted in the little native vegetation present today. The collection of samples and research of Government botanist Ferdinand Mueller, A.W Howitt, and beekeepers Tarlton Rayment and Bill Cane added to the understanding and some preservation of native vegetation in the region (Context Pty Ltd 2005).

Surveying

In 1841, T.S Townsend was the first to survey Corner Inlet and ships began using the location of Port Albert. Townsend also mapped the surround hinterland, showing rivers, early roads to Port Phillip, Monaro and pastoral runs. Other early surveyors started marking early tracks, including a track north of the Latrobe River going overland to Melbourne and pack horse tracks from Rosedale to Yarram to Alberton. Pastoral runs and rivers were mapped in the 1850s -1860s, with maps showing vegetation, soil, terrain, roads, bridges, huts and fenced paddocks. Later, townships and roads were surveyed, first with Maffra surveyed in 1864. William Turton, a surveyor in Gippsland, surveyed the townships of Alberton, Rosedale, Sale, GIffard, Tarraville, Stratford and Woodside. Between the mid-1930s to early 1940s, the Royal Australian Engineers surveyed and mapped the contours of Wellington Shire (Context Pty Ltd 2005).

4.1.2   Settling the land

Phases of land settlement

Squatting and displacement of First Peoples

Squatters flocked to the area as the open grassland and well-watered rivers in the Gippsland region were ideal grazing land. They were invading the country of the Ganai people, who had used burning practices to create the sought after grassy plains to encourage grass for hunting of kangaroos, described by early settler William Brodbibb. The invasion was violent and many Ganai people were targeted and killed. In 1843 a massacre occurred at Warrigal Creek near Port Albert (Context Pty Ltd 2005).

Port Albert was a vital part of the squatters' success at Gippsland. By 1842, a shipping route was set up between Port Albert and Hobart where live sheep and cattle were shipped. Buildings in Port Albert that date to the 1850s, such as the former hotel and immigration barracks demonstrate its importance in the landscape (Context Pty Ltd 2005).

In the 1850s, squatters were able to purchase sections of the land via pre-emptive rights, encouraging the construction of permanent buildings. Early slab and bark homesteads, school houses and cemeteries were built. After fifty years when the holdings had become more consolidated, descendants of the original homestead owners built grand architect designed mansions, incorporating the earlier houses on site. Examples include Crooke's Holey Plains constructed in the 1890s near Rosedale and Kilmany Park, built in 1906 by William Pearson (Context Pty Ltd 2005).

Selection

Selection acts were introduced, with new maps separating the land into new counties and parishes, and further divided into farm allotments available for selection. The purpose was to promote land settlement and decrease the hold of grazing and squatters, and encourage cultivation. The earliest selection acts occurred around early townships like Maffra, Port Albert and Sale. After the entire state was open for selection, selectors inhabited a range of landscapes across Gippsland, with selectors occupying the high Strzelecki ranges by the 1880s. Selectors were allowed to occupy areas where gold was found. Depending on the size and terrain of their selection, selectors' success at farming their allotments varied. Past establishment of their properties, the selectors constructed more permanent farm buildings, gardens, stables, and fencing, and drained the swampy morass areas and replaced native grasses with crops. Many of the buildings from these early settlements still exist today (Context Pty Ltd 2005).

In the wooded areas of the Strzelecki Ranges, extensive timber clearing occurred and grass sown to replace it. While many early selectors moved into the ranges, eventually viable farming was not achieved and many farms were abandoned. In the 1950s, the Forests Commission and APM Forests Pty Ltd (Australian Paper Manufacturers) began buying land and re-foresting. Bushfires have destroyed many of the buildings and school buildings in the ranges, removing the evidence of early settlement. Alpine areas were never opened to selectors and instead, grazing licences were introduced, with lower settlements grazing their cattle in summer in the higher areas. Cattlemen's huts were the only evidence of the temporary settlement patterns in the alpine country (Context Pty Ltd 2005).

The 1870s rail line to Traralgon and the opening of the Land Office attracted settlers to the Traralgon region. With the end of the Loy Yang run in 1877, conditions that setters had to fulfil changed to include fenced boundaries, the construction of a house with the elector living on their own property and for a percentage of the land to be cleared and cultivated each year(Context Pty Ltd 2010).

Village settlements

In Wellington Shire, village settlements were established as Rosedale and Sale after the Victorian government introduced the village settlement scheme. The scheme was established in the 1890s in response to the depression, designed so that unemployed people from Melbourne could come live on small allotments and supplement farming with seasonal work. However, it was local people that mostly settled in the villages. The land set aside for the scheme were the town commons, with 1200 acres of the Rosedale area made available for settlement but little reliably cultivated. In Sale, the commons regularly flooded and so 430 acres of the drier areas and a second block on the higher Government Paddock was also included. In the early 1900s, a third of this land was cultivated and cottages still remain from both settlements today (Synan 1994).

Closer settlement

The Victorian government introduced closer settlement legislation in an effort to promote intensive land use in the area. The Closer Settlement Board purchased large pastoral estates and subdivided them into

settlements of a maximum value of 2500 pounds. Settlers could only occupy one plot to limit the size of the farms. This scheme allowed for Wellington Shire to become the irrigated, dairying landscape it is today. In Gippsland, the scheme was predated by private development, with private farms subdivided into smaller farms or factory houses being built next to factory sites (Foster Brothers butter and cheese factory in Boisdale) (Context Pty Ltd 2005).

In 1911, the Closer Settlement Board purchased 2500 acres of Foster's estate into 57 40 acre farms for growing sugar beet. However, the rainfall was not enough for the project and an irrigation scheme was developed from a weir in Glenmaggie on the Macalister River to provide water to river flats around Maffra and Sale in 1920. Other closer settlement schemes included settling British migrants near Sale and at former squatting runs at Kilmany Park and The Heart. Many of the cottages and farm buildings still survive. In 1915, the Royal Commission assessed the scheme as a failure (Context Pty Ltd 2005).

Soldier settlement

Despite the failure of the Closer Settlement scheme, the scheme was reused for giving returning soldiers farms to settle. Victoria aimed to settle over 16,000 soldiers, including in areas of Gippsland such as Kilmany Park, Avon, Seaspray, Giffard, Woodside, Gormandale, Carrajung and Balloong (Fletcher 1988). Despite the closer settlement estate at Kilmany Park being singled out by the 1915 Royal Commission, in 1921 a soldier settlement was established which repeated the same mistakes. The land was subdivided into 36 lots but farming was hindered with the Latrobe River constantly flooding and with European dairy prices recovered after the war. In combination with the depression, soldiers were not able to support a family and fell into debt, so the Victorian Government revalued the land and their debts were written off. The houses, farm buildings, two schools and roads named after settlers are still standing and reflect the changes in settlement schemes from squatters to soldier settlements at Kilmany Park. Other Second World War schemes in Wellington such as Nambrok Denison and Evergreen estate were more successful (Context Pty Ltd 2005). The Hazelwood estate began as subdivided soldier settlement farms after the First World War. Many of the soldiers abandoned their farms as the land size was too small and the ones close to the river flats got flooded. After the Second World War, soldier settlements were more carefully planned out, and as a result, more successful (Context Pty Ltd 2010).

New settlers

In the mid-1970s, Wellington Shire attracted a new settler seeking an "alternative lifestyle". Those who rejected city life chose to move to Wellington Shire in order to live self-sufficiently and sustainably. The new settlers occupied bush and hill settings, constructing mud, stone and wood houses (Context Pty Ltd 2005).

Immigration

From the 1850s, Gippsland was attracting British immigrants to work at Port Albert. In 1856, the *Victoria* arrived at Port Albert delivering single female migrants and couples from England. In 1857, the immigration barracks at Port Albert were built for them, which still stands. Chinese gold miners arrived in Gippsland in the late 1800s, and stayed working at Sale or Maffra as packers or at market gardens. In the 20th century, the Empire Agreement Act promoted middle class British settlers in the 1920s to move to small farms in Gippsland. They were victims to the closer settlement failure, who struggled to viably farm on small settlements (Context Pty Ltd 2005).

After the Second World War, European migrant families settled at the West Sale Holding Centre, converted West Sake RAAF Base. The men worked in factories, construction of public works, railways, saw mills, for the State Electric Commission at Latrobe Valley or State Rivers and Water Supply Commission (Context Pty Ltd 2010). Many migrants of European background moved to the Latrobe Valley for work, making the region relatively multicultural. In the 1960s, American gas and oil executives settled in Sale, with houses built on the subdivided paddocks east of Guthridge Parade. These houses were built differently than the existing Sale

houses for the American executives, large with open living, dishwashers and water disposal (Context Pty Ltd 2005).

4.1.3   Developing primary production

Grazing

With its grassy plains and the promise of a port in which to trade, sheep and cattle grazing attracted the first settlers to Gippsland. William Raymond was one of the first settlers in the region, he brought 8000 sheep to runs at Stratford and Strathfieldsaye three weeks after reading Strzelecki's account. By 1844, there were 15,000 cattle and in 1845 there were 78,399 sheep. In 1842, the *Waterwich* sailed the first live shipment of cattle from Port Albert to Hobart. Grazing shipments from Port Albert topped in 1866, instead being moved overland. Port Albert also allowed for the shipment of wool, sheep to Tasmania and shipments to New Zealand. Squatters struggled with livestock disease, fluctuating markets and dingo attacks. They produced tallows, skins and hides to export (Context Pty Ltd 2005).

Primary production diversified in the settlement period. The estates that developed from squatters runs continued to graze livestock and saleyards were built in many towns. In the 1950s, the development of myxamatosis to control the rabbit population improved pasture and so sheep and cattle farmers benefitted and markets expanded. Cattlemen used to bring their stock from high country in summer down stock routes to the saleyards in Maffra and Heyfield. Summer pasture in alpine areas was consistently used for grazing during this period, with the holding yards and cattlemen's huts in the high country now important heritage sites (Context Pty Ltd 2005).

Dairying

Gippsland developed into an important dairying region in Australia. In the first period of European settlement, dairying was limited to local production as lack of transport to market meant dairy products would spoil. In the 1870s, cheese manufacturing spread in the region as cheese was easier to transport. Maffra and Sale became a major cheese making region with companies and private manufacturers. Cheese manufacture was replaced by the milk industry in the 1880s. The dairying industry moved from small scale productions to factory manufacturing, with the improved transport from the rail line between Melbourne to Sale opening in 1878, and technological improvements in dairy making equipment. In the 1890s, further dairying factories opened and dairy farms established themselves in the hill region at Yarram. Glenmaggie Weir provided the irrigation needed for the development of the dairying industry. The settlement schemes near Maffra and Sale increased the number of small dairying farms in the late 1800s-early 1900s. In response milk factories from Nestle, Common Wealth Milk Factory and Maffco Factory were built close to Maffra Station. A milk factory was also built in Traralgon (Context Pty Ltd 2010). Murray Goulburn is the main receiver of milk in Gippsland (Context Pty Ltd 2005).

Crops

As discussed above the Closer Settlement scheme was established for settlers to grow sugar beet, however achieved limited success due to the lack of rainfall. The Maffra Sugar Company was established in 1896 with government investment. The Maffra sugar beet factory was the only of its kind to operate in the southern hemisphere and stood next to Maffra Station. It opened in 1898 but limited supply of beets meant the factory closed in 1899, only to be opened in 1910 by the Department of Agriculture. Still the supply of beets was not enough and so the Glenmaggie Weir was built to irrigate the area in 1919. The irrigation system was more beneficial to the dairying industry and so the factory was sold in 1953 and demolished in 1964. Hops, tobacco,

maize and flax have all been cultivated in Gippsland (Context Pty Ltd 2010). Recently, vegetable growing has increased in Longford and the Macalister Irrigation Area dairy farms (Context Pty Ltd 2005).

4.1.4 Utilising natural resources

Gold mining

Like in other areas of Victoria, the discovery of gold was important in the development of the region in the 1850s, with alluvial fields worked across Gippsland. Exploration and prospecting were sponsored by the government in order to stimulate the faltering mining economy. Settlements were constructed in the mountains but were abandoned after the goldfields were no longer finding gold. Some miners settled on the plains and became farmers. Sale and Port Albert benefitted from the increased trade the gold mining brought to the area. Grant and the smaller mining towns near Crooked River were abandoned by 1916, now labelled a Historic Area. Other mining towns in the region included Freestone Creek, Talbotville and Dargo (Context Pty Ltd 2005). In Latrobe City, gold was first discovered at Stringers Creek in 1962 and gold was mined at Walhalla. Those successful at Walhalla opened businesses in Traralgon and Morwell, and people moved into these towns once the mines closed (Context Pty Ltd 2010).

Coal mining

In Wellington Shire, little coal has been mined although brown coal deposits do exist in the area. The poor quality of the coal has prevented any intensive mining practices in the area and recently community protests prevented coal mining at Merriman's Creek (Context Pty Ltd 2005).

In Latrobe City, black coal is present south of Moe and began to be mined from the mid-1880s. The coal was transported to Melbourne via the Moe to Thorpdale line in 1887. After 1900, the mines closed as the coal seams were thin and hard to mine and freight via train was expensive (Context Pty Ltd 2010).

