



Flinders Foreshore Precinct Conservation Management Plan

Prepared for Shire of Mornington Peninsula
2023

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Abbreviations

AAV	Aboriginal Affairs Victoria (Heritage Services Branch) (now FP-SR)
AHC	Australian Heritage Council
BP	Before Present
CHL	Commonwealth Heritage List
CHMP	Cultural Heritage Management Plan
CHP	Cultural Heritage Permit
DPC	Department of Premier and Cabinet
DTP	Department of Transport and Planning
FP-SR	First People - State Relations
HO	Heritage Overlay
HV	Heritage Victoria (DSE)
ICOMOS	International Council on Monuments and Sites
LCC	Land Conservation Council
NHL	National Heritage List
RAP	Registered Aboriginal Party
RNE	Register of the National Estate
SLV	State Library Victoria
VAS	Victoria Archaeological Survey (replaced by AAV and HV)

Acknowledgements

Mornington Peninsula Shire acknowledges the Bunurong people, who have been the custodians of this land for many thousands of years; and pays respect to their elders past and present. We acknowledge that the land on which we meet is the place of age-old ceremonies, celebrations, initiation and renewal; and that the Bunurong peoples' living culture continues to have a unique role in the life of this region.

It is noted that some information quoted or referenced within this report is from European-settlement era sources, which may contain offensive or outdated terms and opinions.

Biosis Pty Ltd gratefully acknowledges the contribution of the following people and organisations who provided valuable information in preparing this report:

Hayden Forrest, Coastal Planner, Mornington Peninsula Shire
Anne Grogan, Mornington Peninsula Shire
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Paul Roser, Parks Victoria
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Chris Jaeger, Flinders Community Association
Mary Iles, Flinders Community Association
Charles Reis, Chairperson, Save Flinders Pier campaign

The CHMP is based on a previous version prepared in 2013. Assistance was provided by the following people in preparation of the original version:

Simon Lloyd (former Heritage Planner, Mornington Peninsula Shire)
Jo Monie (Flinders Historical Society)
Adam Magennis (former Indigenous Heritage Officer, Mornington Peninsula Shire)
Matt Stahmer (former Natural Systems, Mornington Peninsula Shire)

Simon Thorning (former Natural Systems, Mornington Peninsula Shire)
Rebecca Cohen (former Coastal Planner, Mornington Peninsula Shire)
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Geoff Sutherland (Boat Moring Association),
Peter Hall (Flinders Village Association)
Jacqui May (Flinders Ocean Swimmers Seadragons)
Lorraine Huddle (former Heritage Advisor Mornington Peninsula Shire)
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Jeremy Smith, Brandi Burgh (Heritage Victoria)
Stephanie Vick, Stephen Flack and Carmel Prestinenzi (Biosis Pty Ltd)

1 Introduction

Cultural heritage legislation protecting historical heritage places applies in Victoria. Historic places are an important part of our heritage; they represent evidence of the past actions of Victorians and the history of our communities. Heritage places can provide us with important information about past lifestyles and cultural change. Preserving and enhancing these important and non-renewable resources is encouraged through heritage legislation.

Managing cultural heritage values depends on a sound understanding of the significance of the heritage place and consideration of actions that may have a harmful or beneficial effect on that heritage. The Conservation Management Plan is a document intended to identify the significance and values of a heritage place, and assist owners, managers and approval authorities to make sound decisions about managing change to heritage places.

1.1 Project Context

Community Advocacy

On 21 July 2020, The Victorian Government announced the planned "... demolition of the inner section of the old Flinders Pier".

On 8 May 2021, a public meeting was organised by the Flinders Community Association to discuss the proposed demolition of the pier, and the Save Flinders Pier campaign was formed. Three critical issues were identified at the meeting which would subsequently inform the Save Flinders Pier Campaign:

- (i) the likelihood that removal of the first 180m could lead to the timber pier's full removal given the age of the whole structure;
- (ii) the possible impact on the habitat of the Weedy Sea Dragon; and
- (iii) the potential loss of an historic maritime artefact.

An online petition built a strong following eventually reaching 42,000 signatories and raised approx. \$40,000 in donations; while a petition in village shops recorded a further 2,800 signatories.

In July 2021, Sir David Attenborough wrote a letter expressing his concern for the pier habitat of the Weedy Sea Dragon, which was published in The Age newspaper and reported on ABC News and each of Victoria's commercial television news services.

On 20 July 2021, the community through the Flinders District Historical Society nominated the pier precinct to the Victorian Heritage Register.

On 7 September 2021, the Mornington Peninsula Shire Council voted unanimously to Save Flinders Pier, observing in Council Meeting Minutes that "the Flinders Pier holds significant historical, social, aesthetic, and environmental values and attracts beneficial tourism to the Western Port region."

In March 2022, Heritage Victoria completed an assessment of the cultural heritage significance of the Flinders Telegraph Cable Complex and Pier, and recommended that Flinders Pier and the nearby cable station precinct be included on the Victorian Heritage Register as a place of State-level cultural significance with objects integral. The recommendation specifically cited the pier's historic connection to

- (i) the cable station precinct;
- (ii) scientists and enthusiasts with an interest in the marine life beneath Flinders Pier; and
- (iii) the "resonance of social value" demonstrated by the public response to the proposed demolition.

It further noted that the integrity of the pier remains in its general form, materials and orientation, notwithstanding frequent repairs and replacement of components.

On 4 May 2022, the Victorian Government announced they would commit \$1.5m for planning and restoration works in its 2022/23 Budget.

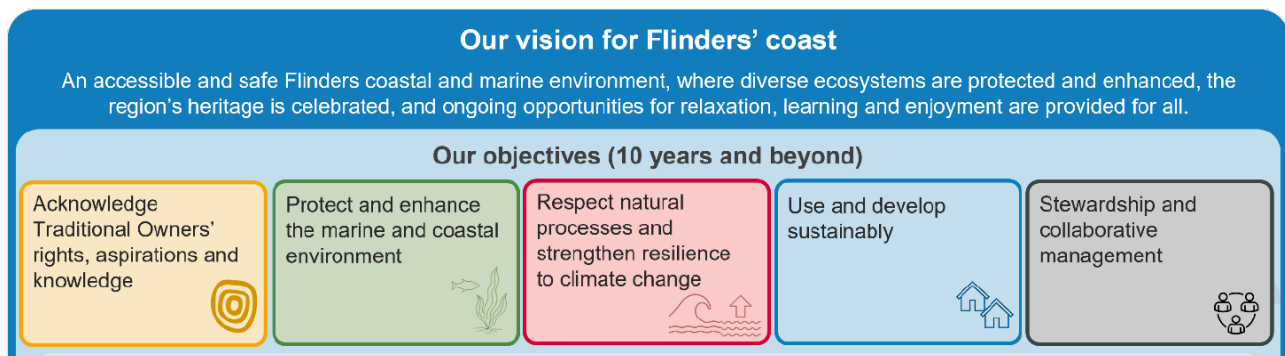
On 14 October 2022, the Heritage Council of Victoria announced its decision that the Flinders Pier and Telegraph Cable Complex "... is of State-level cultural heritage significance and is to be included in the Victorian Heritage Register".

Flinders Coastal and Marine Management Plan

Mornington Peninsula Shire is Committee of Management for large portions of coastal Crown land, including the Flinders foreshore reserve. The Shire is committed to protecting and enhancing the marine and coastal environment in line with obligations under the *Marine and Coastal Act 2018*.

As part of their management responsibility, the Shire has recently developed the Flinders Coastal and Marine Management Plan (CMMP) (2023). The CMMP sets the strategic direction for marine and coastal management for the next 5-10 years. Developed in consultation with key stakeholders of the Flinders region, the CMMPs vision and objectives were informed by local perspectives, and the management approach was designed to align with state legislation, guidelines and government policy, in particular the *Marine and Coastal Act 2018* and Marine and Coastal Policy (2020).

The following objectives guide decision making, identifying a consistent vision, objectives and actions for coastal and marine areas.



Extracted from *Flinders Coastal and Marine Management Plan (2023)*


This vision includes the following aspiration to celebrate the region's heritage:


Celebrating heritage means providing education and learning opportunities for the community and visitors to connect with the past, both through preservation of physical structures, natural features and through storytelling

Extracted from *Flinders Coastal and Marine Management Plan (2023)*

The CMMP identified a range of actions to manage coastal and marine areas, both at Flinders and across broader Mornington Peninsula Shire region. These actions are to be achieved through various projects, programs, policies and tools.

This Conservation Management Plan (CMP) looks to deliver on the following actions identified in the Flinders CMMP:

R.2f	Work with Parks Victoria and relevant stakeholders to revise the		\$\$	The Shire
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	Flinders Conservation Management Plan (2013) to reflect the heritage values of the site and management requirements in accordance with the Victorian Heritage Registry.			PV
P2.3	Work with Parks Victoria and relevant stakeholders on the potential Flinders Pier restoration and review the alignment of any works with this CMMP vision, objectives and actions.		\$	The Shire PV and others

Extracted from Flinders Coastal and Marine Management Plan (2023)

1.2 Location

The Flinders Foreshore Precinct (also known as the Flinders Pier, Foreshore and Cable Station Site Precinct) is located at the end of Cook Street, Flinders, in the Mornington Peninsula Shire, and extends eastwards from the Esplanade, to include Bass Park, and part of the Flinders Foreshore Reserve, and part of the Flinders Pier.

The precinct formerly included two separate heritage listed items: the cable station site and the jetty cargo shed. These have been amended to include a listing mirroring the VHR extent for HO330 Flinders Foreshore Precinct, and HO81 Former Jetty Cargo Sheds, Fishermen's Shed/Jetty. A car park, slipway and picnic area are located south of the jetty. Houses perched on the bluffs and Flinders Yacht Club and a Marine Rescue facility are located at the southern end of the beach, beyond which are boat moorings.



Figure 1: Location of the study area.

1.3 Purpose of the Conservation Plan

Prompted by current and proposed works within the precinct, and changes to the statutory heritage listings for the precinct, Mornington Peninsula Shire Council has commissioned a Conservation Management Plan review to provide the historical and contextual information, and management policies, to assist decision making for the Flinders Foreshore Precinct.

Aims of the project

The primary aim of the project is to provide Council with a Conservation Plan for the precinct that will enable management decisions to be made on an informed basis.

The need for the Plan has been highlighted by certain completed and proposed works in the area, changes to the heritage listing, with a wider area listed on the Victorian Heritage Register . The jetty cargo shed has recently been restored by Council, with assistance from a Heritage Victoria grant. This shed was previously occupied by a local swimming group but has since been provided with heritage displays by the local historical society and is opened to the public by volunteers.

The winch shed has been most recently used by the local ocean swimming group for storage and outdoor shower facilities.

- The Community Association has also expressed interest/undertaken:
 - It has put a proposal to Council to restore and interpret the slipway and winch shed;
 - It has expressed a desire to remove weedy vegetation from the bluff above the pier;
 - It has installed interpretive signage.

While Council is encouraged by the local enthusiasm to make improvements to this area, it is also has a responsibility to ensure that the area is managed in accordance with heritage principles and other policy and legislation.

Management issues raised by Council officers in relation to these proposed works include:

- The desirability of extensions to the shed/s to accommodate new uses and what form these could take;
- The significance of the slipway and winch shed and how best these should be conserved/interpreted;
- Appropriate management strategies for foreshore vegetation;
- Whether sufficient knowledge exists about the form and location of various prior structures to facilitate appropriate conservation and interpretation.

Council's former heritage adviser, Lorraine Huddle, was previously asked to give advice on one or more of these projects, and has stated that there is insufficient information, particularly on:

- The relative significance of various structures
- How the various sites within the precinct should be managed and interpreted

Parks Victoria, as manager of the historic timber pier and modern concrete pier adjacent, is interested in understanding the heritage management policies for the area. The Plan will be used to inform and guide future management activities for its Committee of Management area.

At the time of writing this report funding has been sought, and is understood to be available for commencement of repairs to the inner section of the timber pier, which is currently partly fenced off to the public as unsafe. Future works will be planned and undertaken to maintain the pier with consideration of the updated heritage listing and recommendations of this CMP and available funding.

1.4 Consultation

Before undertaking surveys for historical heritage places there is a statutory requirement to notify Heritage Victoria – the State government agency responsible for historical cultural heritage places. The protection and management of Aboriginal archaeological places and sites is addressed under the provisions of the *Aboriginal Heritage Act 2006* and *Aboriginal Heritage Regulations 2009*.

Several groups and individuals with an interest in the study were consulted during the project, either during a site meeting on 31 May 2023 by phone and email, or at project meetings.

Consultation for the original CMP included: Jo Monie (Flinders Historical Society), Adam Magennis (former Indigenous Heritage Officer, Mornington Peninsula Shire), Matt Stahmer (former Natural Systems, Mornington Peninsula Shire), Rebecca Cohen (former Coastal Planner, Mornington Peninsula Shire), Phil Hughes (GIS and maps Mornington Peninsula Shire), Geoff Sutherland (Boat Mooring Association), Peter Hall (Flinders Village Association) and Jacqui May (Flinders Ocean Swimmers Association).

Further consultation for the revised CMP included Hayden Forrest, Coastal Planner, Mornington Peninsula Shire; Anne Grogan, Mornington Peninsula Shire; David Allen, Parks Victoria; Paul Roser, Parks Victoria; Chris Jaeger, Mary Iles, Neville Wale, Flinders District Historical Society.

1.5 Limitations of the Study

The study was confined to a review of available published sources and selected archival materials and documents sourced through the Mornington Peninsula Shire Council. A brief site inspection over one day was undertaken, including visual inspection of the interior of the three sheds.

1.6 Authorship

Gary Vines managed the project, carried out the field survey and wrote the report.

1.7 Methodology

This Conservation Management Plan has been prepared in accordance with the Australia ICOMOS *Burra Charter* (Australia ICOMOS 1999 revision [see Appendix 2]) and the methodology outlined in Kerr's *The Conservation Plan* (3rd Edition, 1990 published by the National Trust of Australia [NSW]). The assessment of cultural significance has been primarily compiled using these documents.

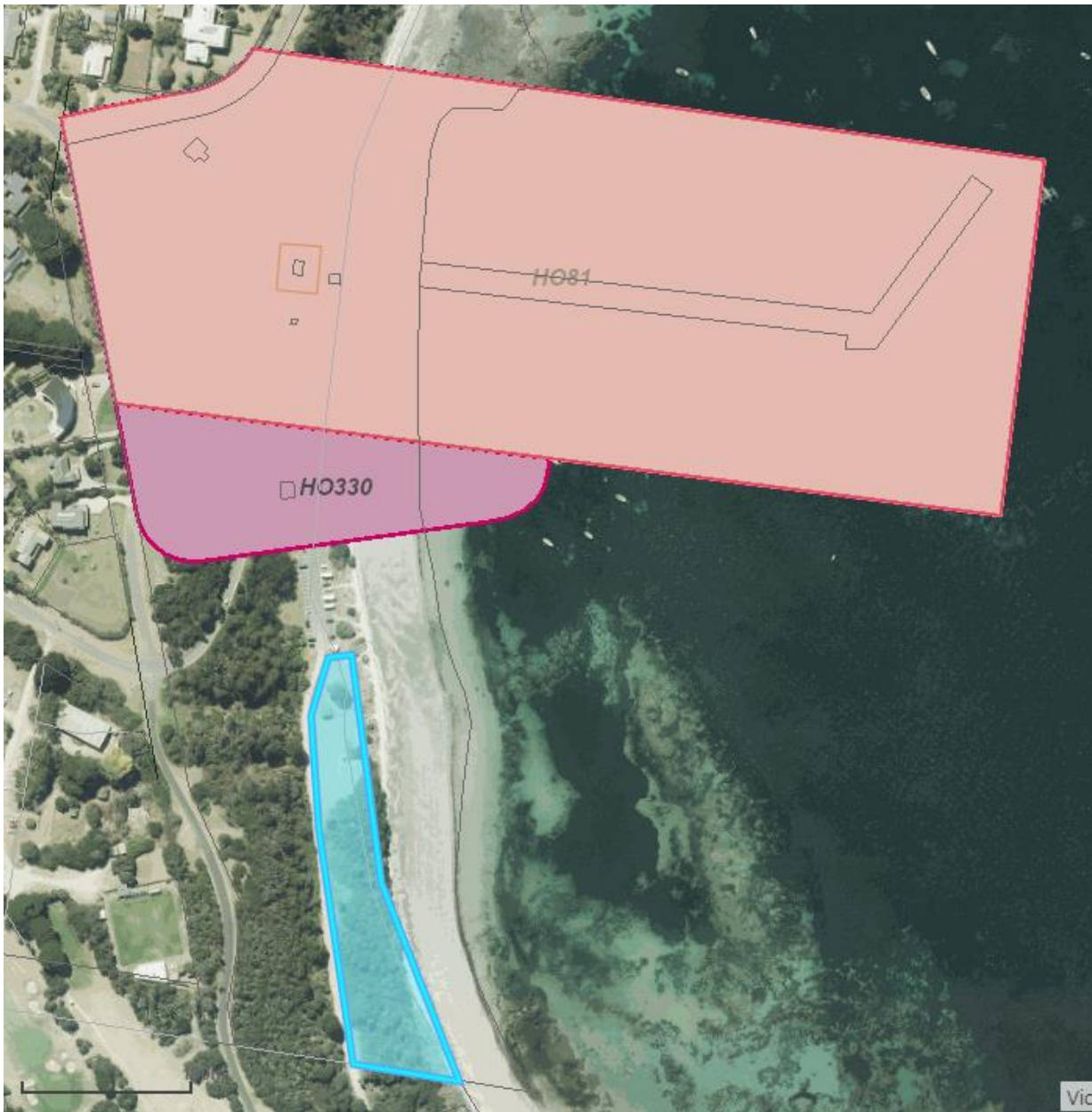


Figure 2: Current Heritage Listings: HO330 Flinders Foreshore Precinct (shaded pink) HO81 (VHR H906 and H2413) Flinders Telegraph Cable Complex and Pier and Former Jetty Cargo Sheds (shaded brown) VHI H7921-0107 Flinders Foreshore Fishermen's Huts (shaded blue)

1.8 Planning status, heritage listings and controls

The Flinders Foreshore Precinct includes several existing heritage listings and classification. Heritage Overlay, Heritage Inventory and Victorian Heritage Register extents are shown in the above map – and identified by their Hermes number in the list below.

National Trust Register

B0403 Old Cable Station Flinders (demolished file only)

B6332 Fishermen's Shed, National Trust file only

L10037 Bass Straight Landscape

Victorian Heritage Inventory

H7921-0108 Flinders Pier and Slipways Precinct (Hermes 30918)

Two previous listings have been subsumed into the revised VHR extent of the Jetty Cargo Sheds and Pier, Flinders Foreshore HO906. These are:

H7921-0107 Flinders Foreshore Fishermen's Huts (Hermes 30914)

H7921-0073 Flinders Cable Station site (Hermes 13081)

Mornington Peninsula Planning Scheme Heritage Overlay

HO81 Flinders Telegraph Cable Complex and Pier, The Esplanade, Flinders and Former Jetty Cargo Sheds, Flinders Foreshore, Flinders

HO330 Flinders Foreshore Precinct

A previous HO46 Flinders Cable station site has been subsumed into HO81, which has been aligned to match the VHR listing for HO906

Victorian Heritage register

VHR H2413 Flinders Telegraph Cable Complex and Pier, The Esplanade Flinders, Mornington Peninsula Shire

VHR HO906 Former Jetty Cargo Sheds and Pier, Flinders Foreshore, Flinders (Hermes 500)

Heritage Permit P15798 27 May 2010¹

Heritage Studies

Shire of Flinders Heritage Study, Significant Areas and Sites – Cable Station site

Shire of Flinders Heritage Study Precincts – Flinders Pier, Foreshore and Cable Station Site Precinct

Flinders Pier Precinct CMP 2013, G Vines, for Mornington Peninsula Shire

Flinders Pier Precinct Victorian Heritage Register Nomination Report, Prepared for Shire of Mornington Peninsula, 2022 Biosis

1.9 Land ownership and management

The land containing the Flinders foreshore precinct and pier is Crown Land under management of the Mornington Peninsula Shire and Parks Victoria. This corresponds with two parcels of land Lot 16B/PP2613 comprising the pier, 29A~A\PP2613 comprising the land from the high tide to low tide line, and 16A\PP5292 comprising land from the high tide line to the Esplanade at the top of the cliff (see). (Note that the high tide boundary line is a historic alignment that does not account for changes due to erosion and land fill).

¹ for repair and restoration of existing timber cargo shed and replacement of concrete floor, Schedule of Works by L Huddle and engineering drawings by Mark Hodgkinson P/L.

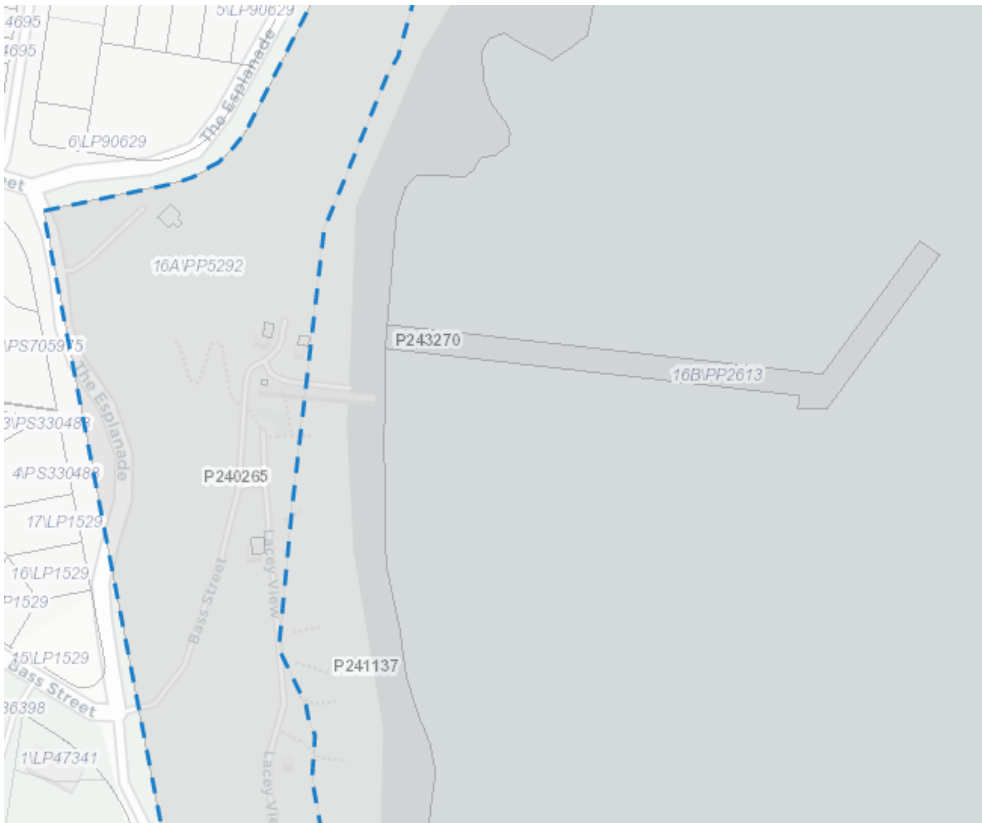


Figure 3: Plan of land parcels at Flinders foreshore



Figure 4: Crown Land managed by Mornington Council Committee of Management (yellow) and Parks Victoria (green)

2 History

2.1 Environmental background

The Flinders Foreshore backs onto cliffs composed of bedrock materials comprising lava flows of the Older Volcanics mantled by limestone and sandy beds. The coastal slopes south of the Flinders jetty show a transition from degraded bluffs to active marine cliffs. Near the jetty, there is a wide sandy beach terrace but to the south this terrace narrows and the lower slopes are exposed to direct wave action. In the Royal Australian Navy reserve, the Older Volcanics outcrop as a shore platform and active marine cliffs.²

The town of Flinders lies behind the elongated Flinders Point/West Head with beaches on either side of the point. The two sheltered beaches on the east side are called Dodds Creek and Kennon Cove.

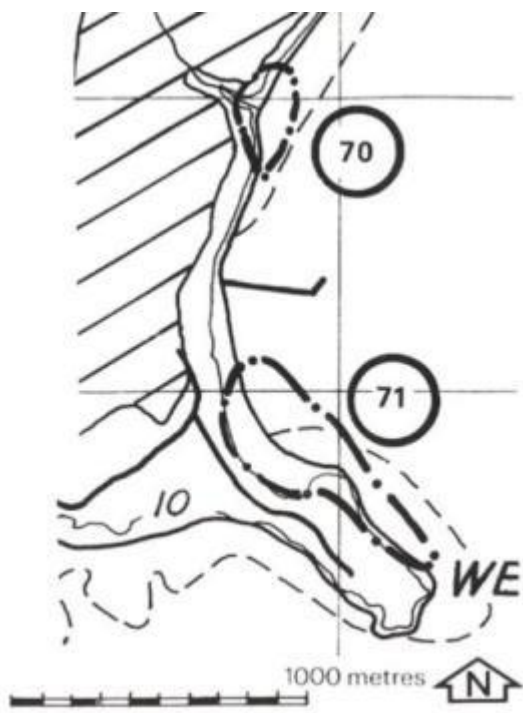


Figure 5: Geological sites of significance at Flinders (from Rosengren 1988)

These sheltered beaches face east and are backed by 20 to 40 m high, vegetated bluffs. Dodds Creek Beach is 400 m long. It extends from 100m wide rock shelves north of the pier and has the creek draining across the southern end exposing a series of alluvial gravel layers and other sediments in the creek valley. Kennon Cove is 1.2 km long, with bluffs to either side of the centrally located jetty. Waves are usually very low and sand flats extend 200 m off the beach.³

² Sites of Geological and Geomorphological Significance in the Westernport Bay Catchment (1984) by Neville Rosengren

³ Sites of Geological and Geomorphological Significance in the Westernport Bay Catchment (1984) by Neville Rosengren

2.2 Aboriginal occupation

The first recorded encounter between the Aboriginal people and Europeans in Victoria took place on the beach near Dromana in February 1802 when Mr Bowen and a party of men in the *Lady Nelson's* launch met some 18-20 Aboriginal men.⁴

At the time of European contact, a people known as the Bunurong (sometimes historically spelled as Bunwurrung or Boon wurrung) controlled the region around the study area. The territory of the six Bunurong clans covered the coastal strip around Port Phillip Bay and Western Port, with their lands extending as far west as Altona and eastwards to include Mornington Peninsula, Wilsons Promontory and into south Gippsland.⁵

The clan identified in the Flinders area at the time of European settlement was the Bun wurrung balug, which held territory around Cape Schanck and Point Nepean.⁶ The name Bunurong refers to the language spoken by the people living in this region, however, the Bunurong language was virtually identical to that of their northern neighbours, the Woiworung. Barwick has suggested that the Bunurong speech name was applied to those with ownership and authority over coastal lands, where mythical figures such as Bunjil and Lohan had rested.⁷

William Thomas established a protectorate station at Bulldog and Tubbarubbabel Creek (near Old Moorooduc Road Tuerong), where one of the larger encampments of the Bunurong was already situated, and from here administered the government's policy of containing and monitoring Aboriginal groups.⁸

No Aboriginal archaeological sites are recorded within the present study area. However, there have not been very extensive archaeological investigations in this area. Previous studies in the general vicinity or covering the wider region have includes Sullivan's pioneering survey of the Mornington Peninsula,⁹ and early descriptive accounts of Aboriginal people and sites in the region.¹⁰ Only two detailed studies have been carried out in Flinders itself.¹¹

2.3 European exploration

Lieutenant Grant sailed the *Lady Nelson*, from London to Port Jackson in March 1800 with instructions to survey then unknown parts of New Holland and along the way received dispatches to sail through the then newly discovered strait between NSW and Van Diemen's Land, i.e. Bass Strait. He arrived at Port Jackson in December 1800 and then undertook a survey of the south coast in March 1801, reaching as far as Western Port. Lt. John Murray returned some months later to complete the task and on 14 February 1802 entered Port Phillip Bay.¹² Matthew Flinders also landed in HMS Investigator, at Bird Rock, near Mornington on 28

⁴ Moorhead, Leslie, 'Mornington - In the wake of Flinders'

⁵ Clark I 1990, *Aboriginal Languages and Clans*, p.367.

⁶ Clark I 1990, *Aboriginal Languages and Clans* pp.366-367

⁷ Barwick, D. 1984, 'Mapping the past: an atlas of Victorian clans 1835-1904' in *Aboriginal History*, Vol. 8, p.115

⁸ Fels, Marie Hansen 2011, 'I Succeeded Once': The Aboriginal Protectorate on the Mornington Peninsula, 1839-1840 Aboriginal History Inc. and ANU E Press, with Aboriginal Affairs Victoria.

⁹ Sullivan, H. 1981, *An Archaeological Survey of The Mornington Peninsula*, Victoria; Gaughwin, D. & Sullivan, H. 1984, *Aboriginal Boundaries And Movements In Western Port*, Victoria; Goulding, M. 1988, *Aboriginal Occupation of The Melbourne Area, District 2*; Coutts, P.J.F., 1980, *Victoria Archaeological Survey Report of Activities 1978-9*.

¹⁰ Massola, A. 1959, *History of The Coast Tribe*; Keble, R.A., 1928, *Kitchen Middens on The Mornington Peninsula*; Spillane, A.E. 1971, *Aboriginal Relics on The Mornington Peninsula*.

¹¹ Shannon Sutton, Paul Freestone & Jim Wheeler n.d. 1-17 The Avenue, Conjunctional Residential Subdivision, Flinders, Victoria; Nicolson, O & Matthews, L 2005, *An Archaeological Assessment of Flinders Backlog Sewer*, Flinders, Shoreham and Point Leo, Victoria.

¹² Hollinshed, Charles N., 1982, *Lime Land and Leisure, Peninsula History in the Shire of Flinders*. Shire of Flinders, p.30.

April 1802 and walked around to Schnapper Point to make his first survey of Port Phillip Bay, but mistook Port Phillip Bay for Western Port and only discovered his mistake after climbing Arthurs Seat. On the basis of the reports of these voyages, a settlement was established at Sorrento by the British in 1803, in part to thwart attempts by the French to claim any part of the continent though it was abandoned the following year. European settlement of the Peninsula did not resume until the 1830s after the establishment of Melbourne.¹³

Western Port was charted in 1839 by Captain J. Lort Stokes of HMS Beagle and a survey of the coastline was carried out by surveyor Smythe in 1841, naming several features including West Head as Flinders was initially called.¹⁴

The township of Flinders was named after Matthew Flinders, explorer and navigator.¹⁵ Kennon Cove was named after William Kennon, an early settler, who used to load cattle at Flinders and was one of the first land purchasers, taking most of the farm allotments north of the Flinders village reserve.¹⁶

2.4 Settlement and town

From the 1840s, most of the more open areas on the Mornington Peninsula had been taken up by squatters and their sheep, George Smythe's map of 1841 shows a number of the first pastoral runs including Mantons Creek at Flinders first held by Charles Manton. In 1847 to 1861, by Henry Tuck, an important early pastoralist. Tuck previously worked at the Arthurs Seat and John Barker's Cape Schanck stations and in 1846 took up Manton's Creek Station at Black Head, as the Flinders township area was then known.¹⁷ This covered 6400 acres with 120 head of cattle. In about 1855, Tuck secured a Pre-Emptive Right of 640 acres of land at Manton's Creek. The Tuck family are remembered by historians for their unusually friendly and kind relationship with Aboriginal people and descendants have continued to live in the district.¹⁸

Initially the area around Kennon's Cove¹⁹ was probably occupied seasonally as an isolated but temporary fishing village. Around the early 1860s some Queenscliff residents, such as the Chidgey and Mannix families, built the first huts in Flinders above the beach between the pier and West Head. Chinese fishermen were also said to have settled there, possibly in the late 1850s. some initial survey of farm lots was carried out in 1861, when at the same time a village reserve was set aside.²⁰ A township survey was carried out and a land sale took place in early 1864.²¹

¹³ Keith Bowden, 1970, *The Westernport Settlement and its Leading Personalities*, p25; 'Western Port 1827'; Smythe, Coastal Survey from West side of Port Phillip to Western Port, CS17, 1841; Commander Henry Cox, *Port Western*, surveyed 1865, CS 67,

¹⁴ Graeme Butler & Associates 2008, p.8, citing Smythe, Coastal Survey from West side of Port Phillip to Western Port, CS17, 1841; and Commander Henry Cox, *Port Western*, surveyed 1865, CS 67.

¹⁵ Reed, A. W. 1973, *Place names of Australia* Reed Books Pty Ltd, Frenchs Forest, cited in *Place Names on the Coast of Victoria*. Compiled by: Eric Bird, Last revised: 12 October 2006. http://www.anps.org.au/documents/VIC_coastal.pdf

¹⁶ Ken Lacey, Flinders Historical Society cited in *Place Names on the Coast of Victoria*. Compiled by: Eric Bird, Last revised: 12 October 2006. http://www.anps.org.au/documents/VIC_coastal.pdf

¹⁷ George D. Smythe, "Survey of the Coast of Port Phillip from the Mouth of the Tangenong Creek to Arthur's Seat", Coastal Survey 81 A, 1841, Ref. no. 5 Sheet no. 1

¹⁸ Henry Tuck, Poems of a Peninsula pioneer: Henry Tuck of Flinders, 1845-1930, Compiled from a collection of typewritten poems filed in the Flinders District Historical Society archive, Introduction written by Ann Lorkin, Flinders District Historical Society, 2009

¹⁹ William Kennon purchased most of the land north of Flinders town survey in the first land sales. (Flinders, County of Mornington, SLV, Melbourne : s.n. 1870)

²⁰ Country lands, Parish of Flinders, County of Mornington [cartographic material] / surveyed by M. Callanan, Asst Surveyor ; photo-lithographed by J. W. Osborne at the Department of Lands and Survey, Melbourne 20th Feb 1861. Victoria. Dept. of Crown Lands and Survey Melbourne : Department of Lands and Survey 1861 SLV

²¹ Parish Plan Country lands in the Parish of Flinders, County of Mornington [cartographic material] / photo-lithographed at the Department of Lands and Survey, Melbourne by J. Noone July 8th 1865.; Village of Flinders, Parish of Flinders, County of Mornington

Chinese market gardeners are believed to have established themselves along the Flinders foreshore between the pier and West Head in the 1860s. They may have been en-route to the goldfields, as it was also reported that Chinese landed at Sandy Point to avoid the immigration tax at Geelong and Melbourne.²² Parts of this area were leased by fishing families where they built their homes.²³

The selection of Flinders for the landfall of the new telegraph cable gave impetus to growth of the town, and possibly influenced the decision to spend government revenue on the cargo shed and pier as well as the other buildings erected specifically for the cable station itself.²⁴

The Flinders and Kangerong Roads Board was created in 1862 to raise a rate and construct roads in the settled areas of the lower Mornington Peninsula. Prior to this, only bridal tracks were available and for heavy cargoes, sea transport was the only option. A jetty was built for that purpose in 1864, but prior to this, cargos were landed on the beaches when conditions allowed. Flinders became the primary port outside of the bayside villages for transporting local primary produce to Melbourne. Several butter factories were established on the creeks near Flinders and Shoreham and butter, potatoes and onions were shipped from Flinders Pier to market in Melbourne.²⁵

The Mornington Shire included the Western Port district of the Peninsula from 1871 until 1893, when the Shire of Frankston and Hastings was formed and covered most of what later became the Shire of Hastings. Southern areas of the Shire remained within the Shire of Kangerong and Flinders (later simply Flinders) from 1875 until the Shire of Hastings was formed. In 1995 the Shire of Hastings merged with the former Shires of Flinders and Mornington, and part of the former Shire of Frankston, to form the Shire of Mornington Peninsula.²⁶

2.5 Fishing

Fishing was important in the early development of Flinders. Fishing families such as Lucas and Dunne built houses here around 1880; the Finnerty and Chidgey families followed and a fourth house was built here by Jack Mannix around 1920. The site was ideal for those engaged in fishing, with easy access to their fishing boats and control over their stock of crayfish kept in floating crates. The two sheds at the pier have been used for fishing purposes and selling of the catch. The fishing families' houses were demolished in 1940.²⁷ The Flinders foreshore was an ideal location for fishermen to base themselves, as apart from during south easterlies it provided a protected cove and boats could be drawn up on the beach. Their stocks of crayfish kept in floating crates.

It is unclear when buildings were first erected along the narrow strip at the base of the cliffs, but they may date to the period of increased fishing activity in the 1880's. Photograph from around 1900 at the State

[cartographic material]./ photo-lithographed at the Department of Lands and Survey, Melbourne by J. Noone. Victoria Dept. of Crown Lands and Survey 1874 SLV

²² Graeme Butler & Associates 2008: Mornington Peninsula Shire Environmental History: DRAFT p.147

²³ Register of the National Estate (Non-statutory archive) Place ID 102972 citing Eric Lucas, discussion on site 13/3/92.

²⁴ Register of the National Estate (Non-statutory archive) Place ID 102972 citing Internal report by Chris Smith, Historic Places Section, DCE, July 1991.

²⁵ Context Pty Ltd. and Carlotta Kellaway and Helen Lardner. Shire of Flinders Heritage Study: History and Heritage. 1992. P.27

²⁶ Hastings District Heritage Study Stage Two Environmental History, Graeme Butler & Associates, Volume 2: 2001: 62

²⁷ Register of the National Estate (Non-statutory archive) Place ID 102972 citing Eric Lucas, discussion on site 13/3/92.

Library of Victoria indicates their condition at this time. A 1914 tourist maps shows four huts stretched out along the beach south of the Jetty, and the sites are also identified in the 1918 Department of Land Survey Plan.²⁸

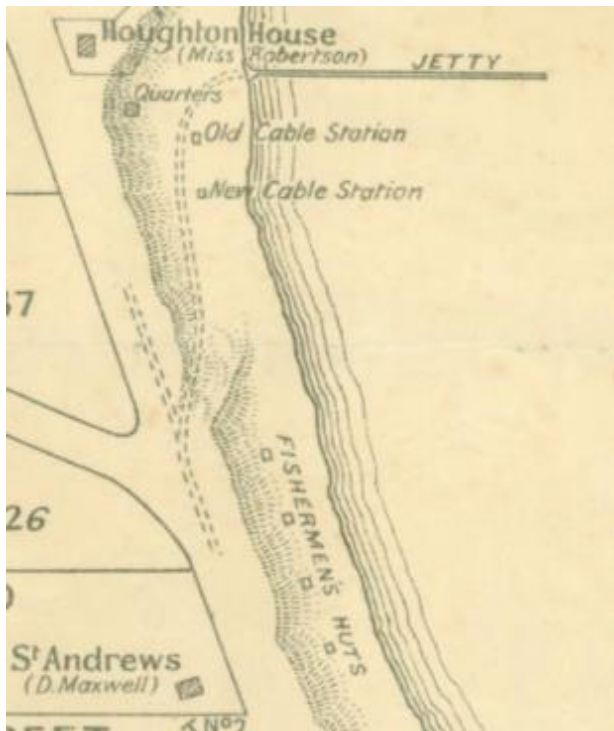


Figure 6: Tourist Map of Flinders, 1914, showing fishermen's huts along the beach²⁹



Figure 7: Fishermen's Huts c1900 (SLV H35215/81)

²⁸ Heritage Inventory , H7921-0107 Flinders Foreshore Fishermen's Huts

²⁹ Tourist Map of Flinders, 1914 Lithographed at the Department of Lands & Survey Melbourne by W. J. Butson, 20.1.14.

The above is the clearest view of the fishermen's huts and appears to show the southern end of the beach, with the huts built hard up against the base of the hill slope, and rising ground beach-ward, probably representing the primary beach dunes. The 1914 plan also appears to show the huts at the base of the hill, although when overlaid with the modern cadastre and topographic plans, the beach area is much narrower. This may be a result of surveying error, or may be the result of shoreline changes due to erosion,

In 1931, the foreshore land between Dudley Street and the Flinders pier was reserved for public purposes. However, the land still was occupied by six fishermen's residences, ranging from a house valued at £50 to a tent. Most of these occupants were paying an annual rental and held the land on licence or permissive occupancy. Correspondence with the Lands Department in 1942 mentioned the existence of several shacks at the foot of the cliffs south of the pier, including a house occupied by Mr A. Lucas, a very old man unable to leave his bed. The inspector suggested that "when the old man is finished with this dwelling", the permit should be cancelled.³⁰

The smaller gable roofed shed was used for the storage and sale of fish. At one time, a fisherman's wife used the shed to sell crayfish. Another aspect of this influx was that some Chinese are said to have stayed on as fishermen at Flinders, building their huts above the beach.³¹

The huts of fishing families remained at Kennon's Cove for some years but were demolished in 1940. The family of Eric Lucas, a well-known Flinders resident, lived in one of the huts.³² A plaque (the result of a Flinders Lion Club Project) identifies the land between the pier and West Head as 'first used for market gardening and later for the dwellings of fishing families',³³

The 1942 plan showed the "Terminal Tasmanian Cable (Shed)" south of the pier. By 1949, the fishing huts have disappeared leaving a Public Works Department building (presumably the Cargo Shed) and a kiosk adjacent to the pier. It was noted that inside the Public Works Department shed, the local fishermen had erected a fixed ice box, 8 feet x 6 feet. A slipway to the south of the pier was noted in March 1949 as having been recently erected by Public Works Department.

The following series of photographs show the area between around 1914³⁴ and the 1960s. It can be seen that the various sheds gradually disappear with the one closest to the pier surviving longest. This may be the 'New Cable Station' shown in the 1914 plan.

³⁰ Graeme Butler & Associates 2008: 46 – evidently citing rate books or council minutes.

³¹ Graeme Butler & Associates 2008: 147 citing Hollinshed: 46-7

³² Eric Lucas 1920-2012 was born into a fishing family and lived his life at Flinders. He died in 2012.
<http://www.northerngc.com.au/clubs/1414/uploads/Eric%20Lucas%201919-2012.pdf>

³³ Graeme Butler & Associates 2008: 46

³⁴ A series of images in State Library Victoria, appear to correspond with a key on the 1914 Tourist Map of Flinders, suggesting the date.



Figure 8: Flinders foreshore c1930 – six huts can be discerned, the nearest possibly related to the telegraph (SLV H91.179-39 pc002970)

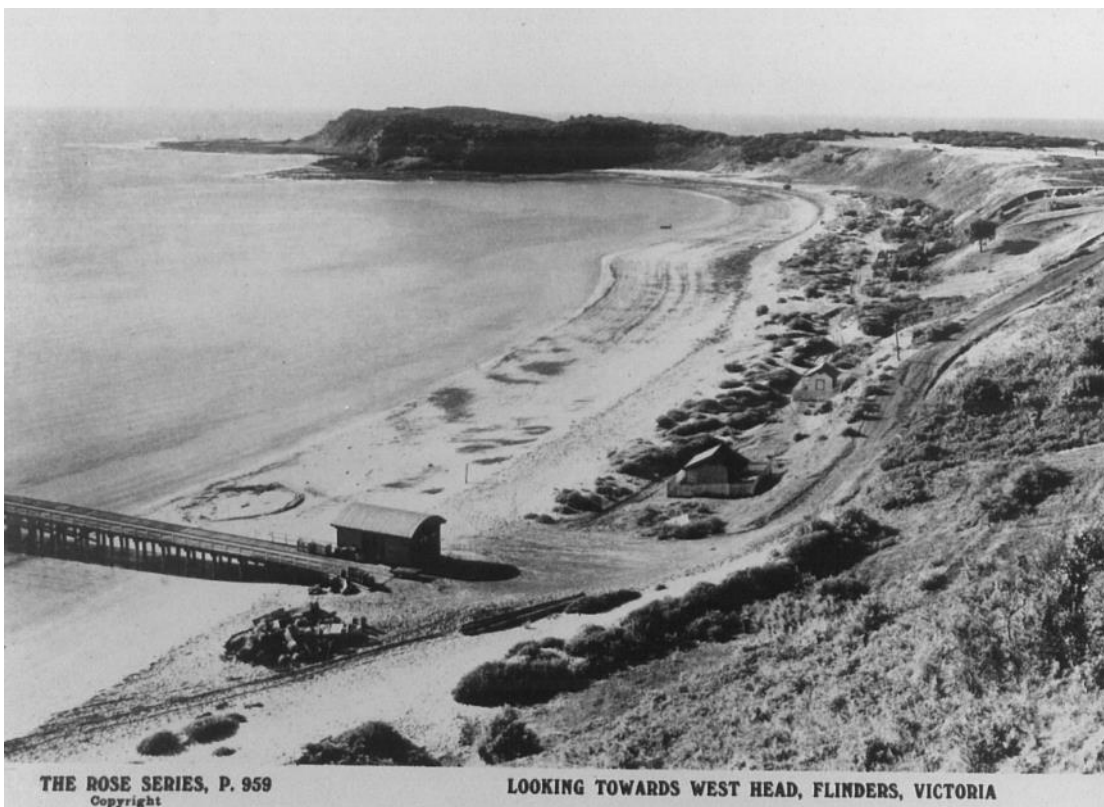


Figure 9: View of foreshore similar period to above (SLV)

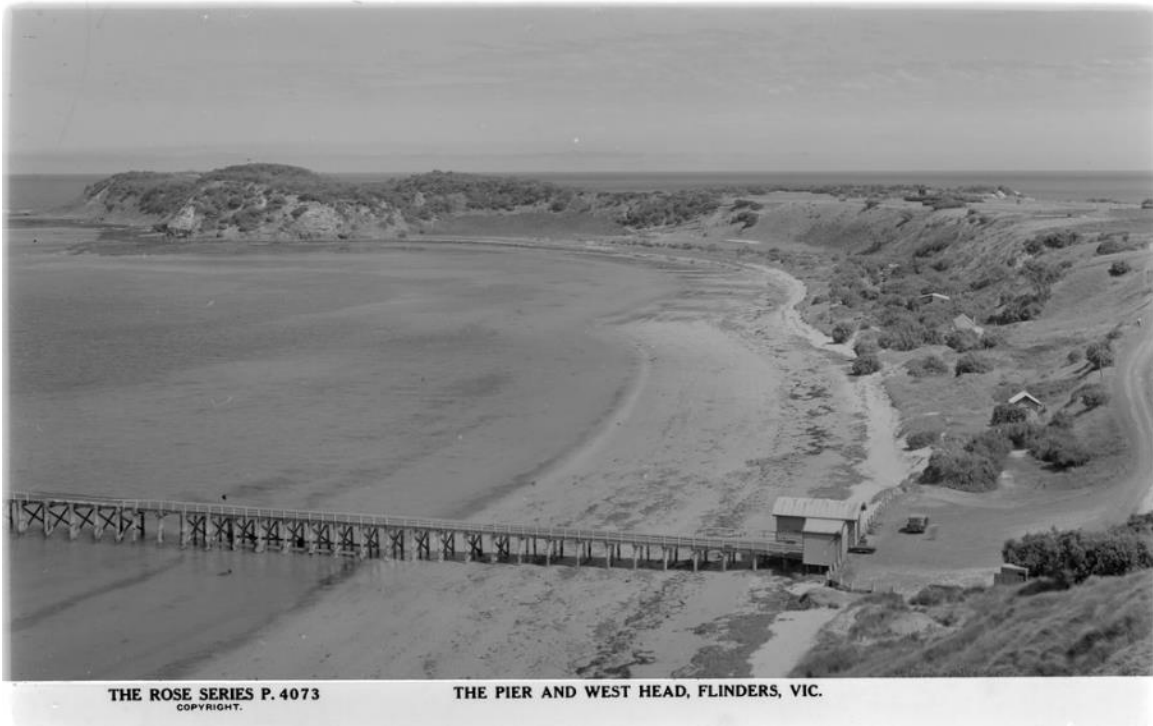


Figure 10: View of pier and foreshore c1930 (SLV Rose Series H32492-5580)

It can be seen in the above view that a smaller shed has joined the bow roofed cargo shed at the end of the pier, while the various huts can be seen among the bushes along the beach. A toilet is in the bottom right.



Figure 11: Flinders Pier from the south showing sheds c1940 (SLV H87.3464)

Only one shed is visible in this photo – possibly the 'new telegraph hut' although the area further down the beach is out of the picture. In the following picture from about 1950, the fishermen's huts are clearly gone. Several other sheds are located near the end of the pier. With the jetty shed now moved to a land site, and the slipway evident.

A kiosk was also located near the pier along with a fuel shed licences to the Commonwealth Oil Refining Co. During World War One a 'Cable Guard' was stationed in tents near the cable station, presumably to protect the telegraph from sabotage (see Figure 10).³⁵

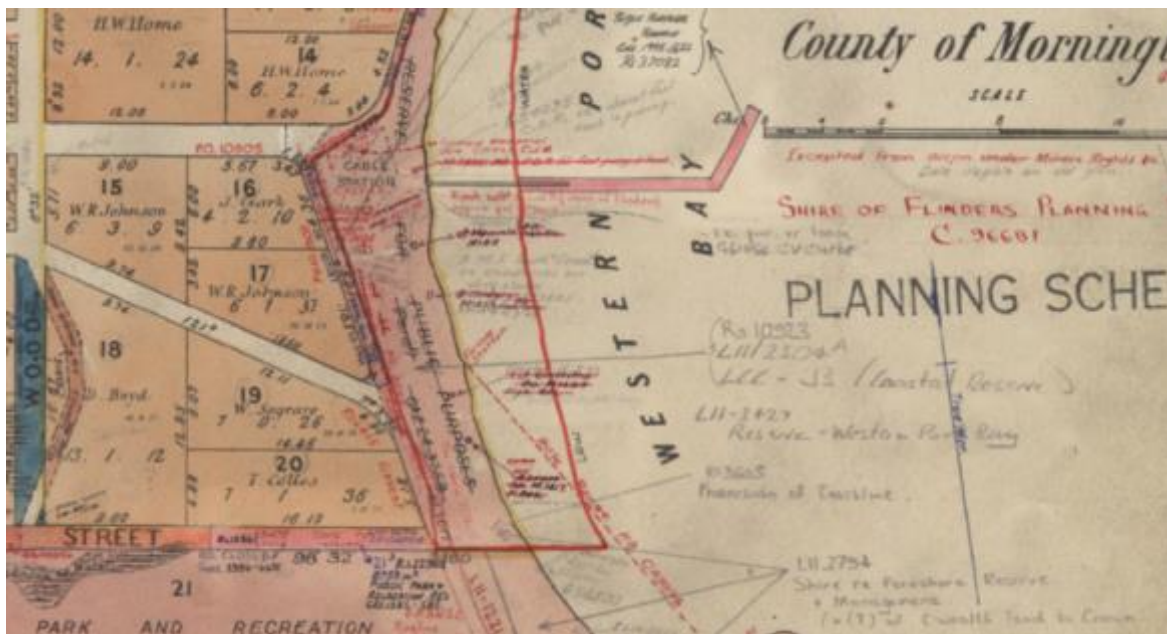


Figure 12: Flinders Parish Plan, PRO F5292 1938.



Figure 13: Cable Guard 1915 AWMJ00445

An annotated plan shows the fishermen's huts and defined reserves (Permissive Occupancy for Fishing Reserve), with names of lessees: J Mannix (M1411) B Chidgey (M1409), L. J. Griffiths M1494) and A Lucas 9M1417). All of these appear to have been cancelled and the sites marked as "vacated 10.7.1943". A pencilled note has "AMF Southⁿ Camm^dre residences of foreshore Rs 3605". This would refer to the Australian Military

³⁵ Flinders Township Plan Imperial Series, F2592 State Library Victoria)

Forces Southern Command, and considering the date the fishermen's sites were vacated, probably relates to the compulsory removal of the fishing huts for defence purposes. The same plan also identifies the Cable Station site being allocated for a defence department guard hut, while a Rifle Range and "Firing Station" is noted on the beach, with targets on the bluff at West Head.