Quarrying

Stone quarrying, and gravel and sand extraction occurred across Gippsland. At Freestone, a stone quarry operated in the 1860s. Lime deposits around Sale meant the area participated in lime burning activities and lime burning kilns were required. Lime kilns were built next to the quarries and factories and houses for the workers were built nearby. By 1891, three lime burning kilns were in operation around Sale: The Dutson Lime Works, the Armidale Lime Company and the Boggy Creek Lime Works; and three kilns were in operation on Merriman's Creek. The lime was transported by horse to railways stations at Sale and Rosedale. Lime from the Tyers River was transported to Melbourne via the Traralgon Railway Station (Context Pty Ltd 2010). The depression in the 1890s reduced the demand for lime and building activities slowed. In the 20th century, lime quarries were opened at Darriman, Woodside, Longford and Merriman's Creek. Many of the kilns and quarries have survived and are registered heritage places (Context Pty Ltd 2005). In the 1880s, marble and shale oil were attempted to be mined from Toongabbie, however both exploits failed (Context Pty Ltd 2010).

Oil and gas

The oil and gas industry brought business and employment to Sale and Gippsland. The government began searching for oil resources after the end of the First World War, the 1930s and after the Second World War, however no sources of commercial success were discovered inland. In the 1960s, Esso BHP discovered oil in the Bass Strait and pipelines under the seabed to a processing plant near Longford were constructed. In the 1960s and 1970s, Sale housing became in demand as it became the administrative centre for Esso BHP, and houses, office buildings and shops were built. Sale's economy was suffered after Esso BHP administration moved to Melbourne in the 1990s (Context Pty Ltd 2005).

Timber

Since the first settlers arrived in the region, the wooded areas of Gippsland have continuously been used for timber harvest, and later, production. One of the earliest mills was William Forbes Stratford Steam Saw Mill at now Invermichie, later opening the Victoria Saw Mill, which operated harvesting red gum from 1865 until the trees were cleared in 1889. Many other spot mills were in operation across Gippsland and at the Strzelecki Ranges, but little physical evidence remains for their operation. In the 1910s, the Goodwood Timber and Tramway Company used timber from its saw mill at Mullungdung Forest to construct a steel tramway from the mill to Port Albert, to be loaded onto the railway. In the 1950s, the alpine timber industry also began, transforming Heyfield into a timber town. In contrast, naturalist Tarlton Rayment protected the location of the now state significant botanical site Briagolong Red Gum Reserve (Context Pty Ltd 2005). In Latrobe City, the development of the rail lines to Sale in 1879 and from Traralgon to Stratford in 1886 allowed for the expansion of the timber industry (Context Pty Ltd 2010).

Wattle bark stripping was an early industry of Gippsland, as it was used in the tanning process. From the 1840s, wattle bark was exported into Melbourne and a tannery was opened in Port Albert. Tanneries in Sale, Longford, Rosedale, Heyfield, Stratford and Wurruck opened by the 1880s. The industry died in the 1960s, as tanneries moved to using substitutes. In the 1950s, APM began buying land in the region for a timber farm, and pine and mountain ash were planted. Many plantations are still in use today, and areas of revegetated forest also mark the landscape (Context Pty Ltd 2005).

Fishing

The fishing industry began at Port Albert by the mid-1860s, with the first fish being cured by Chinese immigrants. Fresh fish were exported to Melbourne by rail or steamer from Sale by the 1880s, and from 1892 Port Albert after the railway construction. Transport and communications. Shark and flounder fishing were the focus of the industry near Sale, and by 1983, marine park management plans limited the commercial and amateur fishing in Corner Inlet (Context Pty Ltd 2005).

Water

The earliest settlements in Wellington Shire and Latrobe City were situated within close proximity to a water supply. As settlements grew and demand for water increased, engineered water supply systems were constructed in the early 20th century. Smaller pipes and reservoirs were built to supply Traralgon and Moe with water. Between 1959-1962 the Moondarra Reservoir was constructed, which is now the main source of water in Latrobe City. The Yallourn Storages, a series of reservoirs on Latrobe River, were constructed by the State Electricity Commission of Victoria (SEC) and the Yallourn Storage Dam, also known as Lake Narracan, was constructed in 1959-1961 (Context Pty Ltd 2010).

4.1.5   Transport and communications

Shipping

At the start of settlement in Gippsland, sea transport was the most significant transport option, as overland routes had not yet been developed. Port Albert was stopped at by ships sailing between Melbourne and Sydney. It allowed for the trading of livestock and their exports to Tasmania and New Zealand. In 1844, as trade increased a customs officer was appointed and a customs office was built. The gold rush in the 1850s further increased trade. The small jetty built in 1846 was replaced by a wharf and three private jetties in the 1860s. Despite a lighthouse being built on Snake Island, replaced in 1880s by a flagstaff, there were multiple shipwrecks at the entrance to Cornet Inlet and so life rescue systems were developed (Context Pty Ltd 2005).

By the mid-1860s, the development of the roads to Melbourne meant Port Albert gradually lost significance to the regions trade and became less significant to the Gippsland economy, as stock and goods were transported to Melbourne over land. This was furthered by the introduction of the railway to Sale in 1878, South Gippsland to Port Albert in 1892, and the opening of the Gippsland Lakes to steamers, giving them direct access to inland towns. Fishing and shipbuilding activities waned in the 1960s. Port Albert is still being used now for recreational fishing and boating, and the Maritime Museum records the history of Port Albert to the Gippsland region (Context Pty Ltd 2005).

From the 1850s, the Gippsland Lakes were used for shipping access to inland towns. Ships from Melbourne, Sydney, and Hobart were using the Lakes for access to Sale's port on the Latrobe River, connecting Sale directly with Melbourne. At the port, two hotels and storehouses were constructed. A silt bar blocked access to the Latrobe River in the late 1860s and so a channel was cut through in the 1870s. There were also wharves on the Avon River at Redbank and Clydebank, although these eventually shut down. The steamers using the Latrobe River carried recreational passengers, timber, wool, wattle bark, and supplies for the gold towns. The Sale Canal was constructed between 1886-1890 and further connected Sale to the Gippsland Lakes. However the improvement to roads and the boom of the rail line meant that by the 1930s, the steamers ended their service. Sale Canal and the Swing Bridge are still in place and represent the importance of river transport to the development of Sale (Context Pty Ltd 2005).

Roads

Swampy land and rivers limited the first roads in Gippsland and hindered the overland route to Melbourne. In the 1850s the discovery of gold at Omeo and Stratford meant greater numbers of travellers in the region and on the rudimentary tracks, with associated dwellings developing on the route. Tracks were cut in the high country after further gold was discovered. These tracks were only accessible via horse back or bullock dray. After the 1850s, district road boards and developing shire councils developed and maintained the roads, and constructed new roads and bridges. In 1859 a coach service first began to operate between Sale and Port Albert, from Sale to the goldfields and to Bairnsdale in the 1860s. In 1865, a coach service opened between Sale and Melbourne after the improvement of the track to Melbourne. The opening of the rail line connecting Sale to Melbourne in 1878 ended the coach route. In the 1900s the introduction of motor cars in the region is associated with the further improvement of roads and bridges. In the early 20th century, roads into the high country were slowly improved. In 1938, the South Gippsland Highway was announced and followed part of the route between Yarram and Sale, and the coach road to Melbourne (Context Pty Ltd 2005). In Latrobe City, the Gippsland Road was the predominant coastal link between Melbourne and Sydney. It was renamed as the Princes Highway in 1921 and sealed in 1930 (Context Pty Ltd 2010).

Bridges

Bridges allowed for the connection of transport routes over swampy land and rivers in the Gippsland region. Before bridges were constructed, rivers were forded and at the Latrobe River, punts were used near Rosedale and Longford, and over the Macalister River at Maffra. The first bridges were built over the Tarra and Albert Rivers. By the 1860s, a bridge crossing the Latrobe River, morasses near Longford and bridges over smaller streams between Sale and Port Albert had been built. With the opening of the rail line connecting Sale to Melbourne, the Swing Bridge was built to replace the old bridge in 1883. Frequent flooding caused the small wooden bridges to be replaced by larger, better constructed bridges, with many of them now replaced by steel and concrete structures (Context Pty Ltd 2005).The Scarne Bridge was built in 1875 over the Latrobe River, linking Traralgon with Tyers and Glengarry. In 1934, the bridge was partially washed away and the current concrete bridge sits in a slightly different site (Context Pty Ltd 2010).

Railways

Work began on the rail line between Sale and Melbourne in 1875 which was completed in 1878, and further extended to Bairnsdale. The main Gippsland line was connected with a loop line to Traralgon in the 1880s. With the construction of the Glenmaggie Weir in the 1920s, a tramline was constructed from connecting the weir site to Heyfield. The Gippsland rail line had a significant impact on connecting Gippsland to Melbourne. The Great Southern line to Port Albert was built in 1892, later extending to Yarram in 1921. Since the 1950s, rail travel decreased in the Gippsland region, with now only one Gippsland line running and terminating at Sale. Some remnant stations are still standing at Maffra and Stratford (Context Pty Ltd 2005).

The connection to railways, and therefore, through to Melbourne was extremely significant to the development of Latrobe City. The stations at Traralgon, Warragul and Bairnsdale were some of the earliest in the region, and the railways provided an early overland trade line to Melbourne. In the 1880s, the loop from Traralgon to Stratford was complete, and helped connect the dairy, timber and livestock industry in isolated rural land. Later, it aided the mining industry (Context Pty Ltd 2010).

Air services

Airfields were built at East Sale and West Sale for military during the Second World War. The East Sale airfield became a peacetime training centre after the war. The West Sale airfield was used as a holding centre for displaced persons and then as an aerodrome for commuter, charter and agricultural flights (Context Pty Ltd 2005).

Communications

In 1843, the first post office was opened in Alberton and mail was brought by coastal steamers. In 1848, a post office was opened in Sale and a regular mail service was established coming overland from Melbourne. For most of the Gippsland region, the first post offices were established as part of homesteads, hotels, stores or schools. The Port Albert post office, built in 1865, is one of the oldest post offices still standing in Gippsland, now used since its closure in 1972 as a private home (Context Pty Ltd 2005). A grand post office was built in Traralgon in 1886 (Context Pty Ltd 2010).

In 1864, the first telegraph line from Port Albert and Sale to Melbourne was built, with Rosedale later connected in 1867. In the 1890s to early 1900s, the telephone line was constructed, connecting Melbourne to many of the isolated communities. Two radio stations were established in Sale in the 1930s. One of eight worldwide OMEGA bases is located at Darriman. Constructed by 1982, it allowed for the provision of all-weather navigation (Context Pty Ltd 2005).

4.1.6   Industrialisation and making a region

Providing the State with fuel and power

The brown coal reserves close to the Latrobe River developed into an important industry for the Latrobe City region, attracting workers and migrants, and boosting the economy. The brown coal reserves are some of the largest coal fields in the world and were first discovered by Henry Godridge in 1874. In 1889, the brown coal was mined by the Great Morwell Coal Mining Company using open cut mining and pioneering the manufacture of briquettes in Victoria. Though mining ended after 10 years, it provided a fuel source alternative to the black coal the state imported from NSW. In response to the shortage of fuel in the First World War, the SEC began mining the coal in the 1920s at an open mine at Yallourn, with the old mine opened in the 1930s. The brown coal was continued to be mined until the post war period and the landscape changed from woodlands and dairy farms to an industrial area (Context Pty Ltd 2010).

With the post war increase in demand for electricity, the Latrobe Valley began to develop, with another open cut mine, briquette factory, power station and coal gasification plant planned at Morwell, although the coal from Morwell was found to be unfit for briquette making in 1959. The Hazelwood power station was constructed between 1964-1971, and the Loy Yang complex began construction in the late 1970s. The SEC had created an industrial landscape but during the 1990s, the SEC was privatised and power stations were sold off as separate companies.

Paper manufacturing

In 1937, the Australian Paper Manufactures (APM) developed a paper pulp plant north of Morwell. The plant was expanded after the Second World War to meet demands for timber used for building materials. APM provided houses for its employees in Morwell and Traralgon.

Clothing and textile manufacturing

In the post war years, the lack of employment for women in the region meant women were leaving to seek employment elsewhere. New textile industries were encouraged by the local government to set up in the Latrobe Valley to provide employment to female school leavers. Factories included Glovers in Moe and La Mode in Morwell and Traralgon.

4.1.7 The environment and managing public land

National parks and reserves

From the early 20th century, shires began setting aside spaces for national parks and reserves. These areas preserved remnant vegetation and reflected changing attitudes towards the environment. Tarra Bulga National Park was the first park established by Alberton Shire, with a small 20 hectares set aside as a park in 1903. By 1986, Tarra Bulga National Park was 1,230 hectares. In 1929, Lake National Park at Sperm Whale Head was protected. In 1977, the Land Conservation Council reserved land for Holey Plains State Park near Rosedale and also established the Lakes Coastal Park in1979, which protected Ninety Mile Beach and outer barrier dunes and lakes. The Land Conservation Council also protected alpine areas of Gippsland, establishing the Wonnangatta Moroka in 1979. These alpine parks were under contention as summer grazers with grazing licences were worried that the creation of parks would end the summer grazing practices. Marine parks, including the Nooramunga Marine and Coastal Park, were set up by the state government in 1983 (Context Pty Ltd 2005). Morwell National Park was established in 1966 to protect the Strzelecki Ranges remnant vegetation. Edward Hunter Bush Reserve in Moe was centred on a water storage dam (Context Pty Ltd 2010).

Changes to lakes and rivers

Pollution from past land use activities affected the natural environment. The development of a sewerage farm at Dutson Downs in 1957 coloured the water of Lake Coleman and the south of Lake Wellington, reducing light penetration. As a result, Lake Coleman became a dead lake. The plan to dump radioactive waste in Lake Coleman in the 1980s mobilised the Save the Gippsland Lakes Committee. Since its formation, the health of the lakes has been assessed, measuring how farming practices, land clearance, increase salinity and erosion have changed the lake (Context Pty Ltd 2005).

Avon River was identified as a flood risk in the 1940s. Past mining practices and land clearance had accelerated erosion along its banks. In the 1950s, concrete structures and willow planting was undertaken to try to stabilise the Avon River banks. Similar changes have been noted on the Latrobe, Thomson and Macalister Rivers (Context Pty Ltd 2005).

Fires and floods

Since European settlement, many fires have burnt through the Gippsland region causing varying results of damage. The frequency of bushfires in the region promoted the formation of local fire brigades and volunteers in the 1940s. Floods are also very frequent in Gippsland, due to the Gippsland Lakes and major waterways that cross the region. In particular, Avon, Latrobe, Macalister and Thomson Rivers have flooded multiple times. Flooding has washed away bridges, damaged stock, property, roads and soil of pastures (Context Pty Ltd 2005). In Latrobe City, draining of the Moe swamp in the 1890s likely contributed to the increased flooding of the Latrobe River (Context Pty Ltd 2010).

Introduced species

In the 1890s, rabbits moved into the Gippsland region and added to the erosion. Farmers had to focus on eradication until the myxamatosis virus was introduced in 1950. Blackberries and other introduced weeds including St John's wort and ragwort has spread across the region (Context Pty Ltd 2005).

4.1.8   Building settlements and towns

Ports

In most towns in Gippsland, distinctive buildings and sites reflect the diversity of beginnings and functions of each town. Buildings still standing in Port Albert demonstrate its use as an old colonial port and administrative centre. The wharf, Sale Canal and Swing Bridge on the Latrobe River near Sale reflect its importance as an inland port in the region (Context Pty Ltd 2005).

Service centres

Its access to Melbourne via the inland port and railway meant that by the 1870s, Sale was the regional centre of the central Gippsland region. A hospital, secondary and tertiary education institutions, commercial and retail businesses, courthouse, government offices and secondary industries served the inhabitants of Sale and the wider region. Yarram, Maffra, Stratford and Rosedale also served as smaller service centres, with hospitals, schools and businesses (Context Pty Ltd 2005). In Latrobe City, smaller service centres included Morwell Bridge, Traralgon South and Tyers (Context Pty Ltd 2010).

Small farming centres

Briagolong, Clydebank, Tinanmba, Willung and Woodside had schools, hotels, churches, general stores and halls to service the surrounding farming districts (Context Pty Ltd 2005).

Tourist towns

The coastal areas attracted tourists with its spectacular landscape. As early as the 1860s, visitors to Prospect Reserve were arriving to see Ninety Mile Beach in the summer. Renamed Seaspray, tourism is still the town's primary function. Holiday homes were constructed at the estate towns of Golden Beach and Paradise Beach in the 1950s. McLoughin's Beach, Reeve's Beach and Woodside Beach were popular for picnickers while Port Albert, Mann's Beach and Robertson's Beach were used for recreational fishing and boating (Context Pty Ltd 2005).

Mining towns

With the discovery of gold in Gippsland, small gold mining settlements appeared on Crooked River, Upper Dargo River and their tributaries. Toongabbie was the last supply town before the mountain route to

Walhalla. Coalville was settled when black coal was found in the area south of Moe (Context Pty Ltd 2010). Most of the gold mining towns disappeared after the miners left the goldfields, including Grant which was an important gold mining town in the 1860-1870s. Dargo lasted as although it had developed to provide supplies to the goldfields, it had agricultural land (Context Pty Ltd 2005).

Timber towns

Since the early settlement, small sawmills were established in the forested areas. Mountain ash from the Great Dividing Range was brought into Gippsland in the 1950s, supplying sawmills in Dargo, Heyfield and Licola (Context Pty Ltd 2005).

Railway towns

Latrobe City, Boolarra, Glengarry, Moe, Morwell, Traralgon and Yinnar developed due to their connection to the Gippsland rail line (Context Pty Ltd 2010).

SEC towns

Latrobe City, Yallourn, Yallourn North, Newborough and Churchill developed for employees of the power industry at the Latrobe Valley (Context Pty Ltd 2010).

4.1.9 Governing and administration

Development of local government

Shire of Alberton

Alberton was the first shire in Gippsland, formed in 1855 when a District Road Board was established. The District Road Board was responsible for the construction of roads, bridges and toll gates, with the clearing of 40 kilometres for roads by 1858. The District Road Boards were the forerunners of the local Shires, they were responsible for the roads and bridges, and funded by government grants supplemented by charging rates on residents. In 1864 Alberton Shire was formed and included Port Albert, Alberton and Tarraville. In 1897 the Shire moved its headquarters to Yarram, the commercial farming centre at the time. The west part of the Shire was divided to form the Shire of South Gippsland in 1894 and part of the north area of the Shire was added to Rosedale Shire in 1914 (Context Pty Ltd 2005).

Shire of Rosedale

In 1869 the Roads District was formed and in 1871 the Shire was created. The administrative centre was Rosedale, with first offices built in 1873 and new offices in 1969. Like the rest of Gippsland, the Shire was formerly based on rural communities. Later the area became a place for people who worked in Sale or the Latrobe Valley. More recently, holidaymakers and retirees have settled in the coastal areas by Ninety Mile Beach, and the gas processing plant at Longford has attracted workers (Context Pty Ltd 2005).

Shire of Avon

In 1864 the Roads District was formed and in 1865 the Shire was created. Stratford was the administrative centre until 1873-1874 when it changed to Maffra, but this was changed back again to Stratford when Maffra formed its own shire in 1875. The Shire encompassed mostly the high country in the north of Gippsland and was marked by the discovery of gold, with Dargo joining the Shire in 1885 (Context Pty Ltd 2005).

Shire of Maffra

The Shire of Maffra was established after those in its farming district wanted Maffra to become its own administrative centre in 1875. The Glenmaggie Reservoir facilitated the prominent dairying industry in the

Shire and, later, the sugar beet industry. From the 1950s Heyfield grew from the saw milling industry (Context Pty Ltd 2005).

City of Sale

The City of Sale was proclaimed a Borough in 1863, slowly growing over the years to be declared a Town in 1924 and City in 1950. Its position on the Latrobe River and railway line was instrumental in it becoming the regional centre of North Gippsland (Context Pty Ltd 2005).

Wellington Shire

In 1994, Wellington Shire was formed from the consolidation of the former Shires of Alberton, Avon, Maffra, Rosedale and City of Sale. Sale became the administrative centre. The first shire office in Sale and the early Avon Shire office in Stratford are examples of historic buildings of importance to local government (Context Pty Ltd 2005).

Shire and City of Traralgon

After the construction of the Melbourne to Sale railway line in the region, the town of Traralgon grew and the Shire of Traralgon was formed in 1879. Population increased after the Second World War and the borough of Traralgon was formed in 1961, and was proclaimed the City of Traralgon in 1964 (Context Pty Ltd 2010).

Aboriginal administration and Ramahyuck Mission Station

As a result of European invasion, Aboriginal people were purposefully killed and their lands displaced. With so many Aboriginal people in Gippsland killed, in 1859 the Select Committee assessing the conditions of Aboriginal people in Victoria recommended that reserves be set aside and managed by the church. Reverend F.A. Hagenauer was a Moravian missionary who had worked on the Ebenezer Mission in the Wimmera and was given the task of setting up the Presbyterian mission. In 1862 he came to Gippsland and set up the Ramahyuck Mission Station on the Avon River. Ramahyuck is a word merged from the scriptural name "Ramah" and an Aboriginal word for "our home". At Ramahyuck, Hagenauer discouraged traditional practices and language, with children housed in a boarding school away from their parents. In 1886, with the introduction of the Half Caste Act, some Aboriginal people at the station were forced to leave. The mission was closed in 1908 and the remaining residents relocated to Lake Tyers. The cemetery at Ramahyuck is of high importance (Context Pty Ltd 2005).

Public buildings and works

The construction of Public Works is a reflection of the local government decisions, policies and community identity at the time. Some examples include the Sale Gaol built in 1887, two courthouses built in Sale in 1863 and 1889, a courthouse at Stratford, a courthouse at Yarram built in 1908, the Won Wron school built in 1915, and the teachers residence at Boisdale. The construction of the Sale Canal and the Swing Bridge over the Latrobe River are two examples of major engineering projects (Context Pty Ltd 2005).

Education

Education of the children of early European settlers and miners was difficult due to the rural communities being so isolated. Multiple schools were built in Gippsland and each has social value in its community. In the 1870s, selectors had to lobby for schools to be built to educate their children. Catholic schools, including Our Lady of Sion that was set up by French nuns in 1890, were also significant to the local communities. In 1885, a School of Design was built at Sale, which was the first institution of secondary education in the region (Context Pty Ltd 1994). In 1907, an agricultural high school opened in Sale (Context Pty Ltd 2005). The Hazelwood Estate School was opened in 1926 to educate the children of soldier settlers (Context Pty Ltd 2010).

Mechanic institutes

Mechanic institutes were built during the gold rushes in Gippsland as places where people could gain mechanical knowledge through lectures, libraries and for the institutes to serve as a meeting place. These became important community venues for public meetings, debutant balls, Christmas celebrations, school concerts and local dramatic society shows. The Rosedale mechanics institute opened in 1874 and now houses the Rosedale library. The Briagolong mechanics institute opened in 1874 and functions as a hall and library. The mechanics institutes at Newry, Stratford and Glenmaggie still stand. New mechanic institutes were built at Gormandale and Binginwarri when they burnt down. In 1891, the mechanic institute was built in Sale and has been used as the Sale School of Mines, Art and Technology, later part of the Sale Technical School and now part of Sale College (Context Pty Ltd 2005).

Health and medical services

The Gippsland Base Hospital was built in the 1860s, with the original building with turrets and domed roofline demolished in 1989. The current hospital currently sits on the site of the old hospital. Other hospital buildings of significance include the Bairnsdale Hospital built in 1888, the Heyfield Hospital that began as a private hospital, Yarram's hospital that opened in 1914 and the Maffra and District Hospital. In more isolated parts of Gippsland, bush nurses provided medical care (Context Pty Ltd 2005).

War and defence

In the Second World War, enemy mines were laid and submarines were present in Bass Strait. In 1941, Port Albert was considered to be a port that the enemy might land at and defences were set up including trenches around schools in case of air raids and air observation posts. At West Sale, a bombing and gunnery school was opened to train wireless air gunners, air observers and pilots. Another RAAF base was set up at East Sale in 1942 and up to a thousand people were transferred to Sale. After the war ended, the East Sale RAAF Base was kept on (Context Pty Ltd 2005).

4.1.10 Developing cultural institutions and way of life

Religion

Churches are an important early settlement building, usually occupying prominent sites in the towns. In the 1840s, travelling parsons performed the first church services in Gippsland, including the Reverend E.G. Pryce. In 1856, the first church at Tarraville was constructed after the Anglican Bishop of Melbourne visited and chose the site in 1847. It still stands today and is reflective of the early settlers replicating the institutions and architecture from Britain to the new settlements. In the Selection period, churches were gazetted. In 1867, St Marks was built in Rosedale and a Catholic Church was built in Maffra in 1871. The original church is now used as a hall and a new larger church was built in the 1920s. A new Presbyterian church was built in 1916 and includes memorials to locals. Churches in Sale acted as diocesan centres for Anglican and Catholic religions. The churches were given cathedral status, and church schools and bishop residences were built. The Catholic Church's buildings are now part of the Sale Catholic College and the Church of England buildings are now part of the St Anne's and Gippsland Grammar Junior School (Context Pty Ltd 2005).

Memorials

Multiple war memorials in the region reflect the impact the two world wars had on the communities of the Gippsland region. War memorials include cenotaph at Rosedale, war memorial at Briagolong and avenues of honour at Stratford. In 1927, memorials were created by the Victoria Historical Memorials Committee to the early pioneers Angus McMillan and Strzelecki consisting of cairns following their first routes through the landscape. Other memorials include a 1935 cairn to the Country Roads Board at Binginwarri and Hiawatha

Roads, a cairn with a mounted dethridge wheel for the irrigated landscape at Nambrok Denison estate, and a monument at the West Sale Holding facility for migrants in post war Australia. These memorials are important as they demonstrate the issues and events held in significance by the local communities (Context Pty Ltd 2005).

Cemeteries

Cemeteries are significant to the local community as they record how local people died and demonstrate how they are remembered over time. Before the construction of cemeteries in the region, people were buried in individual plots on squatting runs. Private cemeteries for families were also used. In 1849, Alberton cemetery was first used, and it is still used today. Cemeteries are associated with a specific time period, such as the cemetery for the gold miners at Talbotville. The cemetery at Ramahyuck is extremely significant to local Aboriginal communities. Many of the squatters of the region were buried at Sale Cemetery, first used in 1855, gazetted in 1857, with records beginning in 1861. It also includes Chinese graves, early wooden headstones, headstones in Gaelic and 56 RAAF personnel in a war cemetery (Context Pty Ltd 2005).

Forming associations, recreation

Social organisations were formed in response to recreational activities like sporting and horse racing. RSL halls, CWA rooms and scouts and guide halls were all constructed. The first horse races occurred in Wellington Shire in 1842, with the Sale Turf Club established in 1860 at the location of the first race. Early race courses were often farmers paddocks, but were also constructed at Port Albert and Heyfield. In 1859, the first meeting of the local agricultural society, the North Gippsland Agricultural Pastoral Horticultural Society, was held in 1859. Showgrounds built by agricultural societies are important for agricultural, recreational and sporting events (Context Pty Ltd 2005).