2.5.1 Slipway

A slipway was constructed in the mid-twentieth century and depicted in a 1940-60 photograph in the Rose Stereograph Collection at the State Library of Victoria. Previous to its construction, fishing boats were either pulled up on the beach, or had to travel round the peninsula and into Port Phillip Bay to be slipped at Queenscliff. The Slipway was constructed by driving timber piers and beam system with steel rails running out to the deeper water, and up onto the beach, where a winch was used to raise boats. A system of dollies and tracks was used to slide boats to one side of the winch area for storage.³⁶



Figure 14: View showing pier, sheds and slip c 1950 (SLV Rose series H32492-2623)



Figure 15: View from the bluff c1960 (SLF Rose H32492-7896)

³⁶ Pers com • Geoff Sutherland,



Figure 16: Views of the slipway in use c1980s (image Neville Wale, Flinders district historical society)

2.6 Telegraph

Australia was an early adopter of telegraph services with the first in the country being a line between Williamstown and Melbourne constructed in 1853 and 1854 by Samuel McGowan. Services expanded rapidly to the goldfield towns and coastal ports.³⁷

A telegraph line connecting Hobart and Launceston was completed in 1857, with further extensions to George Town and Low Head in October 1858. The need for a connection to the mainland was recognised early and discussions were held between the Victorian and Tasmanian Governments during 1856. While the technology to build an undersea cable was still in its infancy Tasmania and Victoria agreed to share the costs

³⁷ Australian Telecoms - The beginnings, caslon.com.au, Accessed 4 March 2011

and a contract was signed February 1858 to lay 117 miles of cable at a final contract cost of £53,000.³⁸ The line was made operational on 18 August 1859.³⁹ Its route was from Low Head near Georgetown to Stanley across to Three Hummock Island, then via King Island and onto Cape Otway where it was linked to the Victorian telegraph system. However, the cable was constantly out of service due to faults and in January 1861 it was abandoned.⁴⁰

There were a number of contracts let for construction of facilities by the Government. The *Illustrated Australasian News* depicted the scene of landing the cable at Flinders,⁴¹ while *The Argus* reported the landing of the cable as follows:

*"The Victorian end of the Tasmanian telegraphic cable was landed on the Flinders beach yesterday evening, and at six o'clock this morning the Investigator began her voyage across the straits"*⁴²



Figure 17: "Laying the Flinders end of the Tasmanian Cable" (SLV mp001494).⁴³

The various contracts for construction, additions and alterations are summarised as follows:

³⁸ Samuel McGowan, Melbourne, Victoria, Australia, 1859, Submarine Telegraphic Connection, Cape Otway to Tasmania, 1858-9 Museum Victoria Reg. No: HT 2973 Second report on a survey of the route for a submarine telegraph cable between Cape Otway in Victoria and Tasmania. Presented to the Victorian Parliament by the General Superintendent of the Electric Telegraph.

³⁹ THE TASMANIAN TELEGRAPH CABLE. (1859, August 18). *Empire* (Sydney, NSW : 1850 - 1875), p. 4. Retrieved January 23, 2013, from <http://nla.gov.au/nla.news-article60399718>

⁴⁰ Ann Moyal (1984). *Clear Across Australia-A History of Telecommunications*. Thomas Nelson Australia.

⁴¹ *Illustrated Australasian News* 22/05/69 p.113 (copy held State Library Vic.)

⁴² THE LAYING OF THE TASMANIAN SUBMARINE CABLE. (1869, April 23). *The Argus* (Melbourne, Vic. : 1848 - 1956), p. 1 Supplement: The Argus Supplement. Retrieved January 11, 2013, from <http://nla.gov.au/nla.news-article5835114>

⁴³ State Library Victoria picture collection, Samuel Calvert 1828-1913, Oswald Rose Campbell 1820-1887, Melbourne: Ebenezer and David Syme May 22, 1869.

Table 1: Contracts awarded for works connected with Flinders Telegraph Station.

Contract No	Date	Contractor	Price	Works	Source (Victorian Government Gazette)
1099	July 9th 1869	T J Steadman	£110	Building adjoining the telegraph cable house at Flinders	33, p1016
478	August 1st 1879	Robert Thewlis	£1471	New Post & Telegraph Office, Flinders	VGG 75, p.1935
1263	February 20th 1880	Robert Thewlis	£128/2/6	Additional Work under Contract 80/478 Post and Telegraph Offices, Flinders	VGG 18, p 426
1854	March 12th 1880	Robert Boyd	£100/2/8	Fencing and Gates at Post and Telegraph Office, Flinders	VGG 28, p.627
2065	May 28th 1880	Robert Boyd	£39/4/11	Additional Work under Contract 79-80/1854 Fencing and Gates at Post and Telegraph Office, Flinders	VGG 53, p.1177
1156	December 3rd 1880	B Douglass	£102/0/0	External cementing of Post and Telegraph Building, Flinders	VGG 134, p.2913
1303	September 5th 1884	Robert Boyd	£298/0/0	Additions Repairs &c. Post and Telegraph Office, Flinders	VGG 104, p.2599
1743	November 13th 1885	Robert Boyd	£149/0/0	Workshop, fencing &c ., Post and Telegraph Office, Flinders	VGG 108 p.3073
1906	January 15th 1886	Robert Boyd	£/18/0	Extra works on contract no 85-6/1743 Workshop, fencing &c ., Post and Telegraph Office, Flinders	VGG 5, p.55

The cable proved to be short lived and troublesome, with regular reports of breakages and efforts to repair it. For example, in 1878, the Ship *Martha*. was assigned to repair the cable by lifting and splicing it.

Full advantage has been taken of the fine weather which has prevailed since yesterday morning to complete the repairs to the Tasmanian cable, and communication was re- established this afternoon. More than ordinary labour was entailed in consequence of the Martha having dragged the cable out of its proper course, besides damaging it to such an extent as to necessitate the laying of a mile of new cable to replace it.⁴⁴

Early attempts were also made to use the telegraph cable for telephone communications once this new technology began to be introduced in the late 1880s. This was hampered however by the poor quality of the cable and the low power of the transmission equipment available.

Several attempts have from time to time been made, by means of the submarine cables which bridge Bass's (sic) Strait, to establish telephonic communication between Victoria and Tasmania, and recently the Hebden Stainsfield Telephone Company undertook to make some further trials.⁴⁵

The break in the submarine telegraph cable is believed to be situated in the shore end, within a mile or two of Flinders. Fortunately, the duplicate cable, which was laid in November 1885, ... The cable -company's repairing

⁴⁴ THE TASMANIAN CABLE. (1878, June 24). The Argus (Melbourne, Vic.: 1848 - 1956), p. 5. Retrieved January 17, 2013, from <http://nla.gov.au/nla.news-article5937330>

⁴⁵ TELEPHONIC COMMUNICATION WITH TASMANIA. (1889, May 10). The Argus (Melbourne, Vic. : 1848 - 1956), p. 6. Retrieved January 17, 2013, from <http://nla.gov.au/nla.news-article6245493>

*steamship the Sherard Osborn, which recently suffered some damage at sea, and is now at Sydney for overhaul, is to proceed to Flinders to effect the necessary repairs, and re-establish the second line of communication. Before doing so, however, she will probably go to Now Zealand, where she has some other cable work in hand. The 1868 Tasmanian cable has been broken 11 times in 14 years, as follows - In 1875, fractured on the Tasmanian side; 1877, four times interrupted, three breaks being at Flinders.*⁴⁶

Henley's Telegraph Works manufactured the cable and laid it using a chartered steamship, *Omeo* (Called *Omes* by Glover). The cable failed after three weeks.⁴⁷ A new cable was laid between the Tamar River and Cape Schanck and connected by land line to Flinders. Communication across the Strait opened on 3 May 1869. Henley's manufactured this cable as well, as a subcontractor for the Telegraph Construction and Maintenance Company Ltd., who laid the cable from CS *Investigator*. The £70000 cost paid fully by the Tasmanian Government, and it was opened in 1869. It was a great success, and the cable was duplicated in 1885 and again in 1909. Siemens Bros laid two new cables in 1909 using CS *Faraday*; this time they ran from Flinders, Victoria, to Port Dalrymple, Tasmania.⁴⁸



Figure 18: Section of 1870s Tasmanian submarine cable.⁴⁹

The coastal town of Flinders was important as a telegraph cable link from the mainland to Tasmania. This was the final stage of the telegraph cable from Australia to London, an important means of reducing Australia's remoteness from the rest of the world during the nineteenth century.⁵⁰

The Flinders Station was intended to boost faint signals. It was housed at first in huts near the beach but moved to more permanent quarters later. A substantial stone and brick Cable Station building was built on

⁴⁶ THE TASMANIAN CABLE,. (1889, June 22). *The Argus* (Melbourne, Vic. : 1848 - 1956), p. 10. Retrieved January 17, 2013, from <http://nla.gov.au/nla.news-article6256952>

⁴⁷ History of the Atlantic Cable & Undersea Communications from the first submarine cable of 1850 to the worldwide fiber optic network Australian Cables by Bill Glover

⁴⁸ History of the Atlantic Cable & Undersea Communications from the first submarine cable of 1850 to the worldwide fiber optic network Australian Cables by Bill Glover

⁴⁹Cable Samples - Submarine Telegraph, Victoria & Tasmania, 1875 to 1905Reg. No: ST 007068

<http://museumvictoria.com.au/collections/items/409569/cable-samples-submarine-telegraph-victoria-tasmania-1875-to-1905>

⁵⁰ Ann Moyal (1984). "Clear Across Australia-A History of Telecommunications". Thomas Nelson Australia.

the cliff-top in about 1869, a Receiving Station on the beach and a Staff and Operations House (known as Happy Valley) halfway up the cliff. Weak Morse messages were received on the beach, decoded by hand, and carried by foot messenger to the Staff House for recording and were then taken to the Government Telegraph Office. This building appears to have been an extensive timber addition to the existing 1869 brick and stone building. Foundations of part of the structure are faintly discernible in Bass Park near the car park and the site is marked by a plaque.



Figure 19: Flinders Cable Station (SLV H84.276743)

The development of telegraphic links proceeded rapidly during the 1870s, with the Overland Telegraph connecting Australia to Europe by 1872 and enabling vastly improved communication between the Australian colonies as well as with Europe.⁵¹

The Flinders link was operated by the Eastern Extension Australasia and China Telegraph Company (Eastern Extension) which was formed by the British Submarine communications cable pioneer, Sir John Pender (10 September 1816 – 7 July 1896), in 1873, amalgamating three British companies, The British India Extension Telegraph Company, The British Australian Telegraph Company and The China Submarine Telegraph Company.⁵² In 1902, the Eastern Extension Company lost its monopoly on international telegraph systems in Australia.⁵³

⁵¹ B. Carroll, 'The Engineers: 200 years at work for Australia', pp.67- 70

⁵² Telstra, 1997, Gentlemen of the Cable Service, http://www.iscpc.org/information/Gentlemen_of_the_Cable_Service.htm

⁵³ Chisholm, Hugh, ed. (1911). Encyclopædia Britannica (11th ed.) Cambridge University Press.



Figure 20: Telegraph Office c1880 (Flinders Historical Society)

The cable was operated by the Eastern Extension Cable Company, the company which had already laid cable links between Europe and East Asia. The Shire of Flinders rate books refer to the Victorian & Tasmanian Submarine Cable Co. which may be a subsidiary company. A duplicate cable was laid in 1885. After Federation the Commonwealth Government took over responsibility for communications, establishing the PMG which took over the operation when the company's licence ran out in 1909. The telegraph cable remained in use until 1936 when it was replaced by telephone cable, using the original route.⁵⁴

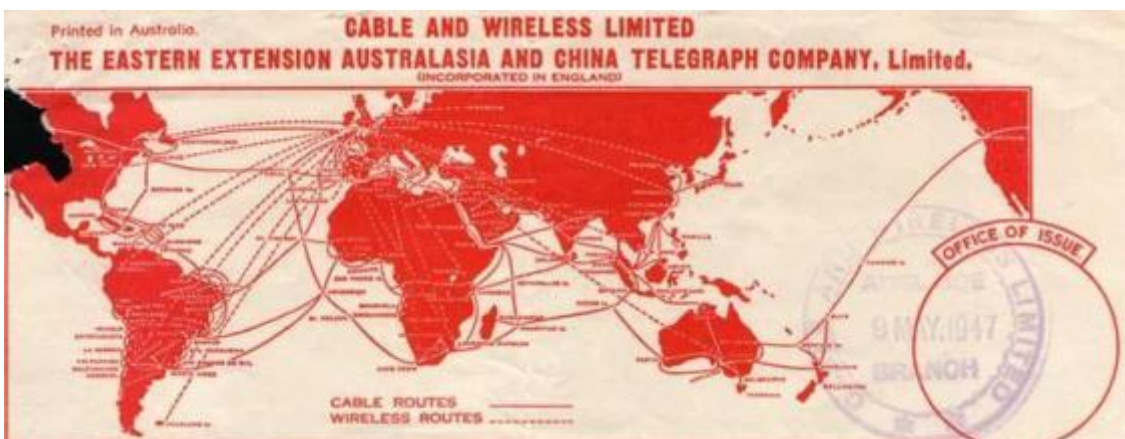


Figure 21: Map of telegraph routes of the Eastern Extension Co. c1930⁵⁵

Advances in technology saw a repeater station built on the beach in 1892, enabling the message to be received at a new Staff House on the Hastings road. The new staff house, designed by noted Melbourne architect H. Desbrowe Annear, was used for the training of telegraphists by the Company. Annear called

⁵⁴ Context 2012 p.93 citing Context 1992, 1997: 125

⁵⁵ Sourced from History of the Atlantic Cable & Undersea Communications from the first submarine cable of 1850 to the worldwide fibre optic network, The Evolution of Cable & Wireless, Part 4 by Bill Glover <http://www.atlantic-cable.com/CableCos/CandW/EEExt/>

tenders for the erection of an office and extensive quarters for the Eastern Extension Telegraph Company at Flinders in 1891 and 1893 with perspective illustrations and a ground plan of the cable station.⁵⁶



Figure 22: Architectural Rendering for Cable Station extension by Desbrowe Annear



Figure 23: Eastern Extension Telephone Co. office following Desbrowe Annear designed extension.

⁵⁶ Graeme Butler & Associates 2008: 69

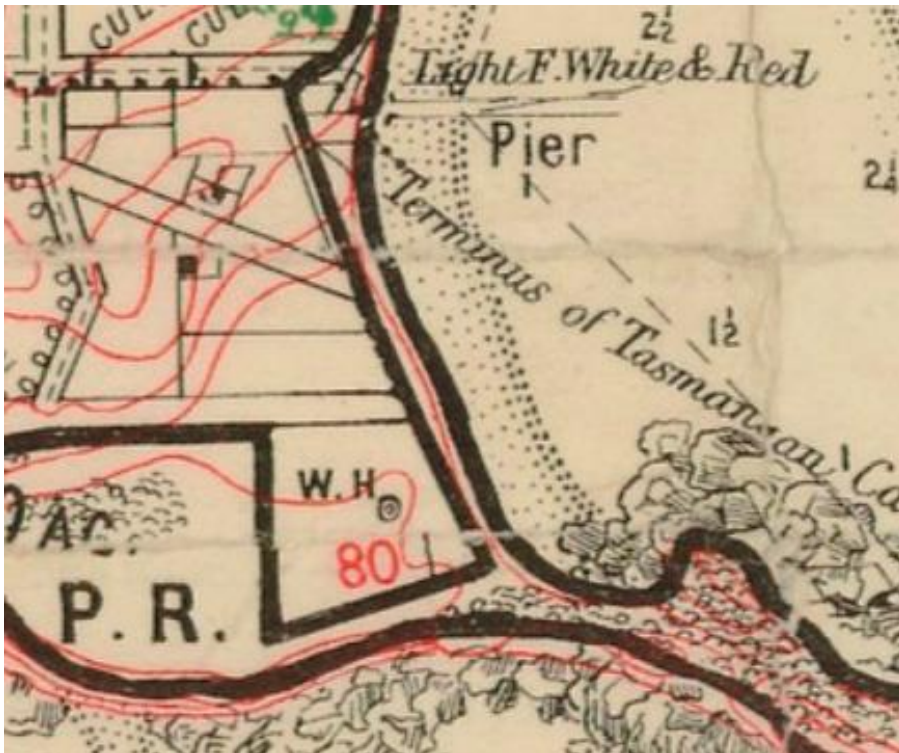


Figure 24: Plan of Town of Flinders showing telegraph cable terminus.

As the technology advanced, different buildings were developed and functions changed. Road access was also upgraded, especially to Cape Schanck, where the cable that came ashore at Flinders was linked to the cable to Melbourne.⁵⁷ Fear of a Russian attack in the 1880s meant that telegraph lines were erected from Frankston to Hastings and then on from Hastings to both Crib Point and Sandy Point in 1889.⁵⁸

In 1936, the Flinders cable station buildings were converted to other uses. The cables, which had provided the only communication with Tasmania until then, were abandoned once the new telephone cable was laid from Apollo Bay in 1936. The Flinders-Tasmanian cables were recovered during World War II and were re-laid between Australia and New Guinea.⁵⁹

The repeater station was converted to a house, being occupied for some years by local fisherman Tom Darley. The cable station became a private house and restaurant (identified as 'Broughton House' in the Register of the National Estate but probably an error and should be Houghton House), but was demolished in 1963.⁶⁰

The old Staff House - Happy Valley - was used by the Port Authority to house the caretaker and light attendant Mr Cotton. After the light was made automatic, the house was disused and pillaged for its materials.⁶¹ The pier and storage sheds are separately listed. Later, in the 1970s, the last of the cable buildings was demolished, thus removing one of the Peninsula's most important nineteenth century communications

⁵⁷ Register of the National Estate (Non-statutory archive) Place ID 102972 Correspondence to the Shire of Flinders from Mr J. C. E. Campbell on behalf of the Flinders Historical Society, 19 August 1991.

⁵⁸ Graeme Butler & Associates 2008: 69

⁵⁹ Context 2012 citing G.N. Smith to Flinders Historical Society, 12 June 1991

⁶⁰ Register of the National Estate citing correspondence of Shire of Flinders from Mr J C E Campbell of Flinders Historical Society, 19/8/1991.

⁶¹ Context 2012 Context 1992, 1997: 125

complexes. When the Cable Station closed, the second Staff House became a guest house under the name 'Flinders House'. It later burnt down.⁶²



Figure 25: 1914 Tourist Map of Flinders showing 'Flinders House' on Wood Street.

The house appears to have originally been a rectangular timber structure with a gable ended pitched roof and verandah facing the sea and a single chimney at the rear, Two doors and windows onto the verandah. Later a second gable was added at the rear with two more chimneys. The house was surrounded by a number of other sheds and outbuildings including toilet to the northwest, and timber paling fences defined a house yard and what appear to have been kitchen gardens, chicken runs or other livestock enclosures.

A cart track approached the house from the south. The route of the original footpath linking the receiving hut and Happy Valley has been reconstructed by the Shire on a slightly different alignment.



Figure 26: "Happy Valley" from the Pier (SLVH83.429)

⁶² Register of the National Estate



Figure 27: Happy Valley showing track around hillside (Flinders Historical Society from interpretive sign)



Figure 28: Happy Valley (Flinders Historical Society from interpretive sign)

There are several other buildings within the township with apparent links to the Telegraph Station: Barrett (c1871; formerly Roseville, 1.19 Wood Street) which was occupied by William Seagrave, project manager of the cable station; Highbury (c1875; 65 Cook Street) which was occupied by G. Dayan employee of the company; both houses were owned by the Victorian & Tasmanian Submarine Cable.⁶³ Flinders House, the second staff house in Wood St has been discussed above.

⁶³ Register of the National Estate

2.7 Jetty/pier

With the establishment of the cable station, survey of both farming and town allotments, and the development of local agricultural produce and industry, transportation became a concern for the Mornington Peninsula. Lack of good roads meant that water transport was more efficient, and to facilitate this, a pier was needed to enable supplies to be more easily delivered to the town, and provided local farmers with better access to the Melbourne market than did road transport. A variety of goods were shipped out from Flinders Pier (including onions, sleepers from Shoreham, bacon and dairy produce). A shed was built at the same time as the pier to store goods.

Some previous assessments propose the contractor for the pier was Williams in 1870. Williams is also credited with building the Hastings jetty.⁶⁴ This may be based on reference in a Public Works department drawing.⁶⁵ However, contracts for the construction of Flinders Pier or Jetty were let in 1864, with a series of additions for extra works and extensions over the next few years. The original contract was awarded to Henry Turnbull for £593 in July 1864. A jetty shed was erected by J C Edington in 1871. Debate in parliament over supply in 1864 and 65, referred to the neglect of Flinders Jetty, suggesting that the initial works were still seen as inadequate by the local community.⁶⁶ Possibly as a result, further works were carried out. The contractors for extension in 1866 were Edington, Turnbull & Co., and then just J. C. Edington in 1871. Substantial works were also done by A. Cooper in 1869.

The following table lists contracts for Flinders Jetty:

Contract No	Date	Contractor	Price	Works	Source (Victorian Government Gazette)
919	26 July 1864	H. Turnbull and Co.	£593	Construction of Jetty at Flinders Westernport	VGG 75p.1600
1184	20 December 1864	H. Turnbull and Co.	£29/15/5	Extra work on contract	VGG 128, p. 2885
895	19 June 1866	Edington, Turnbull & co.	£730/17/2	Extension of Jetty Flinders	VGG 68, p.1291
1139	8 January 1869	A. Cooper	\$787/17/2	Works at the Jetty, Flinders	VGG 2, , p.31
1133	6 January 1871	J. C. Eddington	£199	Shed at the Flinders Jetty	VGG 1, p.7
71	22 September 1871	J. C. Eddington	£188/7/6	Shed at the Flinders Jetty total work done under contract 70/1133	VGG 62, p.1599
2256	26 November 1886	John Inglis & co.	£174/10/0	Additions, alterations repairs and painting at Flinders and Stony Creek Jetties	VGG 126, p.3281

⁶⁴ Register of the National Estate (Non-statutory archive) Place ID 102972 citing Eric Lucas, discussion on site 13/3/92

⁶⁵ Register of the National Estate (Non-statutory archive) Place ID 102972 citing PWD Drawing of 'Shed, Flinders Jetty', 12/2/1870 (4262).

⁶⁶ PARLIAMENT. (1865, March 17). *The Argus* (Melbourne, Vic. : 1848 - 1956), p. 6. Retrieved January 17, 2013, from <http://nla.gov.au/nla.news-article5742391>

Cargoes were off-loaded from trading vessels on to substantial trolleys running on rails to the shore end of the jetty. A door into the original cargo shed enabled direct access from the pier, and another door access to the roadway for loading or unloading to horse-drawn vehicles.⁶⁷

A postcard of 1905 shows the pier and shed, the foreshore buildings associated with the cable station, and in the distance towards West Head, houses set amongst the tea tree.⁶⁸

Later PWD drawings for the pier include:

- 59 B 1138 Elec. Lighting Installation For Flinders Pier
- 50/12 Flinders Foreshore Reserve Toilet Block
- 50/121 Flinders Jetty Proposed Alterations To North Landing
- M 2388 CRANE 1/2 TON CRANE FOR JETTIES AT DROMANA/FLINDERS/HASTINGS⁶⁹

A 'Wharf Manager' was appointed from at least 1873, to supervise the use of the pier. The wharf managers were responsible for carrying out "...that portion of Part II of the *Passengers, Harbours and Navigation Statute 1865*, relating to the management of Public Wharves...". The Government Gazette records Senior Constable Richard Boyle as the manager of wharfs for Flinders, along with Frankston, Balnarring, Sandy Point, Hastings, Hann's Inlet, Cowes and Phillip Island.⁷⁰ A different constable was responsible for Sorrento and Point Nepean. Flinders' pier trade must therefore have had a moderate trade. In 1874 constable William Potter was appointed vice for Boyle, covering Balnarring and Flinders Piers only, suggesting Flinders perhaps required more supervision.⁷¹



Figure 29: Trolley on the pier tramway with cable station behind (Photo Flinders Historical Society from interpretive sign)

⁶⁷ Register of the National Estate (Non-statutory archive) Place ID 102972 citing Correspondence from Mr J. C. E. Campbell, Flinders Historical Society to Shire of Flinders, 19 August 1991.

⁶⁸ Shire of Flinders Heritage Study, Context Pty Ltd, 1992

⁶⁹ Public Records Office Victoria, online index.

⁷⁰ Victorian Government Gazette 69, Friday, September 26th 1873 p.1680

⁷¹ VGG 55, Friday, August 21st 1874 p.1548



Figure 30: Flinders Pier c1873-1882 showing jetty shed in original position (SLV H83.429)

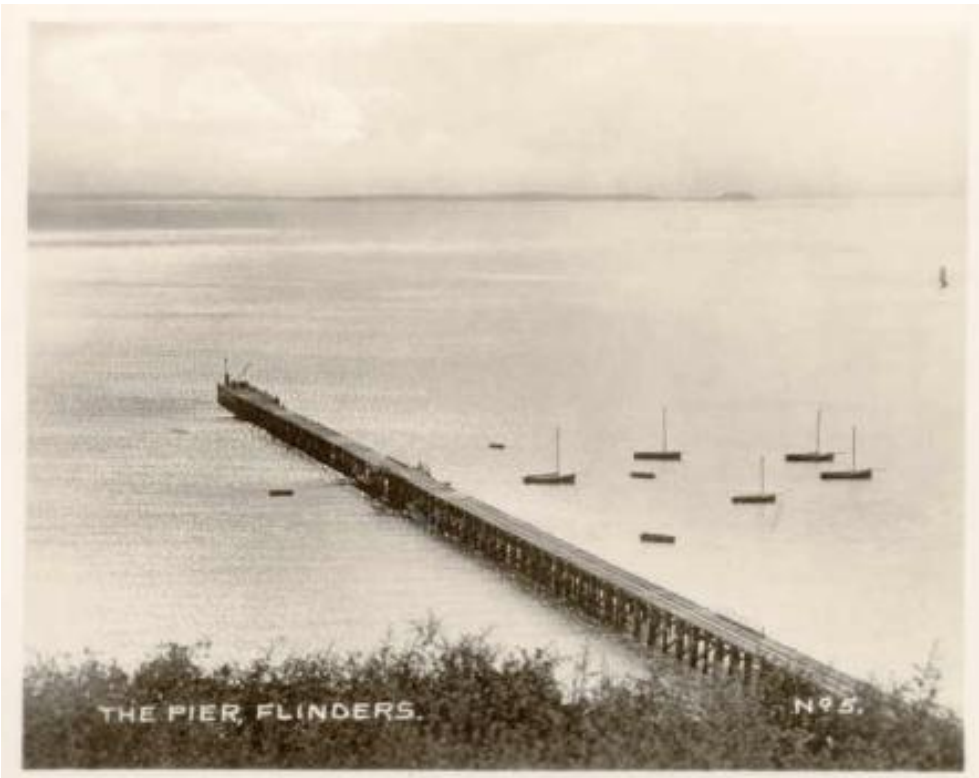


Figure 31: View of Pier from the hilltop (SLV pc002972)

The jetty was rebuilt in the 1960s in the same or adjacent location. This is likely to have involved replacement of rotted poles and beams, while the decking is most likely to have been completely replaced over time.⁷² Photos from c 1960 (Figure 32, Figure 33) show cross bracing which is no longer evident. The major change would appear to be the construction of the dogleg extension in the 1950s or 1960s, and the relocation of the cargo shed from the end of the pier to the west at the base of the cliff, with a smaller gabled shed to the south west (Figure 32). By the early 1960s, the small fishermen's hut had also been constructed at the landward end of the pier on the former site of the bow truss shed (Figure 34).