Writers and artists

Local writers and artists of the Gippsland region include poet Caroline Dexter; poet and feminist Mary Fullerton; children's author and journalist Mary Grant Bruce; and artist Louie Riggall. Artists such as Eugen von Guerard and Nicholas Chevalier visited the region, recording the early Gippsland in their art (Context Pty Ltd 2005).

4.2   Historical heritage

A search of the following historic heritage registers was undertaken by Christine Morgan, Biosis Pty Ltd on 1 February 2022.

- Victorian Heritage Register (VHR)
- Victorian Heritage Inventory (VHI)
- Wellington Shire Heritage Overlay
- Latrobe City Heritage Overlay
- National Heritage List (NHL)
- Commonwealth Heritage List (CHL)
- Register of the National Estate (RNE)
- National Trust Register (NTR)
- Australasian Underwater Cultural Heritage Database (AUCHD)

4.2.1 Terrestrial historic places

The search area has a historic places registered on a variety of different registers (Figure 2.1-Figure 2.8). There are 30 terrestrial historic places registered within the search area. One of the heritage places in the search area was registered within Latrobe City and the remaining places were within Wellington Shire. Some historic places are registered on multiple registers.

Information to create the descriptions of the heritage places has been retrieved from the VHD online database unless otherwise noted.

Table 1 presents a summary of all terrestrial historic places registered within the search area.

Table 1   Terrestrial historic places within the search area

Name	Location	Designation	Description	Place type
Traralgon South	Traralgon Creek Road Loy Yang, Latrobe City	H8221-0004 (VHI)	The Traralgon South settlement was relocated in the 1980s with the development of the Loy Yang Power Station. The original location is listed as H822-0004, and is located approximately 4.8 kilometres south of Traralgon. There is no visible remains at the site but features include the former location of the homestead, church, mechanical institute and school, all dating to 1880s-1890s. The settlement grew from a single Selection homestead in 1879. The site is significance to the people who had to move from it, and is of moderate archaeological significant as it may contain subsurface archaeological deposits dating from the 1870s-1880s.	Monuments and Memorials
Swing Bridge	Swing Bridge Drive, Sale and Longford	H1438 (VHR) HO61 (Wellington Shire) B2379 (NTR) 4771 (RNE)	The Swing Bridge is located on the Latrobe River, approximately 5 kilometres south of Sale on the South Gippsland Highway, was designed by John Grainger (architect and civil engineer) and constructed by Peter Platt (contractor) in 1880-1883. The bridge is comprised of brick abutments and a timber decked roadway supported by a trussed wrought iron structure. It is 61 metres in length and revolves on a central pier by a hand operated winding mechanism. When open, it allows for two 19.2 metre openings to allow river traffic to pass. The Swing Bridge is of architectural and historical significance to the State of Victoria. It is historically significant as it may be the oldest bridge of its type in Australia and it was designed and built exclusively in Victoria. It was important for the development of road and river transport in Gippsland and establishing the Port of Sale as the centre of shipping activity in the region. It is architecturally significant as it is the only bridge of its type in Victoria and there are few others of its sophistication in Australia. It has previously been nominated for the NHL but the nomination is now ineligible as it had been considered for two consecutive work plans but not included. However a nominated place ruled ineligible in this way can be re-nominated, thereupon becoming eligible again for consideration.	Transport – Road
Dunrobin	Bartons Lane Loy Yang, Latrobe City	H8221-0003 (VHI)	Former location of a homestead established in the Selection Period (began in 1869). Includes woolshed still standing and in use, handmade bricks, exotic vegetation, old road Cummings Road is visible as an earthwork approaching from the north, and	Farming and Grazing

Name	Location	Designation	Description	Place type
			exotic trees and crushed brick in one of the shed pens. Considered to have low significance as has low potential to contribute to the understanding of the Selection Period on a local level.	
Thomson River Jetty	Off South Gippsland Highway Sale, Wellington Shire	H8321-0004 (VHI) HO133 (Wellington Shire)	The remains of a wooden jetty located where the Thomson River meets the Sale Canal. Five large wooden posts are present extending along 10 metres from the banks. The largest pole is 400 millimetres in diameter and tarred at the top. The Thomson River Jetty is of historic and archaeological significance to Wellington Shire. Historically, it has important associations with the development of the Port of Sale in the 19th century. It is of archaeological significance for its ability to provide further information about how the Port of Sale was used and operated.	Transport - Water
Boggy Creek Lime Kilns	Off Andrews Lane Longford, Wellington Shire	H8321-0008 (VHI)	The remains of two circular kilns on an escarpment. The kilns have a diameter of 2.5 metres and are 7.7 metres apart, they have been filled in but their depth was estimated to 7-7.5 metres. The kilns were filled in by collapsing earth and APM has since bulldozed the remains as a safety measure so that the front of the kilns no longer remains except for scattered brick and rubble The limestone quarry is located 10 metres north of the kilns and there is a possible residential site about 20 metres east of the kilns. There is also a lintel stone with an engraved date of 1889 held at APM's Longford depot.	Manufacturing and Processing
Dutson Irrigation System	Longford-Letts Beach Road and Dowds Lane Longford, Wellington Shire	H8321-0011 (VHI)	The remains of a cultural landscape associated with the development of Dutson as a pastoral and industrial (lime burning) centre in the late 19th- early 20th century. It includes two water channels supplying water from the springs in the Dutson Down to the township and outer farms, and the remains of a north-south post and nail boundary fence which intersects with one of the channels. Both channels were noted as disused in the original site card from 1995.	Utilities -Water
Esso Ruin	154 Garretts Road Longford, Wellington Shire	H8321-0017 (VHI)	Ruined remains of a farm house (weatherboard), includes a cypress hedge, machine made bricks, metal and glass, which indicate1900-1920's construction. Contents visible over a 30 by 10 metre area with some material obscured by scrub and regenerating native forest. It was likely abandoned when Esso purchased the land in the 1950s. It is considered to have low scientific significance for local history.	Farming and Grazing

Name	Location	Designation	Description	Place type
Flynns Creek Upper School	Hyland Highway Flynns Creek, Latrobe City	H8221-0009 (VHI)	Flynns Creek School was established in the late 19th century and demolished in the mid-late 20th century with the foundations, loose building material and vegetation remaining. It consists of a row of large cypress trees surrounding the school, wooden stumps, concrete slabs, concrete foundations of toilets, brick, corrugated iron, fencing posts and decorative 1920s wire fencing. Considered to be significant on a local level as foundations of 19th century school are intact.	Education
Woodside/Longford Artefact Scatter	South Gippsland Highway Longford, Wellington Shire	H8321-0018 (VHI)	Artefact scatter of broken late 19th - early 20th century bottle glass (olive green) and handmade bricks. It may reflect a domestic bottle dump or the remains of a house that has been ploughed. There is potential for undisturbed deposits below/outside the ploughzone.	Farming and Grazing
Former Frouds Sawmill	46-62 Foster Street, Sale	H8321-0019 (VHI)	Froud's sawmill is located within Cullinan Park in Sale, which is bordered by Foster Street, Park Street and Canal Road. The sawmill was constructed adjacent to the Sale Canal in February 1923. There is limited information about the Former Frouds Sawmill site, however the site card notes that there is high potential for archaeological remains. The site is of historical and archaeological significance to the local community.	Industrial
House	22 Guthridge Parade, Sale	HO216 (Wellington Shire)	This simple asymmetrical weatherboard villa is distinguished by its architectural ornament, includes timber hoods with trim cover the front and side windows, cut out designs on barge boards and valence, and a skillion attached to the rear of the house. It was assessed as an intact example of a modest timber villa in excellent condition. The house at 22 Guthridge Parade is of local historic and aesthetic significance to Wellington Shire as a fine example of a decorated Edwardian weatherboard house which exemplifies the typical residential development at the turn of the century.	Residential buildings (private)
House	52 Guthridge Parade, Sale	HO218 (Wellington Shire)	Access unavailable at time of writing this report. The house is located on the east side of Guthridge Street, in the south of Sale and is of local significance.	Residential buildings (private)
Robinson Park Trees	CA 18C, 23F, & 23G, South Gippsland	HO134 (Wellington Shire)	A group of mature exotic trees within Robinson Park. The trees comprise of several oaks (including Holm Oak *Quercus ilex*) located on the west side of the South Gippsland	Parks, Gardens and Trees

Name	Location	Designation	Description	Place type
	Highway, Sale		Highway, and the row of mature elms from the Reserve along the road to Cox's Bridge These trees are located on part of a much larger Ornamental Planting Reserve, gazetted in 1899 along the east bank of the Sale Canal. Trees were planted in 1921 by T.A. Robinson, Dutson school teacher and agricultural educator, who planted them out as a park for the on land he had the council set aside. The Ornamental Planting Reserve trees are of local historic and aesthetic significance to Wellington Shire. Historically, it is significant as a small park with a collection of mature trees that is a reminder of the development of the Sale Canal, and a memorial to their planter, T.A. Robinson, local school teacher and agricultural educator. Aesthetically, it is significant due to the maturity of the specimens and their strategic location beside the main southern entry/exit from Sale.	
Kilmany Park	1613 Settlement Road, 148A, 148B, 148C, 148D, 148E and 148F Reid Drive, and part Arnup Drive, Wurruk	HO68 (Wellington Shire) B2969 (NTR) 4772 (RNE)	A grand two storey mansion built in 1901 for William Pearson, an important squatter. Scottish pastoralist William Pearson took up Kilmany Park at Sale in September 1841 at a time when east Gippsland was virtually unoccupied. Pearson built the original timber single storey homestead in the 1840s and his son William junior erected the substantial stucco rendered two storey mansion house adjacent to the original homestead. It is notable for its art nouveau plaster decoration, imposing stair lobby, the great balcony and art nouveau timber screen in the drawing room. 'Kilmany Park' at Sale has been adapted as a home for boys and conducted by the Presbyterian church since 1923.	Homestead
Sale Canal	CA 3 & 18A, South Gippsland Highway & Canal Road, Sale	HO136 (Wellington Shire)	An excavated channel between Flooding Creek in Sale to the lower reaches of the Thomson River and constructed in 1888. It is approximately 2.4 kilometres in length and 30 metres in width. A section of it includes the Port of Sale, widening to 90 metres for a length of 370 metres. It was constructed to allow the transport of passengers and goods from Gippsland Lakes to the railhead at Sale. It is unique in Victoria an example of the variety of works constructed in a period of major expansion and development to provide for movements to and from outlying areas of Victoria.	Transport - Water
Sale	Stephenson Street,	HO131 (Wellington	A rural heritage precinct that includes properties along Maxfields Lane, Stephenson	Rural Precinct

Name	Location	Designation	Description	Place type
Netherlands Rural Area Precinct	Sale	Shire)	Street and a rifle range on South Gippsland Highway. It is of local significance as an area relating to the processes of rural settlement of the swamp land south of Sale. It reflects an important phase in the history and development of Sale, and includes the Village Settlement Scheme from the 1890s	
Drying Barn	50-54 Dargo Street (CA 14), Sale	HO138 (Wellington Shire)	Access unavailable at time of writing this report. The drying barn is located on the south side of Dargo Street, in the south of Sale and is of local significance.	Farming and Grazing
Redgate Reserve	CA 7A, Park Street, Sale	HO137 (Wellington Shire)	Redgate Reserve, a revegetated park, is of local historic significance to Wellington Shire. It has considerable historical associations with the early development of Sale as an early ford crossing in the 1840s-1850s and a quarantine paddock in the 1890s. The associations with the Australian Natives Association, who were an important group within Australian society around the time of Federation when the park was gazetted at their behest, are also of interest. Its current use as a park, managed by the local High School, is a contemporary reflection of local appreciation of this historic site, and the natural environment.	Parks, Gardens and Trees
Holey Plain	Rosedale-Longford Road, Rosedale	HO70 (Wellington Shire) B0605 (NTR)	A large and fine house in the Victorian Italianate style, usually more typical of Victoria's Western District homesteads than the Gippsland region. The property is associated with the Crooke family, a notable Victorian family in State and Local politics. The Crooke family specifically chose the site for its proximity to Port Albert after they had developed other pastoral runs around Omeo. The property is a key place demonstrating the process of early pastoral settlement in Gippsland following a set pattern.	Homestead
Sale Lake Guthridge Landscape Precinct	Lake Guthridge and Foster Street, Sale	HO123 (Wellington Shire)	The precinct comprises Lake Guthridge and the surrounding reserves, gardens and properties. It includes the lake (not within search area), Botanic Gardens (not within search area), Friendly Societies Reserve (uncertain location), Boer War Memorial and rose garden (not within search area), McMillan Monument (not within search area), and properties 143-217 Foster Street (not within search area) and 48-62 York Street, Sale (not within search area). It is considered to be of local historic and aesthetic significance to Wellington Shire. It is historically significant as an early example of natural landscape being transformed into	Urban Precinct

Name	Location	Designation	Description	Place type
			an area of parkland, gardens and bordering properties by the early town settlement process. The lakeside properties on Foster Street demonstrate the desirability of these allotments as residential properties in the late 19th and 20th centuries. It has aesthetic significance as part of the Sale historic cultural landscape.	
Latrobe Wharf, Swan Hotel, & Victoria Hotel Site	Swing Bridge Drive, Sale	HO132 (Wellington Shire) Swan Hotel H8321-0002 (VHI) Victoria Hotel H8321-0003 (VHI)	The site of the Latrobe Wharf and associated hotels is of local historic and archaeological significance to Wellington Shire. Historically, it represents the earliest phases of water transport, with considerable archaeological research value for the information it could reveal about this important early phase of Sale's development. Evidence also remains of the two hotels, the Swan Hotel (H8321/003) and Victoria Hotel (H8321/002), near the swing bridge.	Commercial Transport -Water
Boat shed	Part CA 23E, Punt Lane, Sale	HO139 (Wellington Shire)	The boat shed is located on the east bank of the Sale Canal, south of Sale and is of local significance.	Transport -Water
House	8 York Street, Sale	HO140 (Wellington Shire)	The cottage, comprising the sections constructed c.1874, at 8 York Street, Sale is of local historic significance to Wellington Shire. It comprises of two roomed cottage form with a verandah across the main façade, a shallow gable roof descending over a skillion to the rear, and two rendered external chimneys attached to the side wall. Historically, it is significant as a rare example of a simple workers cottage in this part of Sale that illustrates an early phase of the town's development.	Residential buildings (private)
Elm Trees	Corner of Desailly & McMillan Streets, Sale	HO141 (Wellington Shire)	The elm trees are located in the south of Sale and are of local significance. Access unavailable at time of writing this report.	Parks, Gardens and Trees
House	57-59 York Street, Sale	HO142 (Wellington Shire)	The house is located in the south of Sale and is of local significance. Access unavailable at time of writing this report.	Residential buildings (private)
Former ESSO BHPP Offices (Wellington Shire Council Offices)	66 -70 Foster Street, Sale	HO143 (Wellington Shire)	The offices are located in the south of Sale and are of local significance. Access unavailable at time of writing this report.	Government and Administration

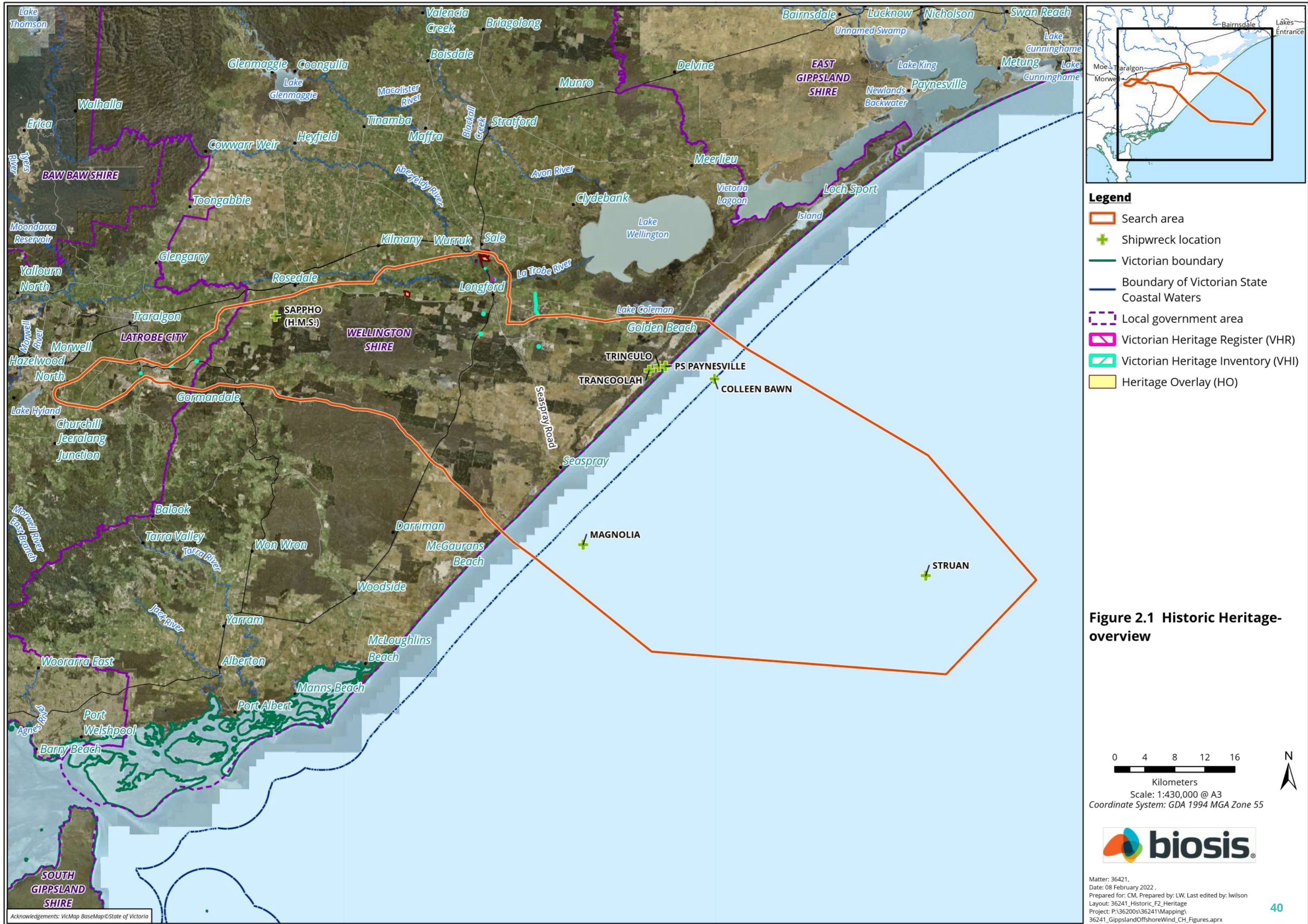| Name	Location	Designation	Description	Place type
Municipal Pound (former)	14 Dargo Street, Sale	HO144 (Wellington Shire)	The pound is located in the south of Sale and is of local significance. Access unavailable at time of writing this report.	Government and Administration
Sale High School (former)	63-67 Raymond Street, Sale	HO90 (Wellington Shire)	The former school is located in the south of Sale and is of local significance. Access unavailable at time of writing this report.	Education
Powder Magazine (former)	37-45 Stephenson Street, Sale	HO95 (Wellington Shire) 100023 (RNE)	The Powder Magazine was constructed in 1864 to store black powder for the goldfields and mining industry. The magazine is located on a peninsula on Flooding Creek south of Sale and was designed by the Public Works Office, Victoria. The rectangular building was constructed of red fair face brick, slate clad gabled roof and was barrel vaulted designed to localise any blast by directing energy upwards between strongly buttressed walls. It was converted into a house with the addition of two brick chimneys and fireplaces and timber framed skillion extensions in 1929. The location of a powder magazine near Sale reflects the transport patterns of the region, with Sale located on the main road to Port Albert and at a convenient proximity to the North Gippsland goldfields.	Mining
St Anne's and Gippsland Grammar School	52-66 Raymond Street, Sale	HO98 (Wellington Shire)	The school is located in the south of Sale and is of local significance. Access unavailable at time of writing this report.	Education

4.2.2   Marine historic places

Seven shipwrecks are registered within the search area (Table 2). Four of seven shipwrecks are located on land, with Trancoolah, Trinculo and PS Paynesville located close to Ninety Mile Beach at the north-east of the onshore part of the search area. Sappho (H.M.S) is registered on the AUCHD as being located south of Rosedale in the north-west of the search area, however as this wreck is recorded on the VHD as never being discovered, it is highly likely this is a database error. The Struan is located approximately 44.44 kilometres east of the Victorian coastline, the Magnolia is located approximately 8.93 kilometres east of the Victorian coastline, and the Colleen Bawn is located approximately 5.56 kilometres east of the Victorian coastline in the offshore search area (Figure 2.1-Figure 2.8).

Table 2   Marine historic places within the search area

Name	Location (WGS84)	Designation	Description
Colleen Bawn	Latitude: -38.265 Longitude: 147.425	S155 (VHR) 6077 (AUCHD)	Wrecked in for an unknown reason in 1913, the ketch ship was built in Hobart in 1871.
Struan	Latitude: -38.5 Longitude: 147.75	S633 (VHR) 6629 (AUCHD)	Wrecked on 16 August 1856 on a trip from Newcastle to Melbourne, the brig ship sprung a leak while loaded with 2098 tonnes of coal. The crew abandoned ship when the hold had 6 feet of water gaining on the pumps, and they were rescued by the schooner Gem. The Gem stood by and watched as the ship sunk for 3 hours and then took the crew to Melbourne. The ship was built in 1846.
Trancoolah	Latitude: -38.255 Longitude: 147.325	S683 (VHR) 6666 (AUCHD)	Wrecked in 1883 by being run ashore by a heavy gale, the barque ship was built in
Trinculo	Latitude: -38.25 Longitude: 147.34	S680 (VHR) 6668 (AUCHD)	Wrecked on 30 May 1879 by being run ashore by a south-easterly gale while sailing to Newcastle for coal. It had been delivering a cargo to King George Sound in Western Australia. It had previously been traded on the African coast in 1871. Seaman Lefevre received a silver medal from the Humane Society for managing to get a line to the shore, allowing the Captain Williams, his family and the remaining crew to reach safety. The ship was built in 1858 in Bristol, United Kingdom and it was made from iron and had three masts. It was insured under Derwent & Tamar Insurance Company of Tasmania for 2000 pounds. The current resting place of the wreck is on Ninety Mile Beach. The wreck consists of a stern and port side of an iron vessel and is partially buried by sand up to 3.5 metres deep. 1 x 2 metre test pits were used to probe around the wreck and found that substantial remains were found buried underneath the sand. Different levels of exposure depend on the conditions and movement of the sand on the beach.
PS Paynesville	Latitude: -38.25	S519 (VHR)	The PS Paynesville is a paddle steamer that on the way

Name	Location (WGS84)	Designation	Description
	Longitude: 147.35	6480 (AUCHD)	back to Melbourne on the 20 March 1881, sprang a leak and was run ashore to prevent sinking. It later broke up and Don Love's historical photographs of Trinculo show parts of the PS Paynesville immediately adjacent to Trinculo, although these are no longer visible.
Sappho (H.M.S	Latitude: -38.19 Longitude: 146.755	S605 (VHR) 6586 (AUCHD)	HMS Sappho is a Royal Navy brig that was built in 1837 at the Devonport Naval Dockyard at Plymouth, England. It operated as a slaver-catcher off African coasts for nine years under Commander Fairfax Moresby and had been transferred to Australian waters when it disappeared, presumably on the Gippsland coast. It was sailing from Cape Town to Sydney when it was last spotted on 18 February 1858 entering the Bass Strait and presumed sunk, with no trace of the wreck or its 147 passengers ever found. It is historically significant as it is one of only a few Admiralty wreck in Australian waters, the others being HM Sirius (1790) and HMS Pandoora (1791). **Please note: It is listed as located south of Rosedale on the AUCHD, however as this wreck is recorded on the VHD as never being discovered, it is highly likely this is a database error and the current location of the wreck is insecure/unconfirmed.**
Magnolia	Latitude: -38.465 Longitude: 147.225	S437 (VHR) 6386 (AUCHD)	The Magnolia is a schooner built in 1877 by James Fudge at Sandridge, Melbourne. It was described as wooden framed, carvel built, with no galleries or head and having a square stern. It disappeared on 19 July 1887, after leaving Refuge Cove with four crew and a cargo of stone for Lakes Entrance, the new access in to Gippsland Lakes. The shipwreck is described as being located 5.3 metres under the water.

Legend

☐ Search area
✚ Shipwreck location
── Victorian boundary
── Boundary of Victorian State Coastal Waters
⬚ Local government area
⬚ Victorian Heritage Register (VHR)
⬚ Victorian Heritage Inventory (VHI)
⬚ Heritage Overlay (HO)