Figure 32: View of pier from cliff top c1960 (SLV H32492/7892)



Figure 33: View of pier from cliff top c1960 (SLV H32492-7895)

⁷² B. Carroll, 'The Engineers: 200 years at work for Australia', pp.67- 70



Figure 34: Flinders Pier showing the dogleg section and original location of the smaller shed 1971 (National Library of Australia, NAAA1500, K26763)

The dogleg breakwater section was evidently also added at this time. It was intended to provide protection to the moored boats with sheet piling along one side, and so preventing the waves from seas during south easterly gales impacting the moorings. It stayed in place until damaged by a storm in 1998 and was demolished the following year.⁷³



Figure 35: Flinders Pier prior to demolition of breakwater (URS 2008)

⁷³ URS,, Flinders Pier Masterplan, report for Parks Victoria Aug 2008.

The pier was gazetted for public purposes in 1995, indicating the change from a commercial to mainly recreational facility.⁷⁴ More recently a new concrete jetty has been constructed along the north side of the timber structure for about half its length to serve the pilot boat.⁷⁵ This was constructed by the Burwood civil engineering firm, Simpson Constructions at the end of 2011.⁷⁶



Figure 36: Flinders Pier during construction of new section 2011 to serve commercial vessels including the pilot boat

A proposal to demolish a 180 metre section of the timber pier was reversed in 2022 following a local preservation campaign that included support from Sir David Attenborough for protecting habitat of the Weedy Seadragon, and Heritage Victoria's decision to include the pier on the Victorian Heritage Register.

2.7.1 Cargo Sheds

The Cargo Shed was essential to assemble goods for shipping or to await removal after arrival. With the pier completed and goods shipment established, a storage shed was commissioned in 1870. Although the Flinders Heritage study suggests the shed was built by Williams, the contract was let to J. C. Edington on 6 January 1871 for £199, with a further contract for "Shed at the Flinders Jetty total work done under contract 70/1133" also granted to Edington on 22 Sept 1871.⁷⁷

⁷⁴ Victorian Government Gazette, 1995 - 1622

⁷⁵ Flinders Foreshore Strategy Plan, Shire of Mornington Peninsula

⁷⁶ Simpson Constructions, Web site <http://simcon.com.au/news-and-events/victoria-park-Flinders-pier>

⁷⁷ Victorian Government Gazette, contracts awarded. January 06th 1871 1, p.7 VGG September 22nd 1871 62, p.1599

The original Public Works Department drawing for the curved roof jetty shed at Flinders (copy attached), is dated 2.12.1870 and it is most likely that the shed was constructed shortly thereafter, i.e. circa 1871.⁷⁸

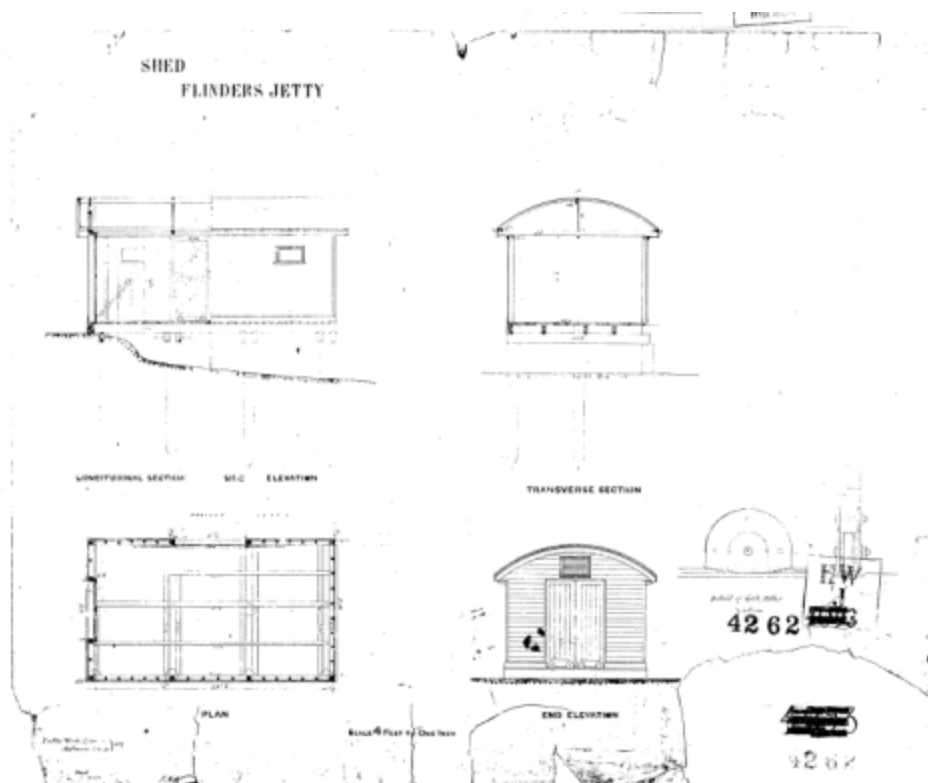


Figure 37: PWD Drawing 4262 (Copy via Chris Smith Parks Victoria)

The above drawing shows the shed located at the land end of the jetty on the south side, roughly the present location of another shed of later date. The floor of the curved roof shed was originally timber decking on a timber pile substructure but it now has a concrete floor. A pair of double doors in the north end of the shed has been removed and the opening filled in with weather-boards.

The pier and sheds also served the fishing industry over the years, with one shed (probably the one since demolished) used by a fisherman's wife to sell crayfish.⁷⁹ Goods were brought along the pier by trolley on a rail track and unloaded through a side door into the cargo shed whose floor was at a level to correspond to the trolley. There was also a door at the road end of the shed for loading or unloading goods onto a horse-drawn vehicle. The Cargo sheds are not shown on the 1914 plan, but since the earliest photos show the bow roofed shed in place at the location indicated on PWD plan, it can be assumed that it was constructed as intended, and remained in this location until being moved landward in the mid-century.

The original drawing for the jetty cargo shed shows a curved roof shed, clad in weather-boards, with gable vents and a double roller doors at one end.⁸⁰ A postcard dating from 1905 shows the building in its original position with a double sliding door on the pier side in the position of the present door, and a door on the

⁷⁸ CHRIS SMITH Architect Historic Places Section Department of Conservation and Environment July 1991 citing P.M.A. Microfiche drawing no. HWJ 4262 "Shed Flinders Jetty" Victorian Parliamentary Papers, 1870, 1st Session Vol. 2 "Report on the Post and Telegraph Department for the year of 1869".

⁷⁹ Register of the National Estate (Non-statutory archive) Place ID 102972 citing Correspondence from Mr J. C. E. Campbell, Flinders Historical Society to Historic Buildings Council, 12 October 1991.

⁸⁰ Register of the National Estate (Non-statutory archive) Place ID 102972 citing PWD Drawing of 'Shed, Flinders Jetty', 12/2/1870 (4262).

roadside (on the end of the building).⁸¹ The end entry has been boarded over, recognisable by the three smaller section wall studs that have been inserted. Otherwise the external form of the building remains largely intact. Internally the building had a timber decking floor and a timber pile substructure which has now been replaced with a concrete floor.⁸²



Figure 38: View showing pier, sheds and slip c1950 (SLV Rose series H32492-2623)

The relocation of the bow roof shed also saw a number of other structures erected around the pier end. The double doors on the end were subsequently weatherboarded over after the shed was moved. A number of simple pit toilets, with timber structures and screen walls were located near the sheds.

Two other sheds were built to serve as additional storage sheds on the pier. One has since been demolished, and the other remains.⁸³ The later shed is also of timber-frame construction with a gable roof. It rests on a base of dressed Dromana granite which forms part of a small section of 'sea wall' next to the pier. It has been suggested that the smaller surviving shed dates to the 1920s, and on stylistic grounds it appears so. However photos prior to about 1960 do not show the shed, although a small gabled shed is shown behind the bow roof shed in one photo (see Figure 38) and another on the opposite side of the pier in a slightly earlier photo (Figure 10) so it is possible that the shed was moved to the pier end around this time. This might also fit in with the presumed date around 1960 for the major reconstruction of the pier. Another steep pitched shed of about the same size is also shown further along the beach (Figure 10) so there are several alternatives. Contracts or other historical references to the construction or moving of the shed have not come to light.

It appears to have been moved to this site from elsewhere, as it does not appear on the quite late Rose post cards – i.e. was erected here after the 1960s. The 1971 photo clearly shows the shed in its original position (Figure 34). A further reconstruction occurred in the 1990s when the shed was shifted to the south on a new vase of concrete faced with granite. Previously it appears to have been sitting on the original piles and timber platform of the 1871 shed.

⁸¹ Register of the National Estate (Non-statutory archive) Place ID 102972 citing Postcard dated 28 December 1905, 'Flinders Bay', photograph by N. J. Caire

⁸² Register of the National Estate (Non-statutory archive) Place ID 102972 citing Internal report by Chris Smith, Historic Places Section, DCE, July 1991.

⁸³ Register of the National Estate (Non-statutory archive) Place ID 102972 citing Nancy Stephens, discussion on site 13/3/92.

2.8 Guesthouses and Camping

The Cable Station was turned over to accommodation at least by 1895, when the earliest advertisement can be found.⁸⁴ It was initially advertised as 'Houghton House', run by a Miss Robertson. These names appear on the 1914 Tourist Map.

The guest house was advertised as convenient to attractions such as the beach, golf course and enjoyed a salubrious climate.

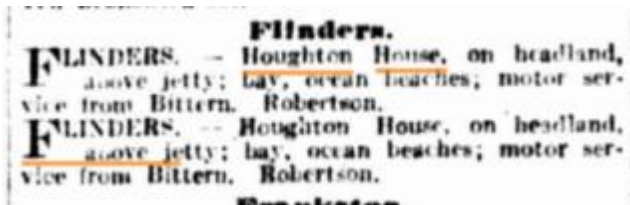


Figure 39: Advertisement for Houghton House in 1919.⁸⁵

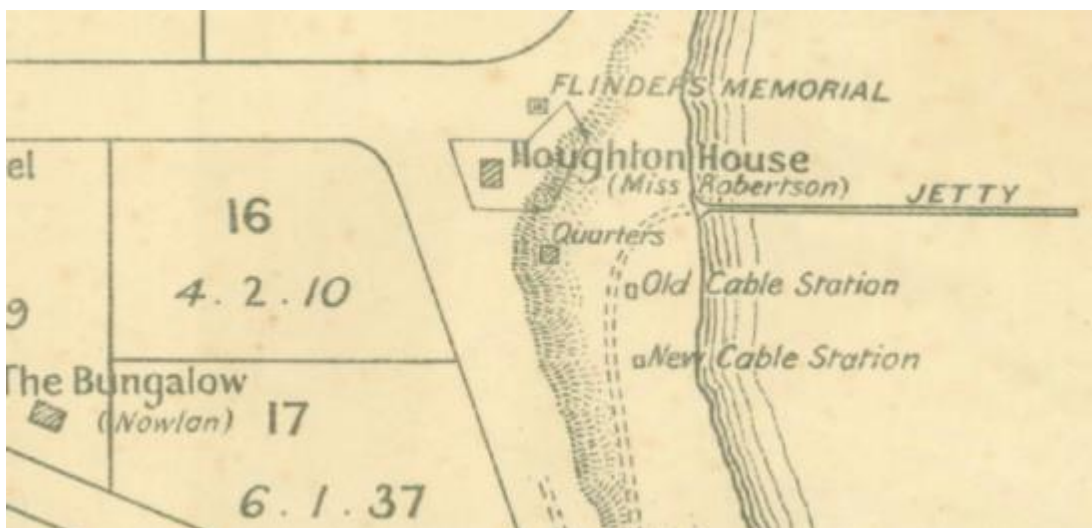


Figure 40: 1914 Tourist Map showing Houghton House at the cable station (SLV)

Miss Robertson also appears to have given music lessons from Houghton House, as two of her students were listed as completing examinations at Melbourne University:

Miss Mary Tuck, youngest daughter of Mr. Samuel Tuck, of Flinders, who passed the junior pupils' examination last September, succeeded in the senior grade. Miss Daisy Hattie Simmonds, also of Flinders, passed the elementary grade examination this term. Both, students are pupils of Miss Robertson, "Houghton House," Flinders.⁸⁶

This Miss Robertson, may well have been Miss Jean Hodgson Robertson, who died in 1934 and was noted as having resided at Houghton House.⁸⁷

⁸⁴ Advertising. (1895, November 2). The Argus (Melbourne, Vic. : 1848 - 1956), p. 12. Retrieved January 24, 2013, from <http://nla.gov.au/nla.news-article8879600>

⁸⁵ Classified Advertising. (1919, April 14). The Argus (Melbourne, Vic. : 1848 - 1956), p. 12. Retrieved January 24, 2013, from <http://nla.gov.au/nla.news-article1457171>

⁸⁶ PERSONAL PARS. (1904, June 11). Mornington Standard (Vic. : 1889 - 1908), p. 2 Edition: MORNING.. Retrieved January 24, 2013, from <http://nla.gov.au/nla.news-article65836525>

⁸⁷ "Family Notices." The Argus (Melbourne, Vic. : 1848 - 1956) 7 Aug 1934: 1. Web. 24 Jan 2013 <<http://nla.gov.au/nla.news-article10986249>>.

Later Rose postcards depict 'Flinders House' run by Mrs. Patterson (or Paterson) which appears to be a very similar building as that shown in the Desbrowe Annear rendering. Both Flinders House and Houghton House have separate advertising listings in 1913 and for several years later.⁸⁸ The last time Houghton House was advertised was in 1926.⁸⁹ Flinders House, however, appears to have continued to operate well into the 1950s.⁹⁰



Figure 41: Flinders House c1910-20 (Rose Stereograph Co. SLV H324925557, H32492/5584 & H3249-1462)



Figure 42: Flinders House c1950 (SLV)

⁸⁸ "Advertising." The Argus (Melbourne, Vic. : 1848 - 1956) 15 Oct 1913: 20. Web. 24 Jan 2013 <<http://nla.gov.au/nla.news-article7244701>>.

⁸⁹ Classified Advertising. (1926, December 15). The Argus (Melbourne, Vic. : 1848 - 1956), p. 29. Retrieved January 24, 2013, from <http://nla.gov.au/nla.news-article3826759>

⁹⁰ Advertising. (1956, December 5). The Argus (Melbourne, Vic. : 1848 - 1956), p. 13. Retrieved January 24, 2013, from <http://nla.gov.au/nla.news-article71769771>



Figure 43: Flinders Guest House 1945, Artist Northfield (Flinders District Historical Society)

Camping was popular at Flinders, as with other locations on the Mornington Peninsula, from the early 20th century. Graeme Butler noted that:

Over the years, the foreshore areas of many parts of the Shire became tent cities during the summer months. After tents came caravans and, in time, powered unsewered caravan parks, privately owned and operated. It was estimated in 1958, that there were 2,600 in the former Flinders Shire. In 1981, there were 3,230 sites, 99 per cent of which were for caravans.⁹¹

A camping area had been established at West Head by the Second World War, but the Bass Park Reserve Committee was concerned about its suitability and suggested the area "... at right of Flinders Pier), which is under the control of the Council..." as an alternative as this "... site possessed ample room for a camping area and the spot was ideal."⁹²

It is likely that this area was subject to informal holiday camping but was not developed as an official tourist camping area.

2.9 Heritage recognition

2.9.1 Bass and Flinders memorial

The Bass & Flinders cairn was erected from Moorooduc stone rubble at Flinders foreshore in c1912 as a marker of the George Bass and Matthew Flinders nearby journeys of 1802 and 1798. This was part of a larger

⁹¹ Graeme Butler & Associates 2008: 200

⁹² COUNCIL BREVITIES. (1945, March 22). Standard (Frankston, Vic. : 1939 - 1949), p. 6. Retrieved January 11, 2013, from <http://nla.gov.au/nla.news-article75053528>

program to commemorate the explorers, with a plaque erected on Station Peak in the You Yangs, and other sites along the coast in the same year.⁹³

The project was sponsored by the Education Department and tied in with the local school through activities both in the class room and on the day,⁹⁴ including school children dressed with letters spelling out "Welcome to Flinders". The Argus announced the plan as follows:

BASS-FLINDERS MEMORIAL

*Colonel Watson has prepared plans and specifications for the memorial to be erected at Flinders, Westernport, in memory of Bass and Flinders. The memorial consists of a stone pyramid, 28ft high, on which is to be placed a tablet containing references to the famous voyages of Bass and Flinders. A detailed description of these voyages will be kept in the local library and State school, together with a map specially prepared showing the voyages. The erection of the memorial will proceed forthwith. All recommendations relating to it should be addressed to Mr. M J. Kerr, Slate school, Flinders.*⁹⁵

A number of photographs were made of the day some of which are shown below.



Figure 44: Dedication of the Bass & Flinders Memorial (photo E. J. Frazer SLV H36420/25)

The location chosen aligned with the main street on the high point of the bluff, looking both to the town named for one of the explorers, and Bass Straight named for the other. This was more than just a local event, as the Governor, Sir John Fuller came to officiate and all the town's dignitaries turned out for the occasion.

⁹³ Graeme Butler & Associates 2008: 120; Shire of Flinders Heritage Study Precincts Flinders Pier, Foreshore and Cable Station Site Precinct citation.

⁹⁴ Flinders Heritage Study 1992, Inventory of Significant Places p.7 citing correspondence with J Campbell, 19.8.1991.

⁹⁵ "BASS-FLINDERS MEMORIAL." The Argus (Melbourne, Vic. : 1848 - 1956) 1 Apr 1912: 7. Web. 25 Jan 2013 <<http://nla.gov.au/nla.news-article11664648>>.



Figure 45: Dignitaries at the dedication of the Bass & Flinders memorial (SLV H36420/52)



Figure 46 Various views of the Bass and Flinders monument (SLV Rose Series of Post Cards)

2.9.2 War Memorial

The Flinders War Memorial comprises of a stone seat, lined with pebbles, located along the ocean end of Cook Street near the Esplanade. The monument was built in 1922 to commemorate individuals who served in the First World War, names were added for those who served in the Second World War.⁹⁶ The seats are on both sides, one facing the town, the other to the sea, while the plaques are on the town side. It sits on a plinth of smooth cut granite.

In the early 1920s, there were many memorials erected around Australia to commemorate the Great War and remember local men who fought and died. These was promoted by the government and various returned servicemen's organisations, and probably given impetus by the proposal for erection of a state cenotaph or memorial, which gave rise to the Shrine of Remembrance on St Kilda Road.



Figure 47: Soldiers Memorial, shortly after completion 1922 (SLV H32492-5572)

⁹⁶ War Memorials in Victoria: a pictorial record, Harold Bradley, Max Parsons, Syd Trigellis-Smith, RSL, 1994



Figure 48: War Memorial 1935 (SLV pc002968)

2.9.3 Historical Plaques

A series of plaques and heritage signs have been erected in the Foreshore Reserve to recognise the history of the location and the various historical features. These include bronze plaques mounted on timber or stone plinths, at the top and base of the hill noting the site of the Cable Station, the stairs, Happy Valley and the approximate location of where the cable came to shore. These were installed at various dates, with the most recently completed in January 2013 including text and photographs and replacing earlier signs.



Figure 49: Plaque commemorating the telegraph link, on right near slipway and winch shed.

The renovation of the Flinders Cargo Shed received a National Trust/Mornington Peninsula Shire Heritage award in 2012.⁹⁷

While not strictly commemoration, the depiction of Flinders in artwork can be considered an aspect of heritage recognition. Bernard Hall was one notable early artist to camp and paint in Western Port Bay. While painting master at the National Gallery School, Hall ventured to Flinders in the summer of 1901. In contrast to the dark tonal range which was a characteristic of his studio paintings of the period, Hall produced a number of fresh and relatively freely-handled works such, as the painting *Fisherman's Cottage, Flinders*. The scale of this work and another entitled *Flinders Pier* c.1910 (National Gallery of Australia) suggest that they were both executed around the same time and may even have been used for formal instruction once back in Melbourne.⁹⁸



Figure 50: Bernard Hall 'Flinders Pier 1910' National Gallery of Australia No: NGA 76.1067

⁹⁷ <http://Flindersvillage.com.au/index.php/page/historicalsociety>

⁹⁸ Graeme Butler & Associates 2008: 128

3 Description of fabric

3.1 Landscape setting

The Flinders Foreshore Precinct consists of three main areas; the landscaped cliff-top park, the steep thickly vegetated escarpment and the narrow shoreline flats.

The park is formally arranged with surviving mature exotic species (Cypress and Norfolk Pine) as well as more recently planted trees. The area is bounded by Cook Street and the Esplanade to the north and The Esplanade to the west. An asphalt-sealed car park with concrete kerbs is on the cliff top and a timber post and rail and chain wire fence runs along the cliff edge. A gate in this fence and artificial grass matting near the war memorial, denote a hang glider launching point.⁹⁹

A war memorial and the Bass and Flinders Monument are in the north east corner of the park. The Bass and Flinders monument is positioned to form the terminal view along Cook Street from the main commercial area of the Flinders village (although this view is partly obscured by trees today). It also provides a prominent land mark from Western Port Bay, and is used as an unofficial navigation aid by local seafarers.

The cliff top provides dramatic views over the bay and across to French and Phillip Islands, to the Nobbies and the Western Port Bay entrance and ocean. Apart from some tree growth obscuring it, there are also views back to Flinders village. The war memorial, built in the form of a double seat was evidently positioned to provide a contemplative place and take advantage of these views.

Views from the pier unfold to wide panoramas of Western Port Bay and back to the foreshore and cliffs, south to West Head and north to Point Leo and Crib Point. These views are all of great importance to the character and perception of the local area, having strong historical, cultural and aesthetic meaning.

The beach flats are formed from sand accumulation at the base of the cliffs with tea tree and other vegetation forming a barrier between the road to the yacht club and the beach. Part of this is now paved for car parking. The beach narrows under cliffs at both ends, creating a sense of enclosure.¹⁰⁰

3.2 1864-70 Jetty/pier

The pier, as it presently stands, is a combination of fabric from several periods. There is unlikely to be any fabric from the original 1860s structure as the extant timberwork is from various reconstructions in the early, mid and late twentieth century, along with the addition of a new concrete pier, constructed adjacent in late 2011.

Specific sources for the reconstruction have not been identified, but likely dates include 1912-13,¹⁰¹ possibly 1930, 1960, and the late 1990s. It has been suggested that around 1930 the pier was reconstructed on a different alignment.¹⁰² 1960 appears to have been a period of major refurbishment and construction of the dogleg breakwater section (compare Figure 66 and Figure 67).

The pier is 325 m long and 3.6m wide, with a navigation light at the end. It is constructed of eucalyptus hardwood with driven piles (two per pier) used in the round, with square timber cross heads, longitudinal

⁹⁹ HGFA Site Guide - Victoria - East Coast Flinders Monument <http://www.vhpa.org.au/Sites/Flinders%20Monument.html>

¹⁰⁰ Sites of Geological and Geomorphological Significance in the Westernport Bay Catchment (1984) by Neville Rosengren

¹⁰¹ Hermes Report citing DSE.

¹⁰² Victor Teoh pers. com. Citing Tony Walton's evidence to Heritage Council.

beams and cross planked deck. There are timber kerbs and timber post and rail handrails along the north side. The original piers had three piles each and cross bracing for all but the section over the beach, but this was not replaced in later reconstructions. Roman numerals such as 'XXX' are cut into many of the piles – a common way of recording their length), Despite its various rebuilding repair and addition, the pier appears to have always been in this general configuration. Fishing and mooring platforms about half way along and at the pier end are at a lower level.



Figure 51: Timber pier 2013, note 'XXX' inscribed in nearest pile

The new concrete pier for the pilot boat is constructed against the north side for about half the pier length. It is about 4 m wide and 150 m long with a wider service area at the end about 10 by 30 m.

A small timber piled deck area has been constructed between the timber pier and the later shed at the beach end. The breakwater position is still evident in aerial photographs as its former extent is clear of sea grass.

Damage to timber piles and beams from termite and worm attack as well as wave erosion has resulted in slumping of parts of the pier. As of July 2022, the landward section parallel with the new steel and concrete pier has been closed to the public for several years.

Significant works were undertaken in 2016/17 to the superstructure and handrail components on the outer section of the timber pier. The pier is currently used for both commercial and recreation activities, with vehicle access confined to the concrete and steel section.

1871 Cargo Shed

The 1871 Cargo Shed was originally on driven timber piles and beams with a timber planked floor, aligned lengthwise with the beginning of the pier on the south side. When relocated the timber flooring and joists were replaced with concrete.

The structure is a timber-framed, weatherboard-clad and unlined structure with 'bow' or curved roof clad in painted corrugated galvanised iron painted with cream weatherboards and green roof and trim. It has internal sliding double doors on the long side (originally facing the pier) and previously had smaller external double sliding doors on the north end (originally west end) which were removed and the opening weatherboarded over. This can be discerned by the slightly smaller section studs and different wind brace positions in this wall (see photo below).



Figure 52: Cargo Shed during restoration (Photo Lorraine Huddle 2010)

There are two small windows set high on the west side and timber louvers in each end. Recently restored, the building sits on a new concrete slab. Painted in cream and green.



Figure 53: 1871 Cargo Shed following restoration (G. Vines 2023)

3.3 1920s Cargo Shed

The smaller rectangular gable roofed shed was originally located on the site of 1870s shed, having been erected on the piles and platform of that shed, but evidently moved south when reconstructed in the 1990s on an irregular random uncoursed granite stone-faced concrete plinth. The roof is pitched at about 45 degrees and clad in short sheets of painted corrugated galvanised iron, possibly the original sheets, but showing little sign of rust.