Figure 2.1 Historic Heritage-overview

0 4 8 12 16
Kilometers
Scale: 1:430,000 @ A3
Coordinate System: GDA 1994 MGA Zone 55
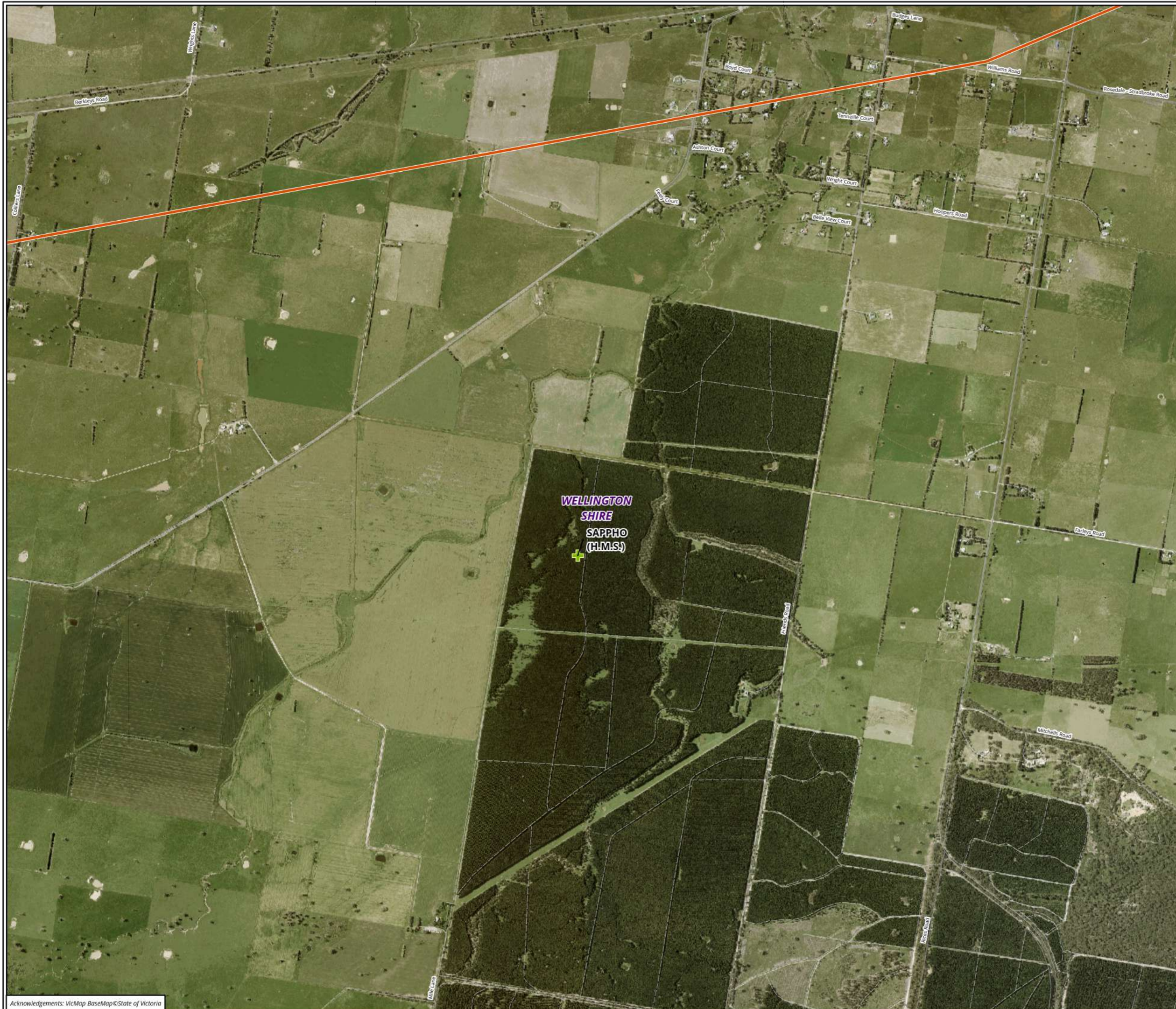
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Legend

- Search area
- Local government area
- Victorian Heritage Inventory (VHI)

Figure 2.2 Historic Heritage

0 0.3 0.6 0.9 1.2
Kilometers
Scale: 1:30,000 @ A3
Coordinate System: GDA 1994 MGA Zone 55

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Acknowledgements: VicMap BaseMap©State of Victoria

Legend

- Search area
- Shipwreck location
- Local government area

WELLINGTON SHIRE

SAPPHO (H.M.S.)

Figure 2.3 Historic Heritage

0   0.2   0.4   0.6   0.8

Kilometers

Scale: 1:20,000 @ A3

Coordinate System: GDA 1994 MGA Zone 55

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Matter: 36421,
Date: 08 February 2022 ,
Prepared for: CM, Prepared by: LW, Last edited by: lwilson
Layout: 36241_Historic_F2_Heritage
Project: P:\36200s\36241\Mapping\
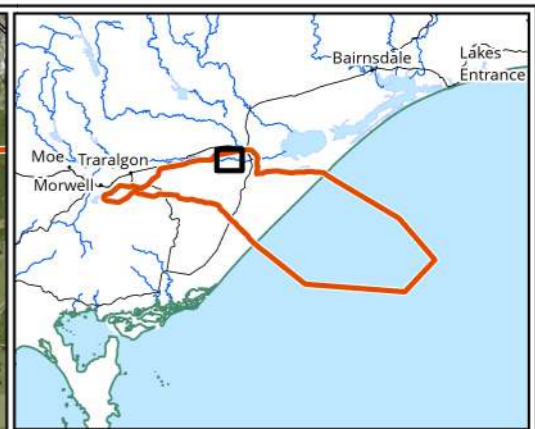36241_GippslandOffshoreWind_CH_Figures.aprx

42

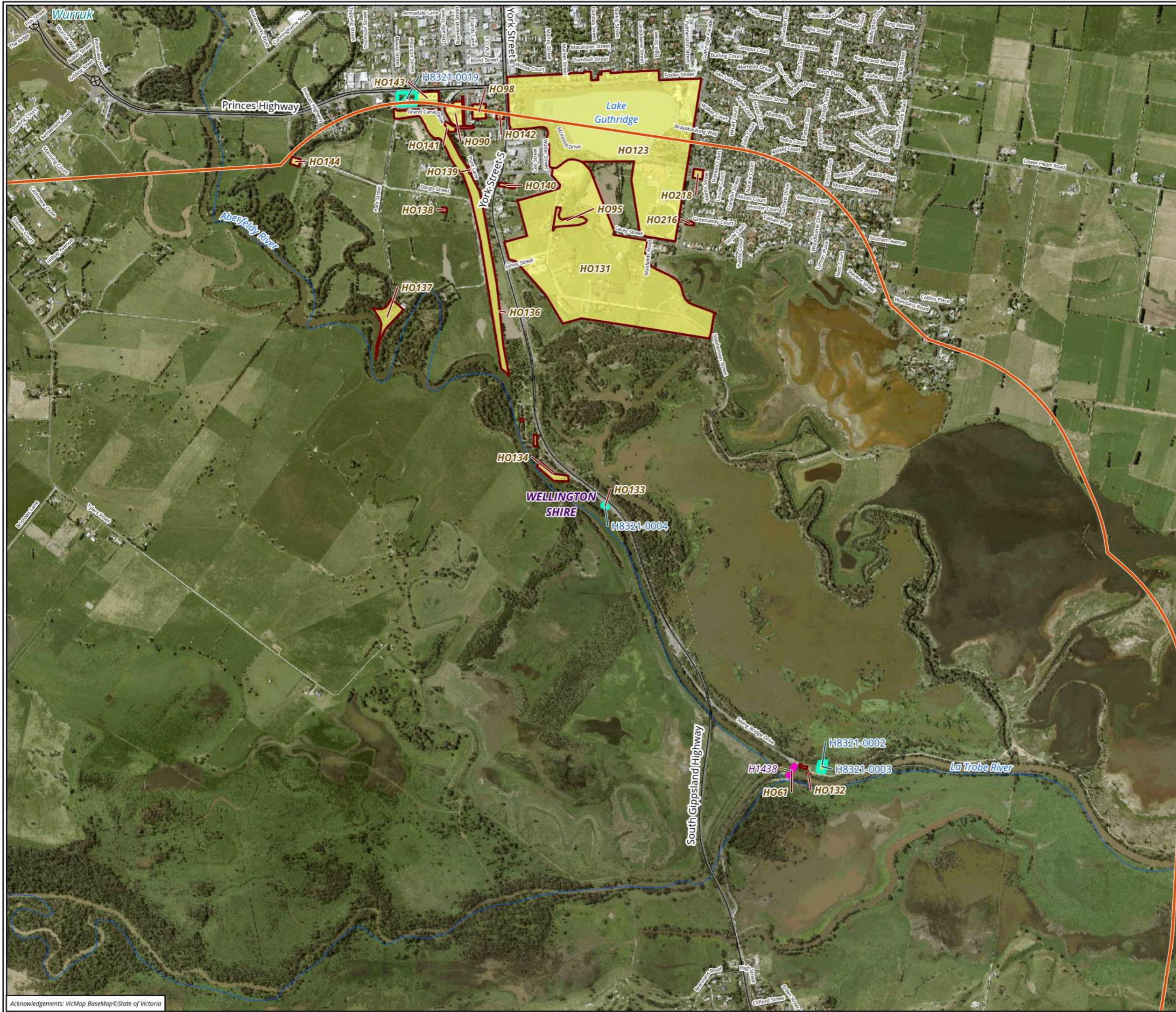*Acknowledgements: VicMap BaseMap©State of Victoria*

Figure 2.4 Historic Heritage

Legend

⬜ Search area
⬜ Local government area
🟨 Heritage Overlay (HO)

Scale: 1:30,000 @ A3
Coordinate System: GDA 1994 MGA Zone 55

Figure 2.5 Historic Heritage

Legend

- Search area
- Local government area
- Victorian Heritage Register (VHR)
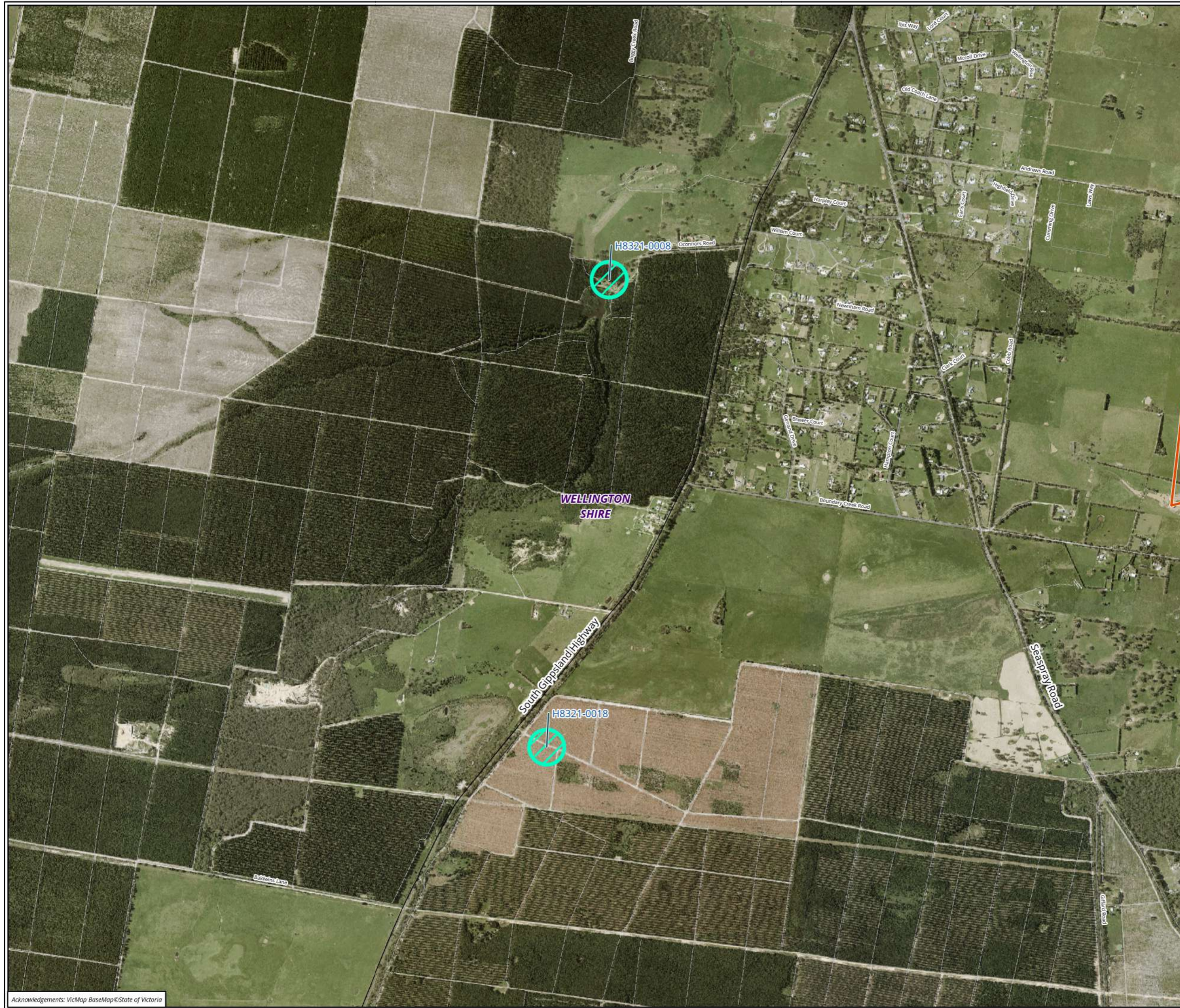- Victorian Heritage Inventory (VHI)
- Heritage Overlay (HO)

0   0.2   0.4   0.6   0.8

Kilometers
Scale: 1:20,000 @ A3
Coordinate System: GDA 1994 MGA Zone 55

N

biosis.

Labels on map: Wurruk, Princes Highway, HO143, H8321-0019, HO98, HO141, HO90, HO142, HO144, HO139, HO140, Lake Guthridge, HO123, HO138, HO95, HO218, HO216, York Streets, HO131, HO137, HO136, HO134, HO133, H8321-0004, WELLINGTON SHIRE, Aberfeldy River, South Gippsland Highway, H8321-0002, H1438, H8321-0003, HO61, HO132, La Trobe River

Inset map labels: Bairnsdale, Lakes Entrance, Moe, Traralgon, Morwell

Legend

- Search area
- Local government area
- Victorian Heritage Inventory (VHI)

H8321-0008

H8321-0018

WELLINGTON SHIRE

South Gippsland Highway

Oconnors Road

Seaspray Road

Figure 2.6 Historic Heritage

0   0.2   0.4   0.6   0.8

Kilometers

Scale: 1:20,000 @ A3

Coordinate System: GDA 1994 MGA Zone 55

Acknowledgements: VicMap BaseMap©State of Victoria

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Legend

- Search area
- Local government area
- Victorian Heritage Inventory (VHI)

WELLINGTON SHIRE

Figure 2.7 Historic Heritage

H8321-0017

0   0.2   0.4   0.6   0.8

Kilometers

Scale: 1:20,000 @ A3
Coordinate System: GDA 1994 MGA Zone 55

biosis.

Golden Beach

WELLINGTON SHIRE

TRINCULO
PS PAYNESVILLE

TRANCOOLAH

COLLEEN BAWN

Legend

▭ Search area

✚ Shipwreck location

— Victorian boundary

— Boundary of Victorian State Coastal Waters

▨ Local government area

Figure 2.8 Historic Heritage

0   0.4   0.8   1.2   1.6
Kilometers
Scale: 1:40,000 @ A3
Coordinate System: GDA 1994 MGA Zone 55

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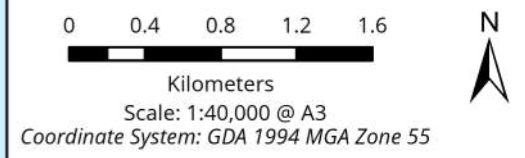
biosis.

4.2.3 Previous heritage studies and archaeological investigations

Various previous heritage studies of the regions were undertaken for different regions that make up the search area. Many of the smaller cultural heritage assessments have not recorded or identified historic sites and are not discussed below.

Latrobe City Council

Context (2010) completed a heritage study of Latrobe City. It broadly discussed Latrobe City's thematic history and aimed to identify and assess places of post-contact cultural significance, and recommendations for their future management. It reviewed and amended the results of a previous study conducted in 2005. It also reviewed and incorporated the results of a 1992 Traralgon Shire heritage study. Latrobe City is located in the east of Victoria in Central Gippsland. The current Shire formed in 1994 and is a combination of former Shires of the City of Moe, City of Morwell, City of Traralgon, Shire of Traralgon, and parts of the Shire of Rosedale and Shire of Narracan. The study identified heritage places for an amendment to the Latrobe Planning Scheme and Heritage Overlay.

Aitken (1981) undertook a regional study of the history of central and south Gippsland. Aitken's study was conducted to assist the La Trobe Ministerial Council in the development of management plans in the area that included the former Shires of Alberton, Rosedale and Traralgon. Aitken used historical themes to define the activities that created the resulting site types found in the study area. The primary themes were Exploration, Settlement and Primary, Secondary and Tertiary Industry. Each of these were broken down into sub-themes including; Townships; Pastoral and Agricultural Forestry; Quarrying; Butter Factories; and Sawmills and Timber Tramways.

Long et al. (1999) conducted an archaeological and heritage management plan of the Loy Yang Power property to assist in the management of the property's existing and potential archaeological sites. The study area is partially within the west of the search area. During the survey, four non-Aboriginal historic places dating to the late 19th century were recorded. These included the remains of **Dunrobin** homestead and an extant woolshed **(H8221-0003)**; the remains of **Broomfields Lane** historical vineyard (c.1870-80s) **(H8221-0002)**; the former settlement of Traralgon South (H8221-0004) that dates from the 1880s and was relocated in 1980; and a former homestead with extant woolshed and pens, Minniedale Road (H8221-0005). The authors noted that while these places did not have much historic surface material, they all had likely subsurface deposits of historic material. Other places of historical archaeological potential were recorded but not registered. One of these places included **Flynn's Creek Upper School (H8221-0009). Fletcher and Long (2002)** completed a historical research report for **Flynn's Creek Upper School (H8221-0009),** recommending salvage.

Wellington Shire

Context (2005) completed the first comprehensive heritage study in Shire of Wellington. It discussed Wellington Shire's heritage and history broadly, developed a thematic history and identified potential heritage places associated with Europeans first occupation of Australia. It also reviewed two pre-existing heritage studies, including the 1994 Sale Heritage Study. The Stage 1 assessment consisted of research, community involvement and field survey. The results of Stage 1 was used to establish priorities for the Stage 2 assessment.

Wellington Shire is located in the east of Victoria in Central Gippsland, extending from the Victorian high country in the north to the Bass Strait coast in the south. The current Shire is a combination of the former Shires of Alberton, Avon, Maffra, Rosedale and the City of Sale. With such a broad landscape and range of environments the Shire contains multiple historic places that relate to a variety of historic phases and themes.

The analysis of identified historic places included; if the place survived; the level of significance (national, state, regional, local, local interest, none); if the place was well-documented;and if the place was under threat. A priority of historic places to be assessed in Stage 2 was developed.

It also reviewed the City of Sale Heritage Study (Context Pty Ltd 1994), in order to determine places assessed in the 1994 study that were considered to be still of adequate significance, to justify protection under the Wellington Planning Scheme. At the time of the 2005 report, 371 places were still to receive protection through the Wellington Planning Scheme and 25 had been protected.

du Cros (1990) completed an archaeological survey for the proposed development of South Gippsland Highway between Sale and Longford. The study area is located in the north-east of the search area. During the survey, three historic places were recorded comprised of the **Swan Hotel (H8321-0002)**, **Victoria Hotel (H8321-0003)** and **Thomson River Jetty (H8321-0004)**.

Collis and Law (2000) undertook an archaeological assessment of the RAAF Air to Surface Weapon Range at Dutson, located in the north-east of the search area. During the survey, five new historic archaeological places were recorded, comprising scatters of historic artefacts and a concrete jetty on the shore of Lake Wellington. All surface structural features of these sites had been destroyed. The study area was considered as having low historic archaeological potential and no further investigation was recommended.

Murphy (2001) undertook an archaeological assessment for the proposed Tasmania Natural Gas Pipeline route between Seaspray to Longford, located in the east of the search area. During the survey **Esso Ruin (H8321-0017)** was recorded.

Clark (2001) completed an archaeological assessment for the proposed widening of the South Gippsland Highway from Woodside to Longford, through the centre of the search area. During the survey, **Woodside/Longford Artefact Scatter (H8321-0018)** was recorded on the edge of the highway. Other small surface scatters of historical artefacts were identified along the highway but were considered to not be in situ deposits.

Biosis (2001) completed an archaeological assessment for the Basslink project for a high voltage direct current between Tasmania and Victoria. The study area runs through the current search area. The report developed a predictive model for historical archaeological sites in the general region:

- Historical archaeological site types associated with the settlement of the region before 1870 would be situated predominantly on and near the coastline and the Gippsland coastal plains. Site types may include buildings, road or track routes, ruins or archaeological remains of buildings, structures, dump sites and sites associated with maritime industries, gold mining shafts along some creek lines; industry specific townships, such as logging camps or abandoned logging townships; and lone grave sites of early non-Aboriginal settlers.

- Historical archaeological site types associated with selection and the later settlement of the region would include small selectors houses and outbuildings, either still occupied or abandoned; refuse dump sites and cesspits associated with the sites and remains of selectors houses; remains of discarded agricultural equipment or machinery; remains of small dairies; small townships containing public buildings; sites or remains of buildings associated with transport (railway stations); houses and associated vegetation; historic transport routes - tracks, roads, railways and tramways; bridges associated with transport routes - road and rail; and sawmill sites.

Biosis (2005) completed an archaeological assessment for a proposed Wastewater Treatment Plant at Seaspray. The study area is within the current search area. The report developed a predictive model for historical archaeological sites within proximity to Seaspray. The authors suggested that structures and machinery connected with the original Coady Vale and Prospect West runs may have survived, however more recent construction, ground disturbance and service works connected with the development of the Seaspray

township have most likely removed most of these archaeological remains. The areas that have had the least amount of impact in recent years were considered the areas to have the higher potential for historical archaeological remains. During the survey, no historical archaeological sites or areas of potential non-Aboriginal historical archaeological sensitivity were located within the study area. A row of cypress trees on both side of the road at the entrance of the town was noted but not considered to be of high historical significance.

4.3 Summary of Desktop Assessment

The search area, located within Gippsland, was first settled in the early 19th century by non-Aboriginal settlers attracted to the grassy plains and plentiful water. Since the 1830s, squatters occupied the search area, with large grazing runs. With the discovery of gold in the 1850s, more settlers began occupying the nearby high country, clearing land and providing timber to the region. In the 1870s, the Settlement period began, with the large squatters runs broken into smaller farms. Sale, Rosedale and Longford began to develop, aided by the Latrobe River port near Sale. Dairying and crop farming became the region's main industries. The opening of the railway from Melbourne to Sale in 1878 opened the region up for further settlement. After the war, other industries like power and sewerage developed in the region, bringing workers to Sale and other nearby towns. In the west of the search area, the mining of brown coal developed into an important industry in the Latrobe City region, attracting immigrants. Along the coast, holiday towns developed along Ninety Mile Beach. The majority of the search area is still being used for agricultural purposes today.

Previous archaeological assessments within the search area have been limited, and the lack of comprehensive survey coverage in the search area suggests that the vast majority of historic places within the search area remain unrecorded. Of the 30 historic places of state and local significance previously recorded in the search area, six places are homesteads or agricultural places and four places are associated with water transport. The agricultural places were recorded predominantly on agricultural land, spread across the search area. The places associated with water were recorded on waterways. Clusters of historic places were recorded around or within towns such as Sale, Rosedale and Longford. Of the seven shipwrecks recorded within the search area, only three are recorded within the offshore area. One of the shipwrecks recorded in the onshore search area is likely the result of a database error (H.M.S Sappho).

5 Preliminary predictive statements

Historic places and archaeological sites occur across the Victorian landscape, and some specific types of locations are well understood to have greater potential for such places.

Based on an assessment of previously recorded historical heritage and previous heritage assessments within the search area, historic places most likely to occur within the search area are associated with early buildings, building foundations, bridge foundations, agricultural activities and enclosures, and rural infrastructure. Features like buildings may still exist or these places may be represented by a subsurface archaeological deposit, surface archaeological material or historic objects. There is a higher potential for subsurface historical deposits in proximity to buildings and extant foundations. The likelihood of any unknown historic places will increase with the proximity to towns and other settlements, particularly Sale, Rosedale and Longford. Shipwrecks may be found in the offshore search area or on the coastal beaches.

The historical record of the search area is characterised by the periods of development outlined in the thematic history. In relation to these periods, surviving archaeological and heritage features are likely to conform to the following types:

The place types listed below are intended to give an indication of possible historic place types and they do not represent an exhaustive list. The report's scope and large search area did not allow for more than general predictive statements to be made. Further assessment is required in order to determine locations of historic heritage potential within the onshore and offshore search areas.

Squatting

Squatting stations, shepherds huts, dams, sheep washes, boundary markers of early runs, and early roads and tracks. If found these place types would be of high significance but they have a low likelihood of having survived given subsequent land use. These types of places are more likely to be found in areas of little land use impact or in areas of continuous low impact agricultural land use. They may also be located closer to waterways as early settlers relied on proximity to water.

Selection

Settlements, homesteads, workers huts, roads and tracks, mature exotic vegetation and features related to agricultural practices such as fences, dams, sheep washes, sawmills, barns and woolsheds dating to the Settlement period of the 19th century. If found these place types would be of high heritage significance. These types of places are more likely to be found in areas of little land use impact or in areas of continuous low impact agricultural land use.

Settlements showing subdivision, houses and other historic buildings, roads and tracks, and features related to agricultural practices such as fences, dams, tracks, sheep washes, sawmills, barns and woolsheds dating to the Closer and Soldier settlement schemes of the 20th century. These types of places are more likely to be found in areas of little land use impact or in areas of continuous low impact agricultural land use. Sites relating to modern agriculture are of low archaeological significance.

Historic places associated with urban living; such as houses, service buildings and infrastructure, commercial and industrial buildings, roads, monuments, and parks are more likely to be found in towns and cities including Sale, Longford, Rosedale and all other urban areas within the search area.

Transport infrastructure such as rail lines, stations, markers and roads are well documented. These place types are likely be found in documented locations and may still be in current use such as the Gippsland rail

line, or adapted use such as abandoned branch rail lines being used as rail trails. Bridges, ports, wharfs and jetties are also likely to be well documented and found within proximity to a waterway or former waterway.

Industrialisation

Features relating to coal extraction, briquette manufacture and electricity generation dating to the 1920s dominates the mining and industrial areas to the west of the search area.

Underwater cultural heritage

The search area includes an area that has been used a major corridor for coastal and international shipping. Shipwrecks dated from the 19th and 20th centuries have been located and identified within the search area. There is potential for previously unrecorded shipwrecks and other underwater cultural heritage to be located within the offshore search area. There is also potential for unrecorded shipwrecks and associated material to be located on beaches and other coastal areas after being washed ashore.

6 Assessment of potential impacts

6.1 Commonwealth

Shipwrecks are protected under *Underwater Cultural Heritage Act 2018* (Cth). Under the *Underwater Cultural Heritage Act 2018* (Cth), anything that has or is likely to have an adverse impact on the article is generally prohibited without a permit. There are seven known historic shipwrecks within the search area. These are:

- Colleen Bawn

- Trancoolah

- Trinculo

- PS Paynesville

- Sappho (H.M.S)

- Struan

- Magnolia

All seven shipwrecks are registered on the Victorian Heritage Register (VHR). Three of the known shipwrecks are located in Commonwealth waters (Colleen Bawn, Magnolia and Struan). Three of the known shipwrecks are located onshore on Victorian land (Trancoolah, Trinculo and PS Paynesville). One of the known shipwrecks (Sappho (H.M.S)) is registered on the AUCHD as being located onshore on Victorian land, south of Rosedale. However as this wreck is recorded on the VHD as never discovered, it is highly likely this is an estimated location or database error. Further assessment is required to confirm whether this is the result of a database error.