Figure 54: View from the pier to the two sheds (G. Vines 2013)

There is a single door in the centre of the north end, another off set in the south end, and large double sliding loading doors on the west side.

The western half of the interior is lined in spaced timber battens, probably intended to shelve fish boxes, or prevent damage to the walls from stacked items.

Water ingresses from the south concrete platform which slopes towards the door from the outside flooding the floor after rain.



Figure 55: North elevation showing deteriorating paintwork (G. vines 2023)

3.4 Slipway and winch house

The slipway is constructed as a piled structure with double cross heads supporting a pair of log stringers. On top of these are spiked steel rails. Most of the structure is intact, although the seaward end is under sand, and the section on front of the winch house is also buried in windblown sand with grass and weeds growing over it. The beach appears to have aggraded (i.e. more sand has accumulated) since the slipway was built, as earlier photos show the slipway standing much higher off the sand as can be seen by comparing the following photos.



Figure 56: Slipway in c1950 (SLV Rose series H32492-2623)



Figure 57: Slipway 2013 looking from hill top (G. Vines 2013)



Figure 58: Slipway from the pier, note winch shed, and recent concrete crib retaining wall (G. Vines 2013)

Timber posts are placed either side of the seaward end of the slipway for tying up and manoeuvring boats, while the original boat storage area beside the winch shed has picnic tables.

The winch shed appears to be of c1970s date, constructed in a single skin of split grey concrete blocks, with a timber framed corrugated iron clad roof. A timber post sports the electricity connection, and an electricity meter box is at the rear.



Figure 59: Slipway Winch shed from above retaining wall (G. Vines 2013)

A concrete block crib retaining wall has been constructed around this area, evidently as part of works for the adjacent car park. It would seem that the ground to the west and south of the winch shed has been raised about two metres from the natural surface. A cement coursed bluestone retaining wall runs along the east side of the shed, and the shed itself sits on a bluestone edged platform, with the stonework extending along the side of the slipway. This is quite substantial work, and although the stonework is probably using recycled blocks and photographic evidence suggests the slip only dates from the 1950s, it still appears to predate the winch shed.



Figure 60: Buried section of slipway with supporting timbers collapsed (G. Vines 30/5/23)

3.5 Archaeological sites

3.5.1 Happy Valley house site

The site of 'Happy Valley' can be discerned both by the historic markers beside the walkway, and by a level area strewn with rubbish and building material, including corrugated iron and both handmade and machine bricks.

Although heavily overgrown, the level area retains evidence of former brick chimneys, as well as a general scatter of domestic refuse such as glass, ceramics and metal fragments across the level area and extending down the slope to the walking track. There is also a steep cutting against the western and southern hill slopes and a possible track to the south east, which coincides with that shown in historical photographs (see Figure 28).

North of the track the vegetation is too dense to discern any features, but it is likely that remains of the former yards and sheds might be found here. One large timber sleeper, set on end, is located just off the track, which may be from a fence, building or former walkway.



Figure 61: Glass, ceramic, metal and brick at Happy Valley house site (G. Vines 2013)

3.5.2 Fishermen's hut sites

There is no direct evidence visible of the Fishermen's huts and other sheds that were located along the beach terrace south of the pier. This area has been extensively modified by construction of the car parks, road to the yacht club and drains. The area between the road and beach comprises vegetated low sand hummocks which may have buried historic features. However, ceramics and glass of early 20th century age can be seen in the exposed areas along the drain at the base of the hill slope. This material most likely came from occupation of the huts, as it dates to a period prior to their removal, and is unlikely to have been dumped from elsewhere at that time.

3.5.3 Telegraph relay hut sites

Two locations are given for the old and new telegraph hut sites on the beach (see Figure 40). Photographs show what are likely to be these two buildings – one a neatly finished timber hut with steep pitched roof is shown in Figure 8, with the other just out of shot in the bottom left. Two timber poles are visible, which probably carried the telegraph cable up the cliff. The second image shows both huts clearly (Figure 9). A slightly larger shed is located near where the modern winch shed is currently sited. This larger shed is probably the "Old Cable Station" marked on Figure 40, while the smaller building is the "New Cable Station". A later photograph from the 1930s (Figure 10) shows the new hut still in place, but the old one missing, while the sites of both huts are vacant in a photo from the 1940s or 50s (Figure 38), but a steep pitched gable roof hut appears just behind the relocated bow roof cargo shed.

A number of pit toilets were also located near the cargo sheds, generally at the base of the cliff. The long drop holes would have been filled with various rubbish and debris after each move and so would potentially provide archaeological artefacts.

3.5.4 Cable Station/Houghton House site

The cable station site at the top of the hill is marked by a bronze plaque set in a concrete slab between two posts. The plaque describes the history and operation of the site and refers to "These foundations mark the site of the original cable station". The foundations are no longer visible, evidently having been covered over with soil and grassed. A slightly elevated area has some linear markings formed by browned off grass which suggests the position of the footings just below the ground surface. Two large trees to the west appear to be in the same position as some shown in aerial photographs. This area, however, does not appear large enough for the buildings shown in early photographs, so it is likely the building (and possible archaeological remains of the footing) extends further to the north, and also under the asphalt car park to the east.



Figure 62: Plaque marking cable station site with soil markings and mature trees beyond (G. Vines 2013)

3.5.5 Aboriginal archaeology

There are about 20 Aboriginal Archaeological sites around Flinders, the nearest of which is about 500m to the north. The presence of both shell middens on the shore edge and stone artefact scatters on the cliff top in nearby areas, suggests there is a likelihood of similar Aboriginal archaeological places within the present study area.

Land slips on the cliffs and slopes and wave action on the foreshore terraces is likely to have destroyed any Aboriginal sites in these areas, so the most likely areas for Aboriginal archaeological remains would be at the very foot of the cliff (although this would be buried by slope wash) and on the top of the cliff (although this might also be disturbed by road works and landscaping).

3.6 Memorials and monuments

3.6.1 Bass and Flinders monument

Built of uncoursed rubble of Moorooduc stone, the monument stands about 5 m high on a platform 2.5 m by 3 m. It has tapered sides and is topped in a flat pyramid, originally with a short flagpole. It is positioned to form a terminal view along Cook Street with a white marble plaque set in the west face reading:

In commemoration of the discovery and naming of Western Port by Surgeon George Bass January 4. 1798 and the passage of Bass Strait in the same year by him and Lieut. Matthew Flinders both of H. M. S. Reliance, Erected by the People of Flinders. Assisted by the assistance of the National Parks Association. 1912.

A small block of dressed basalt stone is set in the face of the monument below this plaque. This may contain the time capsule referred to in contemporary accounts of the dedication. A bronze plaque on the east side commemorates the 1998 reenactment of Bass's voyage to Western Point. It bears the inscription commencing "In Recognition of the Brace adventure..." then goes on to list the five names of the five men and their journey of four weeks in a replica of the 9 metre long whaleboat 'Elizabeth in January 1998. The plaque was dedicated by the Shire of Mornington Peninsula and the Bass Reenactment Committee.



Figure 63: Bass and Flinders Monument from the east (G. Vines 2013)

3.6.2 War Memorials

The Flinders War Memorial comprises of a double stone seat, constructed with dressed light grey granite and small dark basalt pebbles, on a plinth of dressed basalt. The monument was built in 1922 to commemorate

individuals who served in the First World War; names were added for those who served in the Second World War.¹⁰³

A flag pole stands to one side and the area formerly had a low timber rail. The side facing the town has a bronze plaque with a title "Great War 1914 1919, around the AIF emblem, and with lists of 'Those Who Served' and 'The Honoured Dead' and the quote 'Their names shall live forever'. It includes 80 names including 24 dead. In some cases, there are several members of the same family, including three members of the Tuck family who died, indicating both the impact of the war on the local community and the close nature of the families who made up Flinders in the early 20th century. Below The WWI plaque is a brass plaque with the names of 41 men of the Flinders district who served in World War Two including 5 deceased.



Figure 64: Flinders War Memorial from the west (G. Vines 2013)

¹⁰³ War Memorials in Victoria: a pictorial record, Harold Bradley, Max Parsons, Syd Trigellis-Smith, RSL, 1994



Figure 65: World War Two memorial (G. Vines 2023)

3.7 Changes over time

Aerial images that follow show the progressive changes to the landscape of the flinders foreshore with formalised roadways and car parks, and gradual clearance of native vegetation and replacement of the open grassy slopes of the escarpment with invasive weeds (Figure 66 to Figure 70).

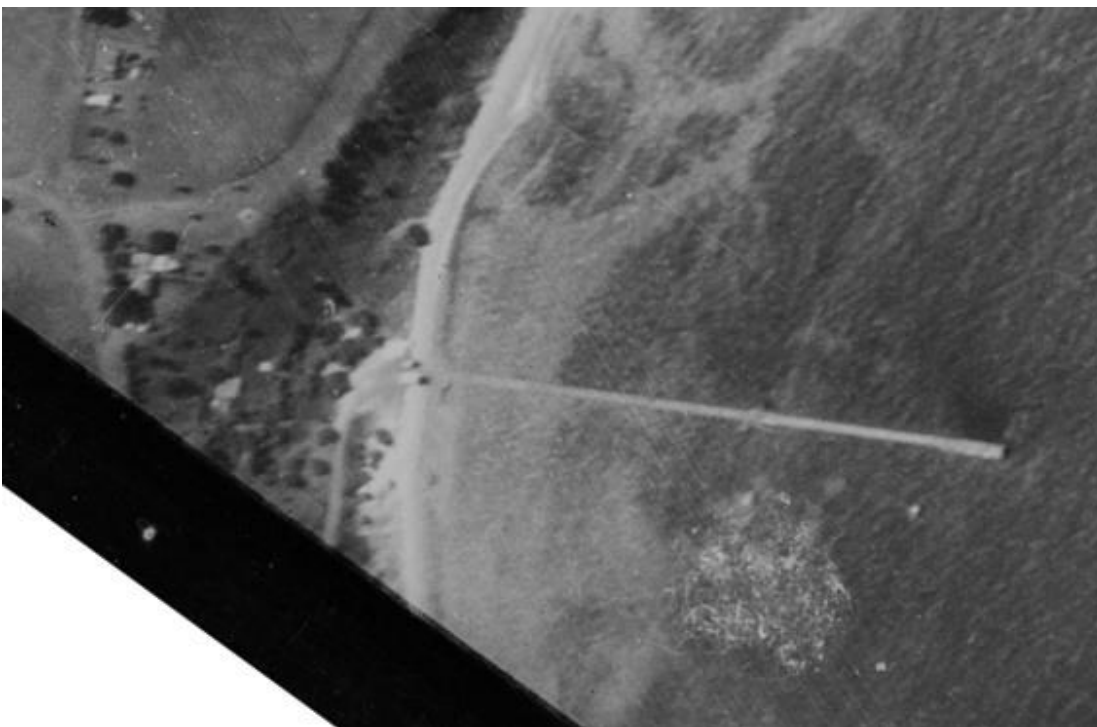


Figure 66: Aerial image Geoscience Australia MAP2049 Run 41939-04-01



Figure 67: Aerial 1951 (image Geoscience Australia SVY1289 E.K.S. SORRENTO 1951-10-15)



Figure 68: Aerial View of Flinders 1966 (image Geoscience Australia)



Figure 69: Aerial 1975 (image Geoscience Australia CAD6021 Run 2 Frame 26 1975-02-28)



Figure 70: Aerial View of Flinders MELBOURNE 1989 PROJECT (11/1989)

4 Significance

4.1 Comparative Analysis

Foreshore

The Flinders Foreshore Precinct is unusual for its combination of features, but not unique in Victoria. It is perhaps representative of a number of small coastal towns that have bluffs overlooking bays with various built structures and constructed landscape features. Bluff lookouts at Portland, Warrnambool and Port Fairy have a somewhat different aspect since they look out onto the open sea. North Geelong and Eastern Beach have similar landscape cliff top parks, but not the proximity to the main pier and town. Geelong is a far more urbanised location as well. Portland and Warrnambool also do not have the same village character as Flinders.

Hastings presents a similar arrangement with timber shed at the landward end of the pier, although the low shoreline does not have the views and dramatic vistas of Flinders.



Figure 71: Comparable shed and pier at Hastings

The arrangement of maritime facilities, beach recreation and landscaped areas is characteristic of many Victorian coastal towns, but in many cases modern development and progressive change to the historic fabric have reduced the cultural heritage significance of these places.

Piers

There were over a 100 piers and jetties along the Victorian Coastline, bays and estuaries. About 40 piers and pier sites are listed on the Heritage Victorian database, although the majority of these are archaeological sites with little surviving fabric.

Most piers and jetties were originally all timber construction and range in length from a few metres to over a kilometre (for example the Port Welshpool Long Jetty). Significant piers include Station and Princess Piers in Port Melbourne, Geelong, Port Welshpool, Queenscliff and Gellibrand Pier Williamstown. Only five piers are currently listed on the Victorian Heritage Register.¹⁰⁴ Of these, Port Welshpool and Queenscliff represent a similar category to Flinders, as the Geelong and Melbourne Piers played a different role in international trade. Surviving intact timber piers are becoming increasingly rare as materials and skills for their repair diminish, and costs increase – particularly in comparison with alternatives in concrete and steel.

Sheds

There are only a handful of surviving nineteenth and early twentieth century wharf and pier sheds in Victoria. Other known examples are a curved roof shipping shed on the River Moyne at Port Fairy, and curved roof life boat sheds at Queenscliff and Port Fairy. The Cowes shed appears to be almost identical to Flinders, although the small highlight windows are on the same side as the loading door, and a louver vent is off set.



Figure 72: Cowes Jetty and Shed, Phillip Island¹⁰⁵

¹⁰⁴ Jetties and Piers A background history of maritime infrastructure in Victoria Prepared by Jill Barnard, Heritage Victoria 2008

¹⁰⁵ Victorian Heritage Database <http://vhd.heritage.vic.gov.au/images/medium/34219>



Figure 73: Port Fairy wharf shed, note panelled construction form with expressed posts¹⁰⁶



Figure 74: Queenscliff fishermen's shed¹⁰⁷

¹⁰⁶ Victorian Heritage Database <http://vhd.heritage.vic.gov.au/images/medium/36799>

¹⁰⁷ Victorian Heritage Database <http://vhd.heritage.vic.gov.au/images/medium/11015>

4.2 Overview and Significance

The cultural significance of the Flinders Foreshore Precinct comprises elements of surviving built fabric, archaeological sites, historical uses, natural systems and contemporary social values.

The elements are interrelated and all contribute to a distinctive cultural landscape. While the overall cultural landscape needs to be appreciated and managed as a single entity, the constituent elements are of different levels of significance. The various physical structures are categorised according to their significance as follows:

Primary significance:

Those items being essential to/or considered to be noteworthy evidence of the period of peak occupation being mid nineteenth to mid-20th century.

Pier – mid nineteenth century reconstructed in 20th century, (not including new concrete pier)

Sheds – 1871 and c1920s moved to site in 1960s

Bass & Flinders Monument - 1912

War Memorial – 1922

Slipway – c1950

Principal views and vistas

Contributory significance:

Those items which assist in understanding the cultural and social values of the place, but depend on their significance for their associations with the wider cultural landscape are

Slipway shed – c1970

Remaining mature planted trees – c1930-70

Modern walkway – 1990s

Interpretive plaques – 1980s-90s

Archaeological significance:

Fishermans hut sites

Cable Station (Houghton House) -1869-c1930

Cable relay hut - 1869-c1930

Happy Valley house site - 1869-c1970

No significance:

Those items that relate neither to the early phases of occupation at Flinders, do not relate strongly to the significant themes and which are of no significance or interest in themselves.

Toilet Block – c1980s

Fuel Shed – c1980s

Car park – 1960s

Park furniture – various dates

Modern Concrete Pier - 2011

4.3 Statement of significance

There are underlying citations for both HO330 and HO81 (see Appendix A). The following statement of significance was prepared as part of the 2013 CMP for the wider Flinders Pier and Foreshore Precinct (Biosis Pty Ltd 2022).

4.3.1 Flinders Foreshore Precinct Significance

What is significant?

The Flinders Foreshore Precinct comprises a modified natural landscape with constructed elements and remaining natural landforms and geomorphological features, adapted to recreational and commercial activities. The Flinders Foreshore Precinct has a history of Indigenous, colonial and contemporary use. The area has extensive views of land and water, natural ecosystems, geological formations, unusual plant and tree species, and a cultural heritage of middens, landmarks and old buildings.

It incorporates part of Bass Park with exotic and native trees, the Bass and Flinders and WWI monuments, the archaeological sites related to the telegraph station and former fishermen's sheds, the 1860-1960 timber pier, the 1871 and c1920, cargoes sheds and the 1950s slipway. Two sites of geomorphological significance adjoin the Foreshore Precinct, comprising shoreline cliffs and terraces to the south and the Dodds Creek sediments to the north.

The precinct also comprises significant views and vistas, both to the cliff-top reserve at Bass Park along Cook Street, from the reserve, out over Westernport, and to and from the pier.

How is it significant?

The Flinders Foreshore Precinct is significant for its aesthetic, historic, scientific (ecological, geological and geomorphological), and social values at a local level.

Elements within the precinct including the bow roof wharf shed and the archaeological site of the telegraph station, are of state significance for archaeological and historical values.

Overall the precinct is of local significance.

Why is it significant?

The Flinders Foreshore Precinct played a significant role in Victoria's historical development through its association with European exploration and mapping of the coast as the point of reference for Bass and Flinders 1798 voyage of discovery; for the development of the submarine telegraph cable link to Tasmania, competing a continuous telegraph connection between Britain and its most outlying colony; and for the development of coastal shipping, transport of produce and development of coastal fishing.

The Precinct is of local and regional significance for the distinctive and unique landscape qualities encompassing geomorphological features; extensive views and vistas to Western Port, French and Phillip Islands and Bass Straight; a community focus for the Flinders Village and former Shire of Flinders as a site for commemoration and celebration.

The Flinders Foreshore Precinct is aesthetically significant as a natural and diverse landscape providing unique and extensive views across Western Port. It forms and provides access to one of very few expansive coastal landscapes in central Victoria that is both accessible and substantially undeveloped. The important terminal view along Cook Street to the memorials is of aesthetic, historical and social significance.

The social and historical values include on-going recreational use in the area. Flinders Pier and the beach front provide the recreational focus for both locals and visitors¹⁰⁸, while the cliff top Bass Park has been the site of major commemorative events, signified by the Bass and Flinders monument and War Memorial, and continues to host other community events and celebrations. The increasing awareness of the site's historical values, through local community projects such as developing interpretive facilities demonstrates on-going and developing social significance.

4.4 Significant elements

4.4.1 Geological formations

The coastal slopes south of the Flinders jetty are significant for their demonstration of the transition from degraded bluffs to active marine cliffs. The bedrock materials are lava flows of the Older Volcanics mantled by limestones and sandy beds. Near the jetty, there is a wide sandy beach terrace but to the south this terrace narrows and the lower slopes are exposed to direct wave action. In the Royal Australian Navy reserve, the Older Volcanics outcrop as a shore platform and active marine cliffs. The cliff-bluff sequence is regionally significant as typical of the hard rock coastline of the south-west of Western Port.¹⁰⁹

The Dodds Creek Mouth is located north of the pier near the Esplanade and Cove Lane. Wave action has exposed deposits at the creek mouth across the beach, revealing "... a complex stratification of beach materials. These include numerous shells and shell fragments, quartz sands, and basalt gravels. The beach composition is regionally significant as it illustrates the diversity of sediment sources to shorelines in the south-west of Western Port."¹¹⁰

4.4.2 Pier/Jetty

The Flinders Pier/ Jetty is constructed with driven timber piles of round eucalypt hardwood, and sawn beams, cross planked. It is of historical and technical significance as the largest remaining all timber pier on Western Port, and one of the largest remaining in Victoria.

The pier is of historical significance for its association with coastal shipping and the development of the trade in the agricultural produce in the productive Mornington Peninsula to Melbourne Markets in the second half of the twentieth century. The construction of the pier coincided with the development of the submarine telegraph cable to Tasmania, and became an important connection for servicing the telegraph facilities.¹¹¹

The pier is also of historical and social significance as it became a focus for commercial fishing and recreational fishing and boating, which continues to the present day.

The pier is of aesthetic and technical significance as one of the largest surviving all timber piers in Victoria, demonstrating the form of construction developed using local eucalypt timbers in the mid-nineteenth century, and remaining in use until the end of the twentieth century when suitable timbers became unavailable and most traditional timber piers (as well as timber bridges) were no longer economically viable to maintain. With the degradation of the Port Welshpool Long Jetty and decommissioning of other jetties in the state, its comparative significance for coastal shipping has increased.

¹⁰⁸ **Back to Flinders, 1885.cited in Context 1992**

¹⁰⁹ Sites of Geological and Geomorphological Significance in the Westernport Bay Catchment (1984) by Neville Rosengren

¹¹⁰ Sites of Geological and Geomorphological Significance in the Westernport Bay Catchment (1984) by Neville Rosengren

¹¹¹ N. Lewis, Heritage Consultant's Report. Cited in Context 2009 Flinders Heritage Study Inventory of Significant Places

4.4.3 1871 Cargo Shed

The former Jetty Cargo Shed (c1871) at Flinders is of architectural, historic, social and scientific importance as one of a small number of bow roof structures remaining in Victoria which represent a building form and type once commonly utilised for port structures. Although relocated a few metres west of its original location it remains relatively intact and is in an appropriate foreshore location. The cargo shed is one of the most intact surviving examples in Victoria of this distinctive building form, once commonly associated with the ports and docks of the mid nineteenth century.¹¹²

The 1871 Cargo Shed is among the oldest of a small number of similar port structures still standing comparable with the c1869 shed at Cowes, and the Port Fairy wharf shed. The shed in conjunction with the nearby jetty is a strong visual reminder of the former dominance of sea transport for moving heavy cargoes to isolated coastal settlements. Curved roof life boat sheds also survive at Queenscliff and Port Fairy.

The Cargo Shed is of aesthetic and architectural significance for its form of construction utilising light rafters and the intrinsic strength of curved corrugated iron sheeting to provide a durable, strong roof, with minimal roof openings or internal structure. The material was easily transportable and required minimum support when curved while the completed shed had the proven advantage of being readily moved.

The Cargo shed is of historical significance for its associations with the development of the Flinders township following the completion of the second submarine telegraph cable between Victoria and Tasmania, opened in May 1869.¹¹³ The cable came ashore in the vicinity of the Flinders jetty and a telegraph station was located at the end of Cook Street overlooking the jetty.

Apart from minor alterations the shed appears to be remarkably intact and is a good example of a building form which was commonly used for port structures in the 1860's and 1870s but is now very rare.¹¹⁴

4.4.4 1920s Cargo shed

The smaller shed is believed to have originally been built in the 1920s but has been moved around the site several times. It reflects the characteristic utilitarian structures erected for shipping and fishing at piers around Victoria, and has continued to serve various commercial and community purposes for all its life. It is a significant element that contributes to an understanding of the history and use of the pier and foreshore precinct.

It is historically significant for its association with the once prosperous commercial fishing industry and boating generally in Flinders and as a continuing community asset.

4.4.5 Cable Station sites

The Cable Station sites, including the staff house and telegraph office on the top of the hill, the cable relay hut at the base of the hill (with two sites 'old' and 'new' identified in 1914 - see Figure 40) and the residence at Happy Valley, are of historical and archaeological significance for their relationship to the completion and operation of the submarine telegraph cable to Tasmania. This was the last link in a continuous network that connected London to the most widely separated parts of the colonial empire on the opposite side of the globe. The Telegraph link to Australia and between the colonies was one of the most important developments in the reduction of Australia's extreme remoteness from the rest of the world during last century.

¹¹² N. Lewis, Heritage Consultant's Report. Cited in Context 2009 Flinders Heritage Study Inventory of Significant Places.

¹¹³ CHRIS SMITH Architect Historic Places Section Department of Conservation and Environment July 1991 citing P.M.A. Microfiche drawing no. HWJ 4262 "Shed Flinders Jetty" Victorian Parliamentary Papers, 1870, 1st Session Vol. 2 "Report on the Post and Telegraph Department for the year of 1869".

¹¹⁴ CHRIS SMITH Architect Historic Places Section Department of Conservation and Environment July 1991 Flinders Jetty goods shed.

In 1936, the Flinders cable station buildings were converted to other uses including a large and well known guest house. Later, in the 1970s, the last of the cable buildings was demolished, thus removing one of the Peninsula's most important nineteenth century complexes.¹¹⁵

Archaeological evidence is demonstrated by surface features, visible artefacts including ceramics, glass and bricks, and by the commemorative plaques which reflect the continuing awareness of the site and its significance in the local community. Surface evidence is only visible at the Happy Valley site, but buried archaeological features are highly likely at the Cable Station site on the Esplanade, and the hut sites along the beach. For this reason the Cable Station sites are also of social significance.

4.4.6 Fishermen's huts archaeological sites

The site of the former fishermen's huts is of historic, social and archaeological significance for its association with the development and early history of the fishing industry in Flinders, and for the ongoing traditions maintained in the Flinders Community. Unusually for such informal development, considerable historical information is retained regarding the occupants and their activities, with a high level of awareness in the local community. Although less evidence remains of the fishing industry within the Precinct, its historical associations with this locality are strong and well-known in Flinders.

Archaeological evidence of early coastal fishing activity is relatively rare in Victoria. There are some extant groups of fishing accommodation, such as at New Works, Lakes Entrance, Campbells Cove near Werribee and the Glenelg River, Nelson, but the ongoing use of these sites is likely to have destroyed or disturbed early archaeological evidence. The Flinders Fishermen's huts site has a high potential to retain significant archaeological deposits associated with occupation in the early twentieth century.

The probable former locations of the fishermen's huts can be determined from historic plans and photographs. However, the current listing of the area on the Victorian Heritage Inventory is inaccurate and requires amendment.

4.4.7 Monuments and memorials

The Bass and Flinders Monument and War Memorials are of social, historical and aesthetic significance for the role they play in commemorating important events for both the Flinders community and Victorians generally.

The Bass & Flinders monument is one of the larger stone monuments to explorers and pioneers, and one of about 25 monuments commemorating Bass and Flinders individually or together, around Australia.¹¹⁶ The Flinders monument is probably the most relevant location for these two explorers, considering their main claim was in the discovery of Bass Strait, proving Tasmania to be an island, while this location focusses on and has views to both the town named for Flinders and the Strait named after Bass.

The War Memorials have considerable value to the community as the place where Flinders residents have gathered every Remembrance Day since its dedication in 1922, to remember those who have fallen in the Wars. The Cairn remembers 80 residents who served in World War I, and 24 who died, including three members of the well-known Tuck family. Along with 41 men of the Flinders district who served in World War Two including five who died.

The memorials are significant for the unusual setting and form, built as a two sided seat looking back into the town or out to sea, in a prominent location and cliff top position which demonstrates the strong emotional association with this area.

¹¹⁵ Graeme Butler & Associates 2008: 100

¹¹⁶ Monuments Australia, <http://monumentaustalia.org.au/search/>



Figure 75: View across upper park to Flinders and war memorials (G. Vines 2023)

5 Conservation Policies Guidelines and Actions

5.1 Introduction

The following conservation policy and management plan has been developed on the basis of the preceding assessment of the cultural heritage significance of the Flinders Foreshore Precinct. The policy provides direction and guidelines for the future use, conservation and possible adaptation or redevelopment of the site and its component parts, in manner that ensures the retention of significant elements and which not diminish the identified heritage values. Accordingly, the directions and guidelines included here should be considered in determining future strategies and outcomes for the Flinders Foreshore Precinct. The Flinders Coastal and Marine Management Plan¹¹⁷ was prepared to provide management priorities and cost estimates for future use and development to achieve the vision of the Flinders Foreshore Precinct, which may or may not involve the reuse of some or all of the existing structures and elements. In preparing the policies, therefore, consideration has been given to possible future user requirements, the condition of the structures in the general sense, and the need to find and sustain compatible uses for the area as a whole. The policies in this chapter include general policies, which apply to the site as a whole and provide an overall framework for its future management and conservation, and some specific policies that apply to the significant qualities and attributes of the site.

5.2 Understanding the Place

Flinders Foreshore Precinct is a landscape of complex layers of natural and cultural values, geomorphological features, some remnant vegetation, potential Aboriginal archaeology, history structures and features and social and aesthetic values. The built elements including the 1860s-1960s pier, 1871 and 1920s/50s cargo sheds, 1960s slipway, 1912 Bass and Flinders Monument and 1922 War Memorial, along with the historical archaeological sites and various commemorative plaques reflect the historical development the area for multiple purposes as a site for transport and communication, recreation, commemoration and contemplation for nearly 150 years. Much of the historical physical form was established in the period 1860-1920s and although altered since, later changes have maintained this original character.

5.3 Terminology and Methods

This Conservation Management Plan has been prepared in accordance with the Australia ICOMOS *Burra Charter* (Australia ICOMOS 1999 revision [see Appendix 2]) and the methodology outlined in Kerr's *The Conservation Plan* (3rd Edition, 1990 published by the National Trust of Australia [NSW]). The assessment of cultural significance has been primarily compiled using these documents. The conservation terminology used in this report is of a specific nature, defined in the Australia ICOMOS Charter for the Conservation of Places of Cultural Significance (the Burra Charter) as endorsed by the Australian Heritage Commission. The terms most frequently referred to are: place, cultural significance, fabric, conservation, preservation, restoration, reconstruction and adaptation. These terms are defined in the charter as follows:

Place means site, area, land, landscape, building or other work, group of buildings or other works, and may include components, contents, spaces and views.

¹¹⁷ Alluvium, 2023, *Flinders Coastal and Marine Management Plan*, Prepared for Mornington Peninsula Shire

Cultural significance means aesthetic, historic, scientific, social or spiritual value for past, present or future generations. Cultural significance is embodied in the place itself, its fabric, setting, use, associations, meanings, records, related places and related objects.

Fabric means all the physical material of the place including components, fixtures, contents and objects.

Conservation means all the processes of looking after a place so as to retain its cultural significance.

Maintenance means the continuous protective care of the fabric and setting of a place, and is to be distinguished from repair. Repair involves restoration or reconstruction.

Preservation means maintaining the fabric of a place in its existing state by removing accretions or by reassembling existing components without the introduction of new material.

Restoration means returning the existing fabric a place to a known earlier state and is distinguished from restoration by the introduction of new material into the fabric.

Reconstruction means returning a place to a known earlier state and is distinguished from restoration by the introduction of new material into the fabric.

Adaptation means modifying a place to suit the existing use or a proposed use.

Use means the functions of a place, as well as the activities and practices that may occur at the place.

Compatible use means a use which respects the cultural significance of a place. Such a use involves no, or minimal, impact on cultural significance.

Setting means the area around a place, which may include the visual catchment.

Related place means a place that contributes to the cultural significance of another place.

Related object means an object that contributes to the cultural significance of a place but is not at the place.

Associations mean the special connections that exist between people and a place.

Meanings denote what a place signifies, indicates, evokes or expresses.

Interpretation means all the ways of presenting the cultural significance of a place.

5.4 Statutory Requirements

Statutory heritage requirements relating to any future works in the Flinders Foreshore Precinct include provisions for permits for any works to places listed on the Victorian Heritage Register, Heritage Overlay or Heritage Inventory.

The Flinders Foreshore Precinct includes several existing heritage listings and classifications. There is one place on the **Victorian Heritage Inventory** - H7921-0107 Flinders Foreshore Fishermen's Huts. Two previous listings on the VHI - H7921-0073 Flinders Cable Station site, and H7921-0108 Flinders Pier and Slipways Precinct have been subsumed in the new Victorian Heritage Register Listing.

The **Mornington Peninsula Planning Scheme Heritage Overlay** has two elements identified in the Flinders Foreshore Precinct: HO81 Former Jetty Cargo Sheds, Fishermen's Shed/Jetty and HO330 Flinders Foreshore Precinct. HO81 covers the same area as the VHR listing, and HO330 covers the residual of the former precinct outside of the VHR listing. HO46 Flinders Cable station site has been subsumed in the HO81 area which is now listed in the Planning Scheme Heritage Overlay Schedule as "Flinders Telegraph Cable Complex and Pier, The Esplanade, Flinders and Former Jetty Cargo Sheds Flinders Foreshore, Flinders."

The **Victorian Heritage Register** includes two listings: VHR H2413 Flinders Telegraph Cable Complex and Pier; and HO906 Former Jetty Cargo Shed, Flinders Foreshore, Flinders.

There was a permit issued for restoration on the Cargo Shed in 2010 (Flinders Foreshore Precinct Heritage Permit P15798 27 May 2010).¹¹⁸ Prior to the commencement of works within the designated areas, the Mornington Peninsula Shire should ensure the appropriate permits and consents are obtained. There are a number of permit exemptions provided by Heritage Victoria for on-going maintenance and use of the sites. These are included in the Appendices to this CMP.

¹¹⁸ for repair and restoration of existing timber cargo shed and replacement of concrete floor, Schedule of Works by L Huddle and engineering drawings by Mark Hodgkinson P/L.

While specific elements are listed on these registers, the extent of the various listings currently does not reflect the significant place and extent. Therefore, some modification to the listings is required. Some anomalies arise from the current statutory heritage listing (see Figure 77):

- HO330 is a residual area not specifically associated with a designated area of heritage significance. It includes the site of one of the former telegraph huts, but also other areas of land and sea with no specific description.
- VHI H7921-0107 is intended to cover the locations of the former Fishermen's huts, but as can be seen from Figure 77, the mapped extent misses the probable locations of these huts.
- VHR H2413 is intended to include the locations of "cable station buildings and test houses" but misses the site of one of the historically mapped cable huts to the south of the pier head.

See section 5.7.13 for recommended actions to update heritage listings.

5.5 Opportunities and Constraints resulting from Significance

There are a variety of users of the Flinders Foreshore Precinct, generally related to commercial and recreational maritime activities, and recreational activities by locals and visitors. Use of the precinct both ensures its on-going appreciation and management, and presents issues for maintaining fabric, controlling impacts and managing conflicting uses.

5.5.1 Management

The Flinders Foreshore is managed jointly by the Mornington Peninsula Shire Council and Parks Victoria. Parks Victoria is responsible for the Pier. Parks Victoria have prepared a Master Plan for the Flinders Pier,¹¹⁹ while Mornington Peninsula Shire Council has produced a Coastal and Marine Management Plan for the Flinders Foreshore Coastal Reserve.¹²⁰

5.5.2 Community and Public Stakeholders

The general public of Victoria (and also Australia more generally) have an interest in the place due to its cultural significance and its value as a place in a recreational sense.

The Save Flinders Pier Group has a special interest in Flinders Pier which it has described as:

...a public-owned amenity that contributes to community wellbeing by providing a safe place for exercise, recreation and community connection. It underpins social and cultural identity, through common and often shared activities of swimming, scuba diving, kayaking, fishing and walking. The pier is also a place of solitude and connection to the local marine environment and the waters of Western Port Bay, that lie beyond the Pier's outer edge. This amenity can be linked to supporting physical and mental health, by enabling people to view and connect with the natural habitat of sea-life beneath and around the pier, in the same way a bushwalker might connect with nature on a constructed path through a national park.

For historians, the fabric of Flinders Pier constructed in timber using traditional methods and materials (even if it is in a state of continued renewal), still offers an evocative sense of past amenity.

Flinders Coastal Advisory Group

The Flinders Coastal Advisory Group (CAG) is one of ten CAGs across the Mornington Peninsula. The CAG consists of nine community members appointed by Council with a purpose to advise and assist Council in the

¹¹⁹ URS, 2008, Flinders Pier Master Plan, Prepared for Parks Victoria.

¹²⁰ Alluvium, 2023, Flinders Coastal and Marine Management Plan, Prepared for Mornington Peninsula Shire,

use or development, planning, management, protecting and enhancing the Shire's coastlines for both current and future generations to appreciate and enjoy. The Flinders CAG played an important role in the development of the Flinders Coastal and Marine Management Plan (2023).

Flinders Historical Society

The Flinders and District Historical Society has developed historic displays in the restored cargo shed and opens this to the public for viewing on a regular basis with volunteers. The displays cover the environmental Aboriginal and historic heritage of the foreshore and wider region, and include artefacts related to the wharf, cargo sheds and cable station recovered from the surrounding beach areas.

Bathers

The beach is not generally a bathing beach due to the extensive sea grass that washes ashore and into the tidal zone. However, in summer it is popular for beach and water activities. The Flinders Ocean Swimming Seadragons (also known as Flinders Icebergers) utilise the pier and beach, and the sheds for their regular activities and special events. The winch shed has been fitted with a portable bottle gas water heater for showers.

Other users

The Save Flinders Pier Group has identified a number of other specific users of the pier including the following:

- VicSwim and Point Leo Surf Life Saving Club teach children water safety in the summer months.
- Oz Fish, ReefWatch and Fishcare which seek to protect and restore local fish habitats at Flinders and run education programs at the pier;
- Sea Shepherd Australia organises volunteers to clean the Flinders Beach and regularly scuba dive beneath the pier to remove litter from the sea floor;
- Dolphin Research Institute with its support of a school art competition in 2022 that raised awareness across Mornington Peninsula schools of the marine ecology surrounding Flinders Pier;
- Mornington Peninsula Regional Gallery sponsored local artist Dr Vera Möller to install a series of exhibits attached to the piles of the Flinders Pier, using it as a canvas to invert the sea life below, as part of a program funded by the Australian Government's RISE initiative;
- Pier landings are also used by universities, researchers and underwater photographers to gain access to the sea grasses that accommodate a range of sea life, most notably the Weedy Sea Dragon;
- Recreational boat owners who tether their tenders to the pier on each side.

Promenades

Walking on the pier and beach is popular throughout the year with peaks during the summer months. Walking dogs on a leash is permitted consistent with the regulations that apply on the foreshore. Weddings have also been held on the platform at the end of Flinders Pier.

Hang Gliders

The Victorian Hang Gliding and Paragliding Association identifies the Monument as a suitable hang gliding and paragliding site, which has been improved by the provision of a gate and artificial grass matting for launches off the cliff top. ¹²¹

¹²¹ HGFA Site Guide - Victoria - East Coast Flinders Monument <http://www.vhpa.org.au/Sites/Flinders%20Monument.html>

Sailors / Anglers (Recreational Fisherman)

Flinders Pier is a popular destination for recreational rod fishing and recreational boat mooring, with up to 40 fishermen on the pier at one time. Chain moorings for up to 40 boats are provided either side of the pier with a large proportion in use. Parks Victoria manages allocation and maintenance of moorings.

Commercial Fishing and charters

Aquaculture farms to the north of the pier have been established for mussel farming over the past 20 years. Abalone, parrot fish, crayfish and squid are also harvested off Flinders. The pier is heavily used for commercial fishing activities, weather dependent. Commercial charter ventures are currently conducted from Flinders Pier. Day tours which operate from Flinders Pier include: fishing trips in Bass Strait & Western Port and tours to the seals. A commercial mussel industry utilises the pier which is currently the main form of aquaculture being operated from this site. As the timber pier is not strong enough to support vehicles, commercial activities are confined to the concrete structure.

Flinders Yacht Club

The Flinders Yacht Club utilises the Flinders Pier regularly throughout the year and daily during the summer for keel boats to pick up and drop off passengers, load provisions and to tie up. Most beach launching is done from the club house. The boat launch facility beside the pier is used by yacht club members as well as the general public.

Scuba Divers

Flinders Pier is a popular scuba diving venue, utilised by a number of commercial and amateur scuba groups. It is identified as one of the most popular shore dives in the state by a number of organisations.¹²² Part of its popularity comes from the abundant sea life such as the Weedy Seadragon, and ease of access.

Sea Pilots

The Sea Pilots of Western Port provide safe navigation of shipping in and out of Western Port for all ships 35 metres in length. The Sea Pilots use Flinders Pier for pilot and passenger ferrying, general maintenance on the boat and to refuel. In the past a crane was sited at the end of the pier and it occasionally lifted the Sea Pilot boat tender in and out of the water. A Colorbond shed behind the 1871 cargo shed is used to store fuel and equipment with a wheeled tank taken out along the new concrete pier for refuelling.

Flinders Community Association

The Flinders Community Association (FCA) is a not for profit organisation which aims to protect the neighbourhood character of Flinders. The FCA initiated the Save Flinders Pier campaign and were instrumental in building awareness and seeking protection of the timber pier. The Flinders Community Association has been discussing with other users of the Foreshore precinct potential improvements and developments. These include:

- improving pedestrian safety, shelter and facilities
- provision of rain protection and shelter
- upgrade of open space adjacent to the slipway
- repairing or replacing damaged or deteriorated picnic tables and other park furniture
- additional picnic tables

¹²² Academy of Scuba diving – dive sites. http://www.academyofscuba.com.au/dive_site.php?dive=18

- limiting any increase in boating activity
- managing rubbish and waste collection
- renovation of existing toilet block
- improving and coordinating signage.

Issues raised by the group also include reducing beach access routes from the carpark, restricted carparking for commercial users, determining a better location for fuel storage, management of commercial vessel refuelling, trailer parking, and use of the pier and cargo sheds.

The group has proposed possible restoration of the slipway and winch shed and improvement of landscaping around it in the area referred to as the amphitheatre and to the adjacent retaining walls, such as weed removal, planting and shade trees. Another suggestion is the potential for a design to accommodate picnics and small performance or displays, as well as provision of improved pedestrian access such as a dedicated path along the edge of the car park. The accompanying key plan refers to:

- 1. 1920s Cargo shed
- 2. potential path along beachfront
- 3. remove some beach access paths
- 4. manage boat and car parking
- 5. restricted carparking for commercial users
- 6. upgrade of open space adjacent to the slipway
- 7. restoration of the slipway and winch shed
- 8. renovation of existing toilet block

Other boating

The sand boat ramp facilities are used by Victoria Police for emergency response for launching and concluding search and rescue missions at sea.

Flinders Pier has also served as a 'safe haven' providing access for smaller vessels to make landfall and access emergency services or urgent medical attention when needed.

5.5.3 Scope of works

FISHERMANS HUT Fisherman's hut building ID 1161

- Replace rotting weatherboards
- Replace missing and rotten weatherboard stops
- Replace baseboards
- Replace sliding door
- Inspect and replace door flashings if needed
- Replace missing eve timbers
- Replace missing door jamb styles
- Test for asbestos
- Test for lead paint

WINCH SHED Winch shed property number 152638

- Test for asbestos
- Remove asbestos eaves
- Remove and replace old corrugated iron roof and flashings
- Replace spouting and connect to stormwater if available?
- Replace fascia's
- Replace roof battens
- Replace rafters (if needed)
- Upgrade wiring in winch shed
- Repair cracked brick work
- New lighting
- Remove old pole in on rear left-hand corner
- Repair/replace doors
- Remove/repair fallen power pole

Potential extras

- New electric hot water for winch shed
- New window overlooking the water on the pier shed



Figure 76: Key Plan provided by Flinders Community Association

5.6 Conservation Objectives

As concluded in the preceding chapter, the landscape values, historical features and built elements at the Flinders Foreshore Precinct are of considerable historical, aesthetic/architectural and social significance. In this context, an emphasis on retaining the built elements and the character of the surrounding landscape is considered essential for maintaining and conserving the identified important aspects of significance.

In terms of conservation objectives and in the context of the place maintaining both the existing fabric and features, as well as continuing recreational and maritime related uses is considered critical to retain

- the long association with maritime heritage, historical events and commemorations
- the attachment and experience of the Flinders residents and visitors alike; and
- the traditional character of the place.

Accordingly, the policy sets out to:

- keep symbolic and iconic aspects of Flinders Foreshore;
- maintain the historical character of Flinders Foreshore in its coastal and village setting, including the sense of openness, views and vistas;
- maintain a sense of the history of the place through appropriate interpretation; and
- allow for adaptation of existing structures, and/or the introduction of new structures and elements in the future, in a way which is consistent with the above.

The conservation objectives are therefore to:

- Protect the key elements and structures associated with the themes of fishing, the telegraphic line, and coastal shipping by:
 - requiring planning approval for demolition, removal, and external alteration to buildings and structures;
 - consultation with the statutory authorities and government departments responsible for services and land management within the Precinct to seek their co-operation in its protection.
- Protect the historical functions which characterise the area by:
 - ensuring that new structures are visually recessive and/or in keeping with the historical character of the place; and
 - encouraging continuing and new uses that support these functions.
- Protect any archaeological evidence and areas likely to contain such evidence by:
 - avoiding activities that involve disturbance to the ground surface or sub-surface; and
 - prior to any ground disturbing activities occurring, engaging a qualified archaeologist to further investigate the area and advise on the requirements to ensure that such evidence is protected or recovered through proper archaeological excavation and documentation. This includes future reconstruction, pile driving or pile lifting along the pier.
- Protect the landscape character of the Precinct by:
 - restricting the opportunities for new development to occur within the Precinct;
 - where such developments are essential to the continuation of historical patterns of use, ensure that through location and design any potential impact is minimised;
 - retaining the plantings on the Cable Station site and the cypresses in Cook Street; and
 - retaining views into and out of the Precinct.¹²³

¹²³ Adapted from Lorraine Huddle, Flinders Cargo Shed Restoration Schedule of Works 12 January 2008, report for Mornington Peninsula Shire

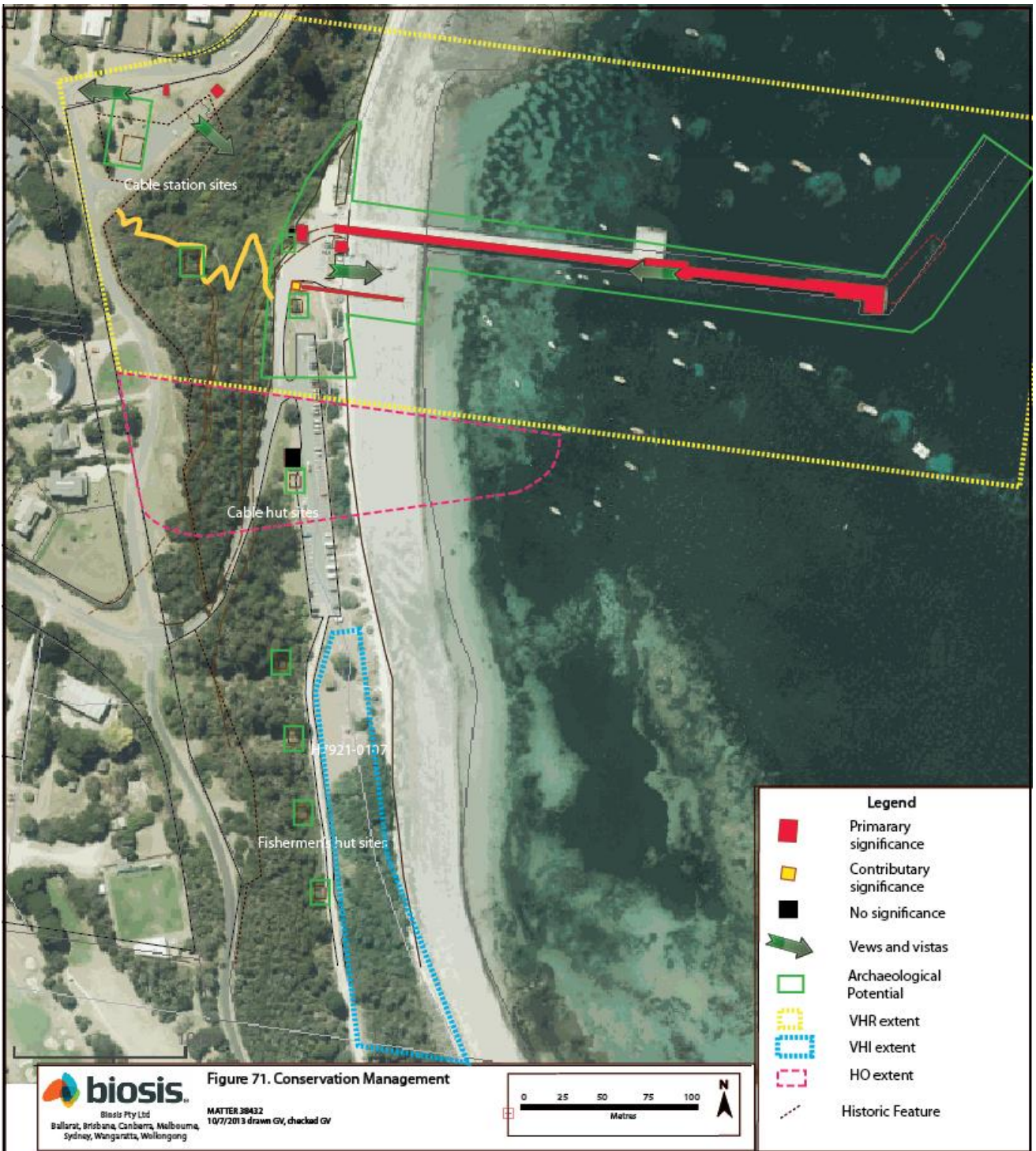
5.6.1 Significant Elements

The major elements of the Flinders Foreshore Precinct, together with their assessed levels of significance, are described in sections 3 and 4 above. The following recommendations for their retention, repair or removal are based on their significance assessment. The locations of significant elements are shown in Figure 77.

Table 2: Conservation Policy Management Actions

Significance level	Item	Action
Primary significance	Pier – mid nineteenth century reconstructed in 20th century, (not including new concrete pier)	Maintain and conserve the existing structure in its present form with future works to involve like-for-like, unless evidence of earlier or original form can be determined. While the concrete pier provides flexibility for current uses, if use changes and it is no longer required, removal of the concrete structure could be considered.
	Sheds – 1871 and c1920s moved within site in 1960s	Maintain and conserve the existing structure in its present form with future works to involve like-for-like, unless evidence of earlier or original form can be determined.
	Bass & Flinders Monument - 1912	Maintain and conserve the existing structure in its present form
	War Memorials – 1922, 2012	Maintain and conserve the existing structures in their present form
	Slipway – c1950	Maintain and conserve the existing structure in its present form, where evidence of earlier forms can be determined, restorations and reconstruction to an earlier or original state is acceptable. Control vegetation and sand accumulation so that it can be fully interpreted.
Contributory significance	Winch shed – c1970	Maintain and conserve the existing structure, allow alterations to provide for use as interpretive shelter, or other adaptive re-use, renovate or alter to allow repair and recommissioning of slipway and winch.
	Modern walkway – 1990s	Maintain, the telegraph walkway in or near its current position the existing fabric may be altered or replaced as required, but should be sympathetic in style with the historic character of the precinct, using raw timber finishes, possible employing recycled pier timbers.
	Remaining mature planted trees – c1930-70	Maintain and conserve historically significant existing exotic and native trees, including Norfolk Island Pines, Pittosporum, Cypress and Fig. Future planting should reflect the historic character of the area.
	Interpretive and commemorative plaques – 1980s-2000s	Maintain and periodically update interpretive signs, consistent with an overall interpretation strategy.

Significance level	Item	Action
No significance	Toilet Block – c1980s	Maintain, replace or demolish as required. If replaced, a more appropriate structure with stylistic reference to the existing cargo sheds and previous historic buildings is preferable. This would employ form, bulk and materials complementary and consistent with the generally gable and bow roofed timber structures that have been located in the precinct in the past and present.
	Fuel Shed – c1980s	Demolish or relocate. This building is intrusive and a potential hazard for use and maintenance of the significant 1871 cargo shed. An alternative location, or even removal from the precinct should be sought. An alternative site might be further north along the car park area, distant from existing structures and pedestrian thoroughfares.
	Car park – 1960s	Maintain, replace or demolish as required, future development should be guided by minimising visual impacts of both the paving, and presence of cars, such as softening edges with rollover kerbs, planting and landscaping, specifically in the area between the 1871 cargo shed and the wharf.
	Modern Concrete Pier - 2011	Maintain, replace or demolish as required. Preference should be given to restoring the timber pier to its late nineteenth/early twentieth century state. While the concrete pier provides flexibility for current uses, if use changes and it is no longer required, removal of the concrete structure could be considered.
	Park furniture – various dates	Maintain, replace or demolish as required. Future park furniture should be sympathetic in style with the historic character of the precinct, using raw timber finishes, possible employing recycled pier timbers.
Archaeological significance:	Fishermans hut sites	Avoid works in vicinity if works required undertake archaeological assessment prior – update/amend VHI mapping to reflect the probable locations of the huts.
	Cable Station (Houghton House) -1869-c1930	Avoid works in vicinity; if works required undertake archaeological assessment prior.
	Old and New Cable relay hut sites - 1869-c1930	Avoid works in vicinity; if works required undertake archaeological assessment prior.
	Happy Valley house site - 1869-c1970	Clear large woody weeds and vegetation likely to disrupt features, undertake archaeological assessment prior to clearance works, secure historical artefacts and provide site interpretation.