In the first instance, it is recommended that the project avoid physical impact to all known historic places. The undertaking of sensitive construction practices in the vicinity would likely further avoid the impact to these historic places.

The potential mitigation strategy for each place is dependent on the final construction location and method, and the characteristics of that individual place. The mitigation measures (if required) must also be developed in consultation with the relevant authority.

If avoidance of these places is not possible through the design of the proposed works, the project may cause harm to the heritage values of these places, and appropriate mitigation strategies must be put in place. Construction, operation, management and decommissioning works of offshore infrastructure within Commonwealth waters and onshore infrastructure may have direct and indirect impacts on known and unknown shipwrecks within the search area. The preceding background assessment and predictive modelling has identified that the known historic heritage values of the search area are relatively limited, with only a small proportion of the entire search area having undergone detailed archaeological investigation. There is potential for unknown shipwrecks to be located within the search area.

In order to determine a design plan to cause the least impact to known and unknown historic places and historic values, a route options study is recommended.

6.2   Victorian

There are 30 known terrestrial historic places within the search area. These places are registered on the VHR, VHI and Wellington Shire Heritage Overlays. These places will be managed under the following legislation and approval processes.

Victorian Heritage Register

Victorian Heritage Register items are protected under the *Heritage Act 2017* and require a heritage permit (or permit exemption) to be prepared prior to development. Heritage Victoria may also have other requirements such as undertaking a Heritage Impact Statement prior to issuing a permit.

Victorian Heritage Inventory

Victorian Heritage Inventory items are protected under the *Heritage Act 2017* and require a consent to damage prior to development. Heritage Victoria may also have other requirements such as an archaeological investigation prior to issuing a consent.

Heritage Overlay of the Wellington Planning Scheme

Any activity that will impact any of the Heritage Overlay locations will require a permit application to the Wellington Shire Council. The Council may also have other requirements such as undertaking a Heritage Impact Statement prior to issuing a permit.

The desktop assessment has determined there is potential for further unknown historic places within the search area.

In the first instance, it is recommended that the project avoid physical impact to all known historic places. The undertaking of sensitive construction practices in the vicinity would likely further avoid the impact to these historic places.

If avoidance of these places is not possible through the design of the proposed works, the project may cause harm to the heritage values of these places, and appropriate mitigation strategies must be put in place. Mitigation strategies may include (but are not limited to) archaeological salvage, archival recording, monitoring, repair, replacement, and interpretation.

7 Mitigation

7.1 Terrestrial heritage

The preceding background assessment and predictive statements demonstrated that there is potential to find historic places and archaeological sites across the entire search area. The background assessment also identified that known historic heritage values of the search area are currently relatively limited, largely due to only a small proportion of the entire search area that has undergone detailed archaeological investigation to date. Refinement of the investigation area and on site surveys will allow for a better understanding of the nature of historic heritage likely to be impacted by the future potential project.

The potential mitigation strategy for each place is dependent on the final construction location and method, and the characteristics of that individual place. The mitigation measures (if required) must also be developed in consultation with the relevant authority (such as the local Council and/or Heritage Victoria).

The potential impacts to previously recorded and unrecorded historic heritage include disturbance to historic places and archaeological sites by physical impact associated with the project works. Impacts may include vegetation clearance, ground disturbance from construction works and laydown areas that have potential to impact surface and subsurface deposits. Visual landscape changes may impact cultural significance, and must be assessed further in consultation with community stakeholders.

Route design

In order to determine a design plan to cause the least impact to known and unknown historic heritage and values, a route options study is recommended.

Detailed design should consider avoiding known historic places, though it is likely that unknown historic places will be identified and managed during the approvals process. This may also allow the design to be configured in a way that will minimise potential for further cultural heritage material to be located.

The final future potential project design should, where possible, make use of areas that have been previously disturbed, such as existing utility corridors, rather than plan for impacts on private land or public reserves which are unlikely to have been extensively disturbed in the past. This lack of disturbance increases the potential to contain historic heritage. The use of previously disturbed areas as a preference will minimise impacts to known and unknown historic heritage across the search area.

Due to the area requiring impact, it is likely that known and unknown historic heritage places and values will be impacted by the project as previously installed pipeline easements will most likely not cover the entire required infrastructure routes or impact areas.

Historic survey and report

All historical archaeological sites in Victoria older than 75 years are protected under the *Heritage Act 2017*, regardless if they are recorded or not. If an archaeological site is uncovered during the proposed works, under Section 127 of the *Heritage Act 2017* it is an offence to knowingly disturb, damage or excavate without obtaining the relevant approval. Therefore, regardless of the requirements for permits or consents, an assessment of the search area must be made to determine the likelihood that historic sites may be present.

It is therefore likely that there are unknown historic places within the search area and a historic survey is advised.

7.2 Maritime heritage

The results of the desktop assessment indicate that only three shipwrecks are underwater in the offshore search area (Colleen Bawn, Magnolia and Struan), while three shipwrecks (Trancoolah, Trinculo and PS Payneville) are ashore on Ninety Mile Beach, and H.M.S Sappho may not be located within the search area due to a database location error. All seven shipwrecks are registered on the Victorian Heritage Register (VHR).

The Underwater Cultural Heritage Act also covers underwater heritage that may be discovered or identified while undertaking the action. There is potential for further shipwrecks to be located within the search area. It is recommended that further assessment be undertaken of the offshore area to determine the presence of unknown historic cultural material and values. This may include further desktop assessment comprising an analysis bathymetric maps and benthic data. It is recommended a contingency plan is in place should any underwater heritage be located during the action.

7.3 Community consultation

Community engagement is recommended in regards to historic heritage values for the project area, including terrestrial and maritime sites. Community consultation will assist in identifying areas of note or concern, including identifying any heritage areas for further assessment. Community engagement will also allow for the provision of feedback throughout the planning for the project, minimising adverse community impact, and guiding the project to meet community expectations.

8 Conclusions

8.1 Commonwealth (EPBC referral)

8.1.1 2.1 Is the proposed action likely to have any direct or indirect impact on the values of any World Heritage properties? If yes, provide details.

No, as there are no World Heritage listed properties within the search area.

8.1.2 2.2 Is the proposed action likely to have any direct or indirect impact on the values of any National Heritage places? If yes, provide details.

No, as there are no National Heritage places within the search area.

8.1.3 3.8 Describe any Commonwealth Heritage places or other places recognised as having heritage values relevant to the project.

There are no Commonwealth Heritage listed places of historic heritage within the search area.

There are seven known historic shipwrecks within the search area:

- Colleen Bawn
- Trancoolah
- Trinculo
- PS Paynesville
- Sappho (H.M.S)
- Struan
- Magnolia

All seven shipwrecks are protected under the *Underwater Cultural Heritage Act 2018* (Cth) and are registered on the Victorian Heritage Register (VHR). The results of the desktop assessment indicate that only three shipwrecks are underwater in Commonwealth waters in the offshore search area (Colleen Bawn, Magnolia and Struan), while three (Trancoolah, Trinculo and PS Payneville) are ashore on Ninety Mile Beach. H.M.S Sappho may not be located within the search area as it is registered on the AUCHD as being located onshore on Victorian land, south of Rosedale. However as this wreck is recorded on the VHD as never discovered, it is highly likely this is an estimated location or database error. Further assessment and expert advice from a maritime heritage expert is required as to whether H.M.S Sappho is within the search area.

The Underwater Cultural Heritage Act also covers underwater heritage that may be discovered or identified while undertaking the action. Part of the search area has been used as a major shipping route and 19th and 20th century shipwrecks have been located and identified within the search area. There is potential for unknown shipwrecks to be located within the search area. It is recommended that further assessment be undertaken of the offshore area to determine the presence of unknown shipwrecks and other known underwater cultural heritage material. This would include further desktop assessment comprising an analysis of bathymetric maps and benthic data. There is also potential for unrecorded shipwrecks and associated material to be located on beaches and other coastal areas after being washed ashore. It is recommended a contingency plan is prepared should any underwater heritage be located during the action.

8.2 Victorian (EES referral)

8.2.1 Part 2.11 Potentially significant environmental effects – Overview of potentially significant environmental effects (identify key potential effects and comment on their significance and likelihood, as well as key uncertainties)

Historic heritage

A desktop assessment of historic places within the search area was undertaken. Databases were searched for known historic places, including; the World Heritage List; National Heritage List; Commonwealth Heritage List; Register of the National Estate; National Trust Register; Victorian Heritage Register and Inventory; the Wellington Shire and Latrobe City Local Council Heritage Overlays and/or Planning Schemes; and the Australasian Underwater Cultural Heritage Database. Thirty known historic places were found:

- Boat shed
- Boggy Creek Lime Kilns
- Drying Barn
- Dunrobin
- Dutson Irrigation System
- Elm Trees
- Esso Ruin
- Flynns Creek Upper School
- Former ESSO BHPP Offices (Wellington Shire Council Offices)
- Former Frouds Sawmill
- Holey Plain
- House (22 Guthridge Parade, Sale)
- House (52 Guthridge Parade, Sale)
- House (8 York Street, Sale)
- House (57-59 York Street, Sale)
- Kilmany Park
- Latrobe Wharf, Swan Hotel, & Victoria Hotel Site
- Municipal Pound (former)
- Powder Magazine (former)
- Redgate Reserve
- Robinson Park Trees
- Sale Canal
- Sale High School (former)
- Sale Lake Guthridge Landscape Precinct
- Sale Netherlands Rural Area Precinct

- St Anne's and Gippsland Grammar School

- Swing Bridge

- Thomson River Jetty

- Traralgon South

- Woodside/Longford Artefact Scatter

Additionally, seven shipwrecks were recorded within the search area:

- Colleen Bawn

- Trancoolah

- Trinculo

- PS Paynesville

- Sappho (H.M.S)

- Struan

- Magnolia

It is expected that direct impact to these places would be avoided through the project design and future route option studies. The undertaking of sensitive construction practices in the vicinity would likely further avoid the impact to these historic places. In order to determine a design plan to cause the least impact to known and unknown historic heritage values, a route options study and on site visit is recommended.

The final future potential project design should, where possible, make use of areas that have been previously disturbed, such as existing utility corridors, rather than plan for impacts on private land or public reserves which are unlikely to have been extensively disturbed in the past. This lack of disturbance increases the potential to contain in situ historic heritage material. The use of previously disturbed areas as a preference will minimise impacts to known and unknown historic heritage across the search area.

8.2.2   Part 15 Social environments – Cultural heritage

Are there any cultural heritage places listed on the Heritage Register or the Archaeological Inventory under the Heritage Act 1995 within the Project area? If yes, provide details.

A desktop assessment has been undertaken which has found the following historic places on the Victorian Heritage Register or the Victorian Heritage Inventory under the *Heritage Act 2017* (Vic):

- Swing Bridge (H1438)

- Dunrobin (H8221-0003)

- Thomson River Jetty (H8321-0004)

- Boggy Creek Lime Kilns (H8321-0008)

- Dutson Irrigation System (H8321-0011)

- Esso Ruin (H8321-0017)

- Flynns Creek Upper School (H8221-0009)

- Woodside/Longford Artefact Scatter (H8321-0018)

- Swan Hotel (H8321-0002)

- Victoria Hotel (H8321-0003)

- Traralgon South (H8221-0004)

- Former Frouds Sawmill (H8321-0019)

Seven shipwrecks were recorded on the VHR within the search area:

- Colleen Bawn (S155)

- Trancoolah (S683)

- Trinculo (S680)

- PS Paynesville (S519)

- Sappho (H.M.S) (S605)

- Struan (S633)

- Magnolia (S437)

It is also noted that 22 historical places listed by local council heritage overlays are within the search area:

- Latrobe River Swing Bridge (HO61)

- House (22 Guthridge Parade, Sale) (HO216)

- House (52 Guthridge Parade, Sale) (HO218)

- Robinson Park Trees (HO134)

- Kilmany Park (HO68)

- Sale Canal (HO136)

- Sale Netherlands Rural Area Precinct (HO131)

- Drying Barn (HO138)

- Redgate Reserve (HO137)

- Holey Plain (HO70)

- Sale Lake Guthridge Landscape Precinct (HO123)

- Thomson River Jetty (HO133)

- Latrobe Wharf, Swan Hotel, & Victoria Hotel Site (HO132)

- Boat shed (HO139)

- House (8 York Street, Sale) (HO140)

- Elm Trees (HO141)

- House (57-59 York Street, Sale) (HO142)

- Former ESSO BHPP Offices (Wellington Shire Council Offices) (HO143)

- Municipal Pound (former) (HO144)

- Sale High School (former) (HO90)

- Powder Magazine (former) (HO95)

- St Anne's and Gippsland Grammar School (HO98)

Is mitigation of potential cultural heritage effects proposed?

In the first instance, it is recommended that the project avoid physical impact to all known historic places. The undertaking of sensitive construction practices in the vicinity would likely further avoid the impact to these historic places.

There is potential for unknown historic heritage material to be identified within the search area. In order to determine a design plan to cause the least impact to known and unknown historic cultural heritage material and intangible heritage values, a route options study is recommended.

If avoidance of these places is not possible through the design of the proposed works, the project may cause harm to the heritage values of these places, and appropriate mitigation strategies must be put in place. Mitigation strategies may include (but are not limited to) archaeological salvage, archival recording, monitoring, repair, replacement, and interpretation.

The potential mitigation strategy for each place is dependent on the final construction location and method, and the characteristics of that individual place. The mitigation measures (if required) must also be developed in consultation with the relevant authority.

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