5.7 Conservation Policy

The principal objectives of the following policies are the maintenance and conservation of the cultural heritage values of the Flinders Foreshore Precinct, as identified and analysed in this report, including the conservation of the fabric (where appropriate) of the elements recommended for retention.

Specific policy statements are included in italics below, followed by further explanation in plain text.

5.7.1 Conservation Works

All future conservation and adaptation works to the significant elements at the Flinders Foreshore Precinct should be carried out having regard for the principles of the Australia ICOMOS Charter for the conservation of Places of Cultural Significance (The Burra Charter) as amended.

The principles of the Burra Charter provide guidance on the conservation and adaptation of places and elements of cultural heritage significance. The principles should be referred to when assessing the suitability of any proposed works on the Flinders Foreshore Precinct. A copy of the charter is included as Appendix G in this report.

In formulating these policies, the following principles of the Burra Charter have been uppermost:

***Article 5:** Conservation of a place should take into consideration all aspects of its cultural significance without unwarranted emphasis on any one at the expense of others.*

***Article 6:** The conservation policy appropriate to a place must first be determined by an understanding of its cultural significance and its physical condition.¹²⁴*

5.7.2 Exteriors

Future works to the exteriors of the significant structures in the Flinders Foreshore Precinct (1871 cargo shed 1920s/50s cargo shed and 1860-1960 pier) should have regard to the identified significance of the exteriors, and where appropriate, should be carried out having regard for the principles of the Australia ICOMOS Charter for the conservation of Places of Cultural Significance (The Burra Charter) as amended.

The painted weatherboard cladding of the two cargo sheds and the raw in-the-round and sawn timbers of the pier and slipway are characteristic of the functional and utilitarian maritime infrastructure of the nineteenth and early twentieth centuries. As such these materials and finishes should be retained and conserved, and any future new structures should be designed and constructed to complement these.

5.7.3 Interiors

Future works to the interiors of the significant structures in the Flinders Foreshore Precinct (i.e. the 1871 and 1920s/50s sheds) should have regard to the identified significance of the interiors, and where appropriate, should be carried out having regard for the principles of the Australia ICOMOS Charter for the conservation of Places of Cultural Significance (The Burra Charter) as amended.

The interiors of the sheds are unlined unpainted in their original state, although creosote or other preservatives might have been used in the past. These finishes were standard for functional structures and help convey the past uses. As such these materials and finishes should be retained and conserved, and any future new structures should be designed and constructed to complement these. It is preferable to maintain sheds unlined, but if lining is required to provide for future uses, this should be of a sympathetic design (for example bead edge lining boards), be identifiable as new fabric and be reversible. Also it should not cause

¹²⁴ See also Paragraphs 2.3, 3.2.2 and 3.2.6 of the Guidelines to the Burra Charter: Conservation Policy in J S Kerr. The Conservation Plan. pp. 32-33.

damage to the original fabric of the building. The Parks Victoria and Mornington Peninsula Shire heritage teams should be consulted over any proposed changes to the interiors.

5.7.4 Setting & Curtilage

Management of the Flinders Foreshore Precinct in the future should have regard for the site being a centre of a clearly defined area bounded by natural and man-made features.

The Flinders Foreshore Precinct is bounded by the Esplanade to the west, and the sea to the east, and encompasses the section of Bass Park from north of the pier to the Yacht club, incorporating all the extant historical features natural landscape elements and archaeological sites.

5.7.5 Views, Vistas and Visual relationships

Important views and vistas are key considerations in the conservation and management of heritage values.

There are several important views and vistas associated with the Flinders Foreshore Precinct including to and from the precinct, which should be respected with any future redevelopment. They include:

- The view from the cliff top out across Western Port to French Island, Phillip Island, the Nobbies, Bass Strait and West Head.
- The view from the pier and car park to the above landmarks.
- The view from the pier looking back to the bluff with the Bass and Finders Monument as a prominent crowning feature.
- The view from the vicinity of the War Memorial and Bass and Flinders Monument back along Cook St to Flinders Village.
- The view along Cook Street from Flinders Village with the Bass and Flinders Monument as the terminal axis.

The views and vistas from the cliff top, car park and pier across Western Port Bay, and the alignment along Cook Street to and from the Bass & Flinders Monument should be maintained and remain unobstructed.

Recommendations of this report support the maintenance of these views and vistas through the retention of the identified features and the design of future works, roads, tracks and plantings to avoid obstruction and enhance views. For example, avenue plantings along Cook Street should not arch over the road or spread into lines of sight; vegetation on the cliff edge should not be allowed to obscure views.

5.7.6 New Uses

Use of the Flinders Foreshore Precinct should have regard for those factors that have been identified in the statement of significance as contributing to its significance and should not detract from the identified cultural significance of the place.

With regard to future uses of the Flinders Foreshore Precinct, a range of uses could be considered that would be consistent with the historical values of the place and its use as a maritime industry, recreation and commemoration place. Compatible new uses would include small scale commercial activity which did not require substantial new buildings or conflict with other recreational activities. For example a new kiosk building compatible with the style of the existing shed could be considered.

However, more intensive uses or similar uses at a larger scale and frequency may put pressure on the public's appreciation of the natural and cultural values of the site. Extension of car parking or other facilities to accommodate such use may also cause unacceptable impacts on heritage values. Phasing out or relocating some uses which are inconsistent with conservation objectives and prioritising sympathetic and compatible uses should be preferred.

5.7.7 New Buildings & Works

Any new development and works in the Flinders Foreshore Precinct should have regard for the utilitarian character of the existing buildings and structures, and the maritime character of the place, including the historical form of development, the orientation of buildings, central focus of the pier, etc.

In considering potential new buildings, additions or works in the Flinders Foreshore Precinct, the bulk, scale and location of works should be key determinants of any new design. New structures built near the pier, for instance, should be oriented towards the public approaches, but set back from existing structures and positioned so as not to obscure the entry to the pier or existing views of the buildings.

As most buildings previously on the beach and pier area were small, free-standing timber structures, this should inform all future new building. Structures should be timber weatherboard-clad with pitched or bow roofs clad in corrugated iron, and measure no more than 10 by 20 metres.

New works should be distinguishable from existing structures, but be recessive in style and form so as not to dominate the significant structures and features.

New fencing, seating, lighting, etc., should be sympathetic to the existing character (i.e. be of a standard, utilitarian nature).

The Flinders Community Association has made proposals for improvements to pedestrian circulation, safety, shelter and facilities. Rain protection and shelter might be achieved by erecting a covered space adjacent to the small pier shed on the concrete platform between the shed and pier. It is not desirable to attach new structures to the shed such as verandahs or awnings, as these are not consistent with the historical character of these structures. A free-standing, open-sided, pitched-roof, timber-framed structure in either the above location, or the open flat area south of the slipway would be most appropriate. New facilities to increase pedestrian access should not conflict with ramp use.

Timber decking to provide circulation areas around the shed and all abilities ramps to provide access are acceptable modifications, provided they are of sympathetic materials and design.

The open space adjacent to the slipway is an appropriate area for upgraded facilities including picnic tables and signage. Planting of shade trees and compact shrubs in and around this area should avoid interfering with views and vistas, or blocking access to and use of the pier, pier sheds, slipway and winch shed.

Restoration of the slipway and winch shed, to an operable condition is encouraged, as long as this is consistent with the significance of the site and based on identifiable prior evidence. Maintaining use is an important factor in ensuring ongoing conservation and maintenance of structures. Removal of vegetation and sand obscuring the slipway is encouraged so that its function and arrangement can be better interpreted.

The fuel storage shed and process for refuelling commercial vessel, trailer parking, and use of the pier and cargo sheds may compromise heritage values. It is desirable to moving the fuel storage shed to an area away from the Pier shed, preferable at the north end of the parking area.

The scope and designs for future new works, including and options for designs to accommodate picnics and small performance or displays, landscaping, shelters or other structures, should be assessed by the Mornington Peninsula Shire and Parks Victoria heritage teams, to ensure consistency with the Conservation Policy, particular in reference to the features of primary and secondary significance.

5.7.8 Landscaping

The character of the Flinders Foreshore Precinct has historically been that of an informal reserve with both aesthetically designed rustic garden elements (planted specimen trees, informal paths, lawn areas) along with utilitarian and functional buildings and structures and hardstand. Future landscaping should have regard for this character.

Weed and vegetation growth and sedimentation are compromising heritage values by obscuring structures and archaeological remains (e.g. the slipway and site of the Happy Valley dwelling). Clearance and control of woody weeds generally, and control of vegetation obscuring historic features should be undertaken using cut and paint methods followed up with brush-cutter or herbicide. The cut branches should be removed and disposed of properly. This will leave the root systems dead in situ so the structures will not be damaged. Small shrubs can be manually removed without damage to the structures. This approach may involve a few indigenous shrubs such as Common Boobialla *Myoporum insulare* and Coast Tea-tree *Leptospermum laevigatum*. Removal of these species may require a planning permit.

Disturbance of soil should be avoided.

Archaeological monitoring of the works should be undertaken, and if any further archaeological features are exposed, these should be recorded on the appropriate Heritage Inventory and Victorian Aboriginal Heritage Record systems. If disturbance of the ground surface in the areas proposed as potential archaeological areas is proposed, an archaeological investigation should first be carried out.

Exposed movable relics such as metal objects, bricks, etc may be removed for safe keeping or covered over.

If the vegetation clearing is likely to be undertaken on the sites of recorded Aboriginal cultural heritage, or if it is likely that unrecorded cultural heritage may be present elsewhere, and the works will potentially cause harm, then a Cultural Heritage Management Plan, or Cultural Heritage Permit may be required before the works can commence.

Any new landscaping proposed for the Flinders Foreshore Precinct should be informal, and should avoid overly designed or elaborate landscape treatment which would not be in keeping with the character of the place. New specimen plantings could be considered both on the hill top, and in picnic areas around the car park. Indigenous coastal vegetation can be replanted in areas not used for the various site functions, as long as this does not impact significant buildings, views or vistas.

Improved pedestrian access such as a dedicated path along the edge of the car park can be considered, along with reducing beach access routes from the carpark to the beach and restricted carparking for commercial users. Any barriers to control access routes should be inconspicuous, for example low post and wire fencing allowing native vegetation to grow over.

Some forms of public art or landscape interpretation could also be considered, which interpret or reflect the history of the place, so long as these reflect the character and heritage values of the site and are not over-designed or visually obtrusive. Locations for installations should be chosen so as not to obscure or interfere with appreciation of the heritage values of the place.

Removal of vegetation around the sheds is an important requirement to ensure their maintenance and protection, in particular soil and vegetation accumulated at the rear of the winch shed, and vegetation engulfing the fuel shed and spreading onto the bow truss cargo shed should be removed as a priority.

5.7.9 Interpretation

Recent interpretation signs have been developed for the cable station walk, which are part of wider interpretation carried out by the Flinders Community Association, in conjunction with the historical society and council. Future interpretation should be undertaken in a consistent manner but also respect the efforts of the past, and the individually significant plaques and memorials.

An interpretation plan should be prepared to guide future signage, works and interpretive activities. This should emphasise the cultural history of the Flinders Foreshore and provides recognition of all the layers of history including the local contribution. The interpretation plan should also explain the cultural heritage

significance of the site, the requirement to retain and conserve certain elements, and the history of these elements.

5.7.10 Records & Archives

Before any demolition or new construction occurs an archival record of the site should be made.

It is recommended that an archival photographic record and/or a digital or video record of any structures, features or landscape elements, including interiors, should be made before any demolition or new construction occurs. Ideally this should be undertaken in accord with the standard guidelines prepared by Heritage Victoria for such projects. Photographs and negatives should be lodged with the State Library, the Mornington Peninsula Shire, the local historical society or other approved archival repository.

5.7.11 Repairs & Maintenance

All future repairs and maintenance to the elements of significance should be carried out within the principles established in the Burra Charter and in a manner consistent with the assessed significance of the place and individual elements, and the conservation policy.

It is recognised that the existing structures in Flinders Foreshore may need repair or maintenance in the future. The 1871 cargo shed has been recently restored. However, the later shed and the pier are currently in need of maintenance and repair. In this context, a recommended programme of conservation-oriented maintenance be developed which ensures that deterioration is arrested in the first instance, and fabric is brought back to a sound, weather proof and safe condition.

The pier requires regular maintenance and periodic repairs/replacement due to continuous exposure to high wave action. Repairs to the pier should entail retention of as much fabric as possible, with selective replacement and/or reinforcement of individual piles, beams, braces and planks, rather than wholesale replacement of large sections.

Maintenance and repair of the slipway should endeavour to maintain its visual setting, clearing vegetation and sand drift and replacing dislodged timbers. If future reuse of the slipway is considered, reconstruction of missing components and strengthening of existing elements can be considered.

Generally, future day-to-day maintenance work can be carried out in accordance with these conservation policies without particular reference to a conservation specialist.

However, any major maintenance or interventionist works to the significant retained structures, should be undertaken under the direction of an appropriately qualified conservation practitioner.

5.7.12 Archaeological investigation

Any future impacts, buildings or works in areas identified as having historical archaeological values may affect significance values. Therefore such works should be preceded by an archaeological assessment.

Potential or demonstrated archaeological values are evident in relation to the Telegraph Station buildings at the top of the escarpment, the 'Happy Valley' site half way down the escarpment, and the area along the base of the hill on the shore terrace where the Fishermen's huts and previous Telegraph relay building were located.

Where archaeological remains are exposed during vegetation clearance works, initial management and protection can be achieved by covering exposed remains such as artefact scatters, building rubble or structural remains, with soil and mulch, and allowing grasses and ground covers to grow over the areas. The climber Bower Spinach *Tetragonia implexicoma* is an appropriate ground cover for protecting remains from further damage from people and from the weather. However, the spinach should be monitored in order to not allow it to set roots into the structures, and where necessary it should be removed. If it is proposed to

expose, conserve and manage archaeological evidence for public view in conjunction with vegetation clearance, a separate assessment should be carried out of the uncovered archaeological remains.

Prior to any future works that may cause disturbance to the ground, including excavation for building footings, roads, drains or underground services, an archaeological investigation should be undertaken, which includes provision for appropriate Consents to Disturb archaeological testing and if necessary mitigation.

5.7.13 Updating Heritage Listings

Heritage listings for the precinct need to reflect the nature and extent of significant features and buildings, along with a suitable curtilage.

The existing Victorian Heritage Register, Heritage Inventory and Heritage Overlay designations in the Flinders Foreshore Precinct do not adequately reflect the nature and extent of heritage values, in particular in reference to the archaeological sites.

The following actions are recommended to update heritage listings:

- 1 An updated site record should be provided to Heritage Victoria for amending the extents of the recorded site H7921-0107 Flinders Foreshore Fishermen's Huts (see Figure 77).
- 2 The listing for the VHR H2413 Flinders Telegraph Cable Complex and Pier should be amended to include the location of the site of the former cable testing hut which is currently outside of the VHR designated area. This will require a request to Heritage Victoria to amend the registration area for VHR H2413.
- 3 Review the remnant Heritage Overlay HO330 Flinders Foreshore Precinct.

The Extents for the overall heritage precinct, and the individual archaeological areas are shown in Figure 77.

5.7.14 Implementation and Review of the Conservation Policy

Mornington Peninsula Shire or any other future managers of the site should be responsible for the implementation of the conservation plan.

Mornington Peninsula Shire and Parks Victoria, as the managers of the foreshore area, and Parks Victoria as managers of the pier, should have joint responsibility for the implementation of the conservation plan.

Implementation of the CMP, especially in reference to repairs and restoration, should follow a clear process consistent with Mornington Peninsula Shire and Parks Victoria procedures. For example:

- Regular inspection and condition assessment to identify faults and maintenance issues
- Proposals for maintenance and new works discussed with Parks Victoria and/or Mornington Peninsula Shire heritage teams
- consider whether the works are appropriate, their impact on the significance of the place, and whether they are consistent with the CMP
- Seek approvals if required

The conservation policy should be subject to review, normally at not less than five yearly intervals however, should the circumstances affecting the site alter in any significant way, then the policy should be reviewed at that time.

Liaison with Parks Victoria has been undertaken in the preparation of this CMP.

Mornington Peninsula Shire and Parks Victoria will be jointly responsible for implementation of the CMP.

6 Condition assessment

6.1 Pier

A structural assessment has been prepared by FSC Range Pty Ltd for the Flinders Pier in May 2022.¹²⁵ The report provided Parks Victoria with an up to date understanding of the current condition of the structures to inform both short and long term remediation planning, including any immediate actions required to ensure the structure is made safe and recommendations to address current defects/issues necessary to keep the pier open and serviceable for the immediate future under the current operating conditions.

Actions are identified and grouped into sections as follows:

- Timber pier 'landside' section (adjacent to the concrete pier currently closed)
- Timber pier 'seaward' section' (beyond the end of the concrete pier)
- Concrete pier
- Overall the report identifies the following issues: Pile condition ratings and observations were markedly different from previous inspections. Pile diameter measurements at seabed level for the same piles differed by up to 200mm
- The concrete Pier was in good condition
- Suspected termite activity in the superstructure.
- One pile (20C) has failed causing a significant depression in the level of the timber deck above.
- The majority of the timber piles were in fair condition (56%).
- 25% of the timber piles were in poor to very poor condition and the most common deterioration mechanism was pile section loss and cavities due to marine borer activity.

The report provides estimated cost options for managing the pier including total demolition, partial demolition, replacement of the superstructure along with repairing deteriorated piles, and replacement of the entire pier structure.

¹²⁵ FSC Range Pty Ltd Condition Assessment Report Flinders Pier Parks Victoria Reference 210178 Revision 4 Date 4 May 2022

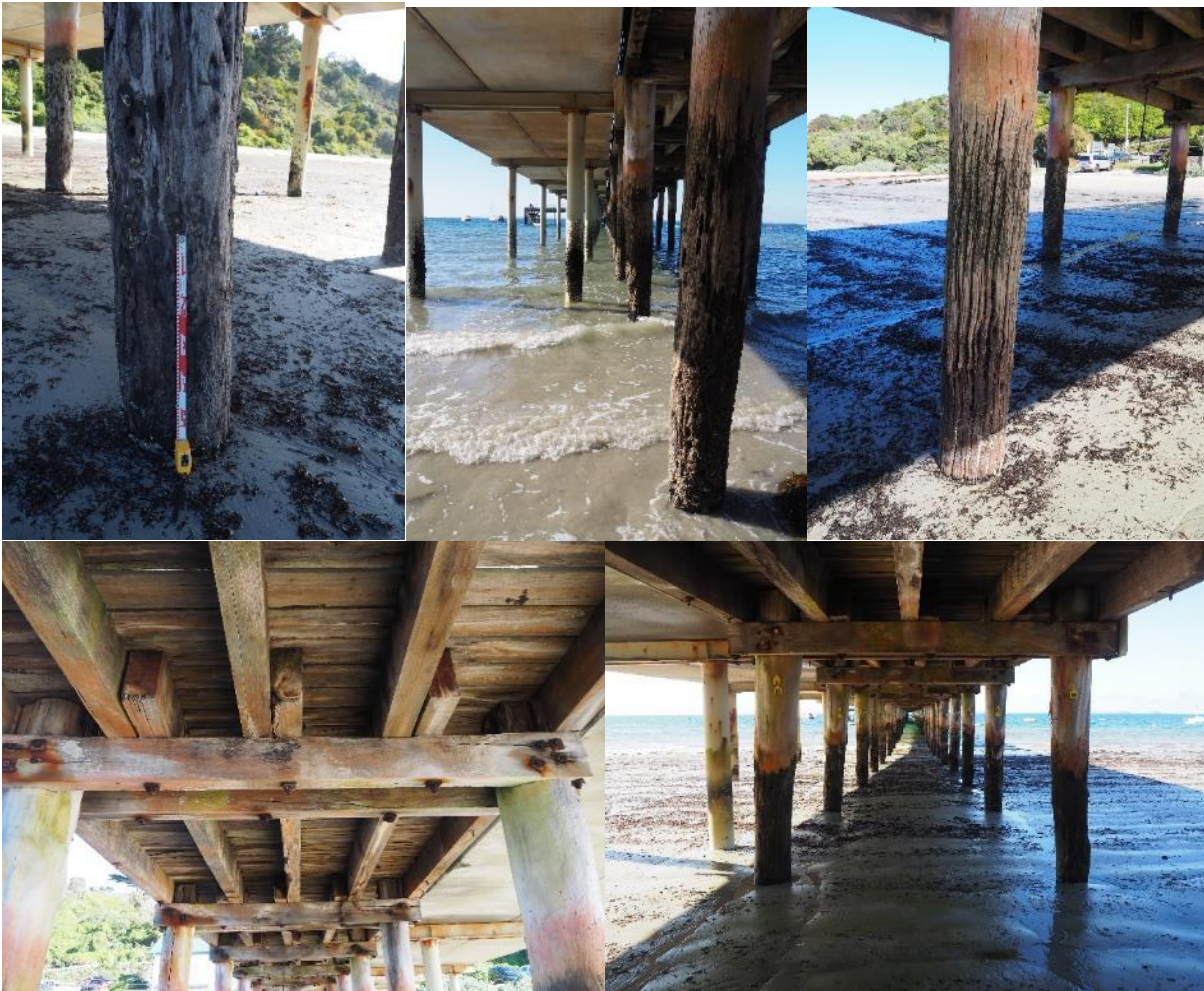


Figure 78: Views of pier underside showing condition of timbers (G Vines 30/5/23)

6.2 Building condition reports

Asset Description	Flinders Foreshore
Asset Detail	Simple rectangular timber-framed building with bow truss corrugated iron roof, and double sliding timber door to east, concrete floor and concrete plinth.
Name of Assessor:	Gary Vines
Date of Assessment:	30 May 2023
Location of site:	Flinders Foreshore, Flinders
Purpose	The purpose of the assessment is to document the condition of the property and its major components as it was at the time of the inspection. The Assessment identifies issues, defects, maintenance and repairs required and assists the Shire's management planning, prioritising of maintenance and repairs, and negotiations with site managers.
Use of this report	This report may only be used for the purpose for which it was commissioned. The report may only be reproduced with the permission of the Shire of Mornington Peninsula and must be reproduced in full. The report shall not be considered as relieving any party of their responsibilities, liabilities and contractual obligations.
Scope of inspection	The inspection comprised a visual assessment of accessible areas of the property to identify major defects to the building and to form an opinion regarding the general condition of the property at the time of the inspection. Items not reasonably apparent during visual inspection are not covered, nor are items under

	the floor or within the roof spaces. No destructive or invasive testing was carried out during the inspection and no concealed spaces were accessed. Electrical and mechanical systems were not inspected in detail.
Exclusions	<p>The survey does not extend to areas that are concealed, contained or cannot be seen due to furniture, locked doors, narrow boundary clearance, thick vegetation or weather conditions.</p> <p>The survey does not extend to concealed spaces or covered structure. No cladding materials were removed to gain access to concealed spaces, materials or structural members.</p> <p>The sub-floor space was not inspected other than a limited view from the outside were possible.</p> <p>The roof spaces were not inspected.</p> <p>Generally, the inspection was undertaken from ground level externally and floor level internally.</p> <p>Electrical, plumbing and HVAC systems were not inspected in detail or by a qualified tradesperson.</p> <p>A detailed inspection for termite activity and damage was not undertaken The survey did not include an asbestos audit. Materials however maybe identified in the report as a possible asbestos risk.</p>
Cost Estimates	Cost estimates have not been made
Heritage Listing	VHR number H2413 HO number HO81
Plans & Moveable Objects	
Does a Conservation Management Plan (CMP) or Heritage Action Plan (HAP) exist for this building?	Yes (part of precinct)
Does a Heritage Maintenance Plan (HMP) exist for this building?	No
Does the place have a collection of historic artefacts associated with it?	Yes
How is the collection stored/displayed?	Artefacts recovered from under Cargo shed and along beach front are displayed in Perspex boxes within the Cargo shed.
Additional Comments	
Does the local office have access to the PV museum database or other inventory?	
Areas inspected	The following areas were inspected: the exterior of the building , the roof exterior, the roof space , the interior of the building , and the site within 30m of the building.

6.3 1871 Cargo Shed

Roof & Roof Space	
Dominant roof material	Metal corrugated steel sheet (presently appears to be Colorbond?).
Brief description of roof	Corrugated metal sheet curved bow truss roof, wide timber batten eaves, barge boards and guttering.
General comments about the condition of the roof	
Are there any issues, defects or details identified with the roof?	No
Roof Summary	Overall in sound condition, with new roof cladding. Timber and metal roof structure is sound.
Estimated cost of overall roof repairs	
Overall Roof Condition rating	(1) Good

Exterior	
Dominant structural system	Timber frame
Dominant exterior finish	Weatherboard
Brief description of exterior	Painted weatherboard, timber door jamb with double timber gate-framed sliding doors. The cargo shed has been recently repaired and restored through a Heritage Victoria grant, resulting in the structure being of sound, weatherproof condition, with current compatible uses. Restoration has involved probing and removing deteriorated weatherboards, roofing iron and cutting away rotted bases of posts, with new scarf jointed bases added. The timber floor was demolished and replaced with concrete slab, and new weatherboards and joinery installed.
General comments about the condition of the exterior	Sound and well painted, most weatherboards replaced in recent restoration, original timbers retained for bargeboards, upper gable weatherboards, part of plinth.
Are there any issues, defects or details identified with the exterior?	No
Exterior Summary	
Estimated cost of overall exterior repairs	
Overall Exterior Condition rating	(1) Good
Overall Structural System Condition rating	(1) Good
Overall Exterior Paintwork Condition rating	(1) Good
Subfloor	
Brief description of subfloor	Concrete floor with timber bottom plate bolted down to raised concrete beam above slab.
General comments about the condition of the subfloor	Concrete floor is sound.
Are there any issues, defects or details identified with the subfloor?	No
Subfloor Summary	
Estimated cost of overall subfloor repairs	
Overall Subfloor & Footings Condition rating	(1) Good
Interior	
Dominant interior material	Unlined timber frame
Brief description of the interior	Unlined timber stud walls with timber purlins on iron angle bow truss roof system ribs, large timber bottom chord with central rod strainer – evidence of reuse in other bolt holes and scarf cuts in timbers.. The timber frame is mounted on the concrete slab.
General comments about the condition of the interior	Sound condition, some minor borer or rot damage to inside surfaces of original plinth timbers.
Are there any issues, defects or details identified with the interior?	Yes – minor borer / rot
Interior summary	
Estimated cost of overall interior repairs	
Overall Interior, including floors, Condition rating	(1) Good
Doors	

Brief description of the doors	Large heavy industrial scale ledged and braced solid timber sliding doors approx. 2.4m x 1m.
General comments about the condition of the doors	Sound
Are there any issues, defects or details identified with the doors?	No
Door Summary	
Estimated cost of overall door repairs	
Overall Door Condition Rating	(1) Good
Windows	
Brief description of the windows	No windows present
General comments about the condition of the windows	
Are there any issues, defects or details identified with the windows?	No
Window summary	
Estimated cost of overall window repairs	
Overall Window Condition Rating	
Services	
Services present	Mains electricity supply
Brief description of the services	Power outlets, display lighting suspended from roof
General comments about the condition of the services	New electrical services installed with recent restoration work.
Are there any issues, defects or details identified with the services?	No
Estimated cost of overall service repairs	
Overall Services Condition Rating	(1) Good
Site and Setting	
Brief description of the setting	Located at base of escarpment at back of beach facing the pier. A fuel storage shed in a cyclone fence enclosure is immediately to the west. Gravel car park area is to the east. Weedy vegetation from the hillside has overwhelmed the fuel shed and is spreading onto the building.
General comments about the condition of the site and setting	Removal of vegetation is required – relocation of fuel shed to allow access to west wall, and remove potential catastrophic fire hazard is required.
Are there any issues, defects or details identified with the site and setting?	Yes
Site & Setting Summary	
Estimated cost of overall site & setting repairs	
Overall Site & Setting Condition Rating	(0) Average
Overall Drainage Condition Rating	(1) Good
Overall Summary	
Total estimated cost of repairs	
Overall Condition Rating of the Asset	(1) Good



Figure 79: Cargo shed during restoration showing new concrete floor slab and wall studs cut at base for scarfing



Figure 80: Vegetation encroachment and insufficient access at rear of Cargo shed



Figure 81: New display panels fitted into shed



Figure 82: Damaged timber on inside of plinths

6.4 1920s Cargo / Fishermen's shed

Plans & Moveable Objects	
Does a Conservation Management Plan (CMP) or Heritage Action Plan (HAP) exist for this building?	Yes (part of precinct)
Does a Heritage Maintenance Plan (HMP) exist for this building?	No
Does the place have a collection of historic artefacts associated with it?	No
How is the collection stored/displayed?	
Additional Comments	
Does the local office have access to the PV museum database or other inventory?	
Areas inspected	The following areas were inspected: the exterior of the building , the roof exterior, the roof space, the interior of the building, the site within 30m of the building.
Roof & Roof Space	
Dominant roof material	Metal corrugated steel sheet (presently appears to be Colorbond?).
Brief description of roof	Corrugated metal sheet pitched gabled roof, wide timber batten eaves and guttering.
General comments about the condition of the roof	Rusted sheet ends are likely to cause water ingress to the building.
Are there any issues, defects or details identified with the roof?	No
Roof Summary	Overall in sound condition, with heavy corrosion at the end of sheets all around the extremities of the roof and minor surface corrosion. Timber roof structure is sound
Estimated cost of overall roof repairs	
Overall Roof Condition rating	(1) Good
Exterior	
Dominant structural system	Timber frame
Dominant exterior finish	weatherboard
Brief description of exterior	Painted weatherboard, timber door jambs with timber ledge and brace framed sliding doors
General comments about the condition of the exterior	Sound and painted, but peeling paint on weatherboards and doors, rust staining from nails and flashing through paint. The weatherboards on the south and east wall appear original, while about half of the boards on the other walls are relatively newer - old boards may have been salvaged. Rot at plinth, base of door jambs and corners of eaves evident, water ingress at south door due to inward sloping concrete deck outside.
Are there any issues, defects or details identified with the exterior?	Yes
Exterior Summary	
Estimated cost of overall exterior repairs	
Overall Exterior Condition rating	(1) Good
Overall Structural System Condition rating	(1) Good
Overall Exterior Paintwork Condition rating	(1) Good
Subfloor	
Brief description of subfloor	Concrete floor with timber bottom plate bolted down to raised concrete beam

	above slab.
General comments about the condition of the subfloor	Concrete floor is sound.
Are there any issues, defects or details identified with the subfloor?	No
Subfloor Summary	
Estimated cost of overall subfloor repairs	
Overall Subfloor & Footings Condition rating	(1) Good
Interior	
Dominant interior material Unlined timber frame	
Brief description of the interior	Unlined timber stud walls with timber joist roof system. The timber frame is mounted on a low concrete wall.
General comments about the condition of the interior	Sound condition
Are there any issues, defects or details identified with the interior?	Yes – damp from external ingress under south door due to inward sloping concrete deck outside.
Interior summary	
Estimated cost of overall interior repairs	
Overall Interior, including floors, Condition rating	(1) Good
Doors	
Brief description of the doors	Large heavy industrial scale ledged and braced solid timber sliding doors Each door is approx. 2.4m x 1m single on north and south, double to west.
General comments about the condition of the doors	Sound, although the metal locks, hinges, wheels, brackets and sliding rails are heavily rusted, paintwork is also slightly deteriorated, repainting the timber doors is dealt with under exterior.
Are there any issues, defects or details identified with the doors?	Yes
Door Summary	
Estimated cost of overall door repairs	
Overall Door Condition Rating	(0) Average
Windows	
Brief description of the windows	No windows present
General comments about the condition of the windows	
Are there any issues, defects or details identified with the windows?	No
Window summary	
Estimated cost of overall window repairs	
Overall Window Condition Rating	
Services	
Services present	Mains electricity supply located outside on west.
Brief description of the services	
General comments about the	Power does not appear to be connected.

condition of the services	
Are there any issues, defects or details identified with the services?	No
Estimated cost of overall service repairs	
Overall Services Condition Rating	(0) Average
Site and Setting	
Brief description of the setting	Set at end of pier overlooking beach to east with car park immediately to west. Paved area with picnic table to north.
General comments about the condition of the site and setting	Elevated plinth creates access issues, car park adjacent also hinders access.
Are there any issues, defects or details identified with the site and setting?	Yes
Site & Setting Summary	
Estimated cost of overall site & setting repairs	
Overall Site & Setting Condition Rating	(0) Average
Overall Drainage Condition Rating	(0) Average
Overall Summary	
Total estimated cost of repairs	
Overall Condition Rating of the Asset	(0) Average



Figure 83: Interior of shed showing various stages of weatherboard replacement.



Figure 84: Rotting plinth board on south side of shed.



Figure 85: Rot and detached timbers at base of north door and plinth



Figure 86: Deteriorating plinth boards, corner and flaking paint on weatherboards

6.5 Winch shed and slipway

Roof & Roof Space	
Dominant roof material	Metal sheet
Brief description of roof	Corrugated metal sheet pitched roof, wide timber batten eaves and no guttering.
General comments about the condition of the roof	
Are there any issues, defects or details identified with the roof?	Yes
Roof Summary	Overall in sound condition, but with heavy corrosion at the end of sheets all around the extremities of the roof and minor surface corrosion. Timber roof structure is sound.
Estimated cost of overall roof repairs	
Overall Roof Condition rating	(0) Average (poor?)
Exterior	
Dominant structural system	Single concrete brick wall.
Dominant exterior finish	Concrete brick.
Brief description of exterior	Unpainted concrete brick, laid on concrete slab foundation, timber door jamb with double timber gate-framed outward swinging doors.
General comments about the condition of the exterior	Sound but with minor cracking along mortar courses, rot at base of door frames, and bottom of doors. Former power pole on south west corner partly collapsed and rotted.
Are there any issues, defects or details identified with the exterior?	Yes

Exterior Summary	
Estimated cost of overall exterior repairs	
Overall Exterior Condition rating	(0) Average
Overall Structural System Condition rating	(1) Good
Overall Exterior Paintwork Condition rating	(0) Average
Subfloor	
Brief description of subfloor	Concrete floor with brick walls laid directly on slab, concrete block and bluestone retaining wall to west and north, soil fill has spilled over this against the wall and compromised any damp course if installed.
General comments about the condition of the subfloor	Concrete floor and wall seem sound, however surrounding retaining wall are deteriorating.
Are there any issues, defects or details identified with the subfloor?	No
Subfloor Summary	
Estimated cost of overall subfloor repairs	
Overall Subfloor & Footings Condition rating	(1) Good
Interior	
Dominant interior material	Unlined timber frame
Brief description of the interior	Unpainted concrete brick on concrete slab floor.
General comments about the condition of the interior	Sound condition
Are there any issues, defects or details identified with the interior?	Yes – damp from external ingress.
Interior summary	
Estimated cost of overall interior repairs	
Overall Interior, including floors, Condition rating	(1) Good
Doors	
Brief description of the doors	Ledged and braced solid timber swinging doors approx. 2.4m x 1m.
General comments about the condition of the doors	Poor, constructed with tongue and groove floorboards, partly replaced, but bottom ledge separating and rot evident.
Are there any issues, defects or details identified with the doors?	Yes
Door Summary	
Estimated cost of overall door repairs	
Overall Door Condition Rating	(0) Average
Windows	
Brief description of the windows	No windows present
General comments about the condition of the windows	
Are there any issues, defects or details identified with the windows?	No
Window summary	
Estimated cost of overall window	

repairs	
Overall Window Condition Rating	
Services	
Services present	Mains electricity supply, gas bottle portable shower.
Brief description of the services	Former power pole on south west corner partly collapsed and rotted.
General comments about the condition of the services	Power does not appear to be connected.
Are there any issues, defects or details identified with the services?	No
Estimated cost of overall service repairs	
Overall Services Condition Rating	
Site and Setting	
Brief description of the setting	Set at end of now buried steel rail slipway facing foreshore, earth piled at rear spilling over retaining wall with car parking and roadway about 10 metres west and north.
General comments about the condition of the site and setting	Slipway partly buried, vegetation encroachment.
Are there any issues, defects or details identified with the site and setting?	Yes
Site & Setting Summary	
Estimated cost of overall site & setting repairs	
Overall Site & Setting Condition Rating	(0) Average
Overall Drainage Condition Rating	(0) Average
Overall Summary	
Total estimated cost of repairs	
Overall Condition Rating of the Asset	(0) Average



Figure 87: Winch shed roof showing rusted lower end of iron



Figure 88: Shed interior showing damp coming through mortar course



Figure 89: Rotted remnant of electricity pole on south side



Figure 90: Interior concrete floor showing damp from shower splash

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Appendix A - Mornington Peninsula Planning Scheme Heritage Overlay

Extract from the Schedule to the Heritage Overlay, Mornington Peninsula Planning Scheme

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO81	Flinders Telegraph Cable Complex and Pier The Esplanade, Flinders and Former Jetty Cargo Sheds Flinders Foreshore, Flinders	-	-	-	-	-	Yes Ref No H2413 and yes Ref No H906	no	no
HO330	Flinders Foreshore Precinct	yes	no	yes	Yes	no	no	no	no

Appendix B - Register of the National Estate Citation

Flinders Pier, Foreshore & Cable Station Precinct, The Esplanade, Flinders, VIC, Australia

Photographs	None
List	Register of the National Estate (Non-statutory archive)
Class	Historic
Legal Status	Indicative Place
Place ID	102932
Place File No	2/18/021/0009
Nominator's Statement of Significance	
<p>The Flinders Pier, Foreshore and Cable Station Precinct is historically important for its links with three major themes in the development of the Flinders township - the telegraphic cable link, the fishing industry, and the coastal shipping link provided by the pier. The first theme is of state significance and relates to the site of the cable station and associated structures, providing important evidence of the final connection in the telegraph link between London and all parts of its Australian colony. (This requires verification).</p> <p>Although less evidence remains of the fishing industry within the precinct, its historical associations with this locality are strong and well-known in Flinders.</p> <p>Coastal shipping, the third theme, is demonstrated by the pier and sheds which were developed to support the needs of the township after establishment of the telegraph link. The 1870s curved roof shed is one of the most intact surviving examples in Victoria of this distinctive building form once commonly associated with the ports and docks of the mid nineteenth century.</p>	
Official Values Not Available	
Description	
<p>The land along the Flinders foreshore between the pier and West Head which was first used for market gardening, saw the establishment of the cable station in 1869, and parts were leased by fishing families where they built their homes.</p> <p>The first market gardeners were said to be the Chinese who probably came from the goldfields in the 1860s. Fishing has important in the early development of Flinders. Fishing families such as Lucas and Dunne built houses here around 1880; the Finnerty and Chidgey families followed, and a fourth house was built here by Jack Mannix around 1920. The site was ideal for those engaged in fishing, with easy access to their fishing boats and control over their stock of crayfish kept in floating crates. The two sheds at the pier have been used for fishing purposes and selling of the catch. The fishing families' houses were demolished in 1940.</p> <p>The first pier was built in 1870 by Williams, who also built the Hastings jetty. The pier enabled supplies to be more easily delivered to the town, and provided local farmers with better access to the Melbourne market than did road transport. A variety of goods were shipped out from Flinders Pier (including onions, sleepers from Shoreham, bacon and dairy produce). A shed was built at the same time as the pier to store goods.</p> <p>The central element was the Cable Station. The second attempt to lay an undersea cable between Tasmania and Victoria was successful, and in 1869 Flinders became the site of an important communication link connecting Tasmania, Victoria and other parts of the colony to London.</p> <p>Operating the telegraph was an important local activity, requiring the building of a government Telegraph Office, a substantial stone and brick building (c1869) and a Staff House, known as Happy Valley (c1869) half way up the cliff. The Morse messages were received in a small receiving hut on the beach and decoded by hand, the message being carried to the Staff & Operations house, and then on to the Government Telegraph Office. The jetty and cargo shed were built in 1870 to provide improved transport connection to Flinders.</p>	

As the technology advanced, different buildings were developed and functions changed. Most buildings found other uses, often for some years, but virtually all have now been demolished.

A postcard of 1905 shows the pier and shed, the foreshore buildings associated with the cable station, and in the distance towards West Head, houses set amongst the tea tree. While many of these buildings have regrettably been removed, the visual qualities and character remains.

The Precinct consists of two sections - the cliff-top Cable Station site and the foreshore. The Cable Station site, marked by several large trees and other garden plantings, is a key element in the view east from the town centre to the coast. The footings of the Cable Station are clearly visible. It should be assumed that there will be sub-surface remains associated with the Cable Station, and further disturbance of the ground surface should be avoided.

The cliff-top area also contains the Bass and Flinders memorial, a large stone cairn built here in around 1912 in commemoration; it was sponsored by the Education Department. There is also a fine war memorial, appropriately built in the form of a seat, but facing away from the sea and towards the town.

On the foreshore a park has been created where the houses of local fishing families once stood. The pier and sheds are key elements.

The view from the pier towards the Cable Station site clearly reveals the line of the track up to the site of Happy Valley, a variety of exotic plants, with the dark foliage of the cypresses along the eastern end of Cook Street forming a backdrop. Evidence of this path remains and is intended to be reconstructed by the Shire.

History Not Available

Condition and Integrity Not Available

Location

About 6ha, between The Esplanade and Kennon Cove, and including the War Memorial, Flinders Cable Station Site, Flinders Jetty and Bass and Flinders Monument, Flinders.

Bibliography

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Appendix C - National Trust of Australia (Victoria) Citation

Flinders Fishermen's Shed

Place ID 66181

No citation available

Old Cable Station

FLINDERS VIC 3929 - Property No B0403

demolished

No citation available

Appendix D - Victorian Heritage Register Citations

VHR H2413 - Flinders Telegraph Cable Complex and Pier The Esplanade Flinders, Mornington Peninsula Shire

What is significant?

Flinders Telegraph Cable Complex and Pier was established in the 1860s and provided an essential telegraphic link between mainland Australia and Tasmania for seven decades. Evidence of the Telegraph Complex survives in the Pier and exotic plantings and in archaeological remains from between 1869 and the 1940s including the first of three cable station buildings at Flinders, staff residences and workshops (known as Happy Valley); three cable test houses and one repeater station as well as buried telegraph cables and cable trenches under the land and the seabed surrounding the pier and associated archaeological deposits. Also significant is Flinders Pier, constructed in timber from 1864, including the submerged remains of a now demolished breakwater, the fishing shed (which may be a relocated cargo shed/kiosk) and the cargo shed (VHR H0906).

How is it significant?

The Flinders Telegraph Cable Complex and Pier is of historical, archaeological and social significance to the State of Victoria. It satisfies the following criteria for inclusion in the Victorian Heritage Register:

Criterion A Importance to the course, or pattern, of Victoria's cultural history.

Criterion C Potential to yield information that will contribute to an understanding of Victoria's cultural history.

Criterion G Strong or special association with a particular present-day community or cultural group for social, cultural or spiritual reasons.

Why is it significant?

The Flinders Telegraph Cable Complex and Pier is historically significant for its association with the installation and first successful operation of submarine telegraphic communications in Victoria and the site where telegraphic communications between Victoria and Tasmania were installed, operated and expanded for seven decades until the introduction of telephonic communications in the 1930s. This connected trading partners Victoria and Tasmania and enabled rapid communication between Tasmania and the rest of Australia and the world. [Criterion A]

The Flinders Telegraph Cable Complex and Pier is archaeologically significant for its potential to contain archaeological features, deposits and artefacts that relate to the use of the place as a substantial and early submarine telegraph complex. These features and deposits have the potential to reveal information about the construction and location of buildings and other structures. Investigations could reveal information about the establishment, human occupation and development of the place over time, as well as its subsequent abandonment. [Criterion C]

The Flinders Pier is socially significant to the community that has grown around the scientific study and popular observation of the Victorian Common or Weedy Seadragon, *Phyllopteryx taeniolatus*. The pier has been a focus of accelerating levels of activity related to the study and observation of seadragons since at least the 1970s. There is a resonance to this attachment, both because of the high profile and popular appeal of the seadragon and because of the widespread attachment of the community who are drawn to this location. [Criterion G]

VHR H2413 Permit exemptions

Flinders Telegraph Cable Complex and Pier - Permit Exemptions

General Exemptions:

General exemptions apply to all places and objects included in the Victorian Heritage Register (VHR). General exemptions have been designed to allow everyday activities, maintenance and changes to your property, which don't harm its cultural heritage significance, to proceed without the need to obtain approvals under the Heritage Act 2017.

Specific exemptions may also apply to your registered place or object. If applicable, these are listed below. Specific exemptions are tailored to the conservation and management needs of an individual registered place or object and set out works and activities that are exempt from the requirements of a permit. Specific exemptions prevail if they conflict with general exemptions.

Specific Exemptions:

The following permit exemptions are not considered to cause harm to the cultural heritage significance of the Flinders Cable Complex and Pier.

General

Minor repairs and maintenance which replaces like with like.

Repairs and maintenance must maximise protection and retention of significant fabric and include the conservation of existing details or elements. Any repairs and maintenance must not exacerbate the decay of fabric due to chemical incompatibility of new materials, obscure fabric or limit access to such fabric for future maintenance.

Maintenance, repair and replacement of existing external services such as public lighting, public furniture, handrails, light poles, mooring fixtures on the pier, plumbing, electrical cabling, surveillance systems, pipes or fire services which does not involve changes in location or scale, or additional trenching.

Repair to, or removal of items such as antennae; aerials; and air conditioners and associated pipe work, ducting and wiring.

Works or activities, including emergency stabilisation, safety fencing, and warning signs necessary to secure safety in an emergency where a structure or part of a structure has been irreparably damaged or destabilised and poses a safety risk to its users or the public. All works must minimise any impact on the timber component of the pier and the marine environment. The Executive Director, Heritage Victoria, must be notified within seven days of the commencement of these works or activities.

Painting of previously painted external surfaces in the same colour, finish and product type provided that preparation or painting does not remove all evidence of earlier paint finishes or schemes.

Cleaning including the removal of surface deposits by the use of low-pressure water (to maximum of 300 psi at the surface being cleaned) and neutral detergents and mild brushing and scrubbing with plastic (not wire) brushes.

Works to the walls and roof of the winch shed providing these do not damage the potentially historic floor

Off-site removal of surface paint and finishes from steel with high pressure water if required

Works to the walls and roof of the winch shed providing these do not damage the potentially historic floor

Use and installation of timber splicing using untreated timber replacing like with like to repair and maintain the timber pier operation and safe access.

Repairs, maintenance and replacement to timber decking, cross heads, beams, walers, using suitable untreated timber and fastenings replacing like with like, as well as to soft fenders and other superstructure elements ·

Moorings

Repairs and maintenance to existing swing mooring tackle and anchors

Replacement of existing swing mooring tackle and anchors with Environmentally Friendly Moorings.

Venues / public places / events

The installation and/or erection of temporary elements associated with short term events for a maximum period of one week and no more than six times a year provided these are not located within three metres of the canopy edge of the mature Norfolk Island Pine, the Norfolk Island Hibiscus and the Cordyline and any affected areas of the place made good to match the condition of the place prior to installation. These elements include:

Temporary (lightweight) structures such as shelters, marquees and tents which are weighted down with sand bags or water tanks and minimise the requirement for driven metal stakes which could impact on archaeological deposits. Where pegging is not able to be avoided this is to be located to avoid archaeological deposits (i.e. not driven into if encountered).

Marquees, tents, stages, and the like.

Temporary security fencing, scaffolding, hoardings or surveillance systems to prevent unauthorised access or to secure public safety.

Temporary built or mobile structures, vendor and toilet vans which are located on existing hardstand and paved/asphalted areas and pathways or on turf areas with a protective surface (board or track mats).

Temporary infrastructure, including wayfinding/directional signage, lighting, public address systems, furniture and the like in support of events and performances which do not require fixing into the ground.

Non-structural alterations to all existing promotional elements including billboards and flagpoles

Removal and replacement of information, directional and advertising signage within existing signage stands.

Landscape/ outdoor areas

Hard landscaping and services

Subsurface works to existing watering and drainage systems provided these and do not involve trenching in new locations.

Like for like repair and maintenance of existing hard landscaping including carparks, paving, footpaths and driveways where the materials, scale, form and design is unchanged.

Removal or replacement of external directional signage provided the size, location and material remains the same, or if they are installed within existing signage stands.

Installation of physical barriers or traps to enable vegetation protection and management of vermin such as rats, mice and possums.

Fire Suppression Duties

Fire suppression activities such as fuel reduction burns, and fire control line construction, provided all significant historical and archaeological features are appropriately recognised and protected

Gardening, trees and plants

The processes of gardening including mowing, pruning, mulching, fertilising, removal of dead or diseased plants, replanting of existing garden beds, disease and weed control and maintenance to care for existing plants.

Removal of tree seedlings and suckers without the use of herbicides.

Management and maintenance of trees including formative and remedial pruning, removal of deadwood and pest and disease control. This should be completed by a qualified arborist for the early Norfolk Island Pine, Norfolk Island Hibiscus and Cordyline in the reserve area.

Emergency tree works to maintain public safety provided the Executive Director, Heritage Victoria is notified within seven days of the removal or works occurring.

Removal of environmental and noxious weeds.

Former Jetty Cargo Shed

Former Jetty Cargo Shed (VHR H0906) is included in the VHR as a Registered Place. Refer to Former Jetty Cargo Shed (VHR H0906) for full permit exemptions. Permit applications or exemptions approved under the registration for Former Jetty Cargo Shed (VHR H0906) are permit exempt under this registration.

Flinders Telegraph Cable Complex and Pier - Permit Exemption Policy

Introduction

The purpose of this information is to assist owners and other interested parties when considering or making decisions regarding works to a registered place. It is recommended that any proposed works be discussed with an officer of Heritage Victoria prior to making a permit application. Discussing proposed works will assist in answering questions the owner may have and aid any decisions regarding works to the place.

It is acknowledged that alterations and other works may be required to keep places and objects in good repair and adapt them for use into the future. However, under the Act a person must not knowingly, recklessly or negligently remove, relocate or demolish, damage or despoil, develop or alter or excavate all or any part of any part of a registered place without approval. It should be noted that the definition of 'develop' in the Act includes any works on, over or under the place.

If a person wishes to undertake works or activities in relation to a registered place or registered object, they must apply to the Executive Director for a permit. The purpose of a permit is to enable appropriate change to a place and to effectively manage adverse impacts on the cultural heritage significance of a place as a consequence of change. If an owner is uncertain whether a heritage permit is required, it is recommended that Heritage Victoria be contacted.

Permits are required for anything which alters the place or object, unless a permit exemption is granted. Permit exemptions usually cover routine maintenance and upkeep issues faced by owners as well as minor works or works to the elements of the place or object that are not significant. They may include appropriate works that are specified in a conservation management plan. Permit exemptions can be granted at the time of registration (under section 38 of the Act) or after registration (under section 92 of the Act). It should be noted that the addition of new buildings to the registered place, as well as alterations to the interior and exterior of existing buildings requires a permit, unless a specific permit exemption is granted.

Disrepair of registered place or registered object

Under section 152 of the Act, the owner of a registered place or registered object must not allow that place or object to fall into disrepair.

Failure to maintain registered place or registered object

Under section 153 of the Act, the owner of a registered place or registered object must not fail to maintain that place or object to the extent that its conservation is threatened.

Conservation management plans

It is recommended that a Conservation Management Plan is developed to manage the place in a manner which respects the cultural heritage significance defined by its registration. A number of earlier Conservation Management Plans exist which may provide useful information.

Archaeology

Ground disturbance may affect the archaeological significance of the place and, subject to the exemptions stated in this document, requires a permit. Existing trees should be managed to ensure that they are not damaging archaeological remains.

Aboriginal cultural heritage

To establish whether this place is registered under the Aboriginal Heritage Act 2006 please contact First Peoples – State Relations in the Department of Premier and Cabinet. The Heritage Act 2017 and the Aboriginal Heritage Act 2006 are separate pieces of legislation. Please be aware that both Acts are required to be satisfied and satisfying the requirements of one Act may not satisfy the requirements of the other.

If any Aboriginal cultural heritage is discovered or exposed at any time it is necessary to immediately contact First Peoples – State Relations in the Department of Premier and Cabinet to ascertain requirements under the Aboriginal Heritage Act 2006. If works are proposed which have the potential to disturb or have an impact on Aboriginal cultural heritage it is necessary to contact First Peoples – State Relations in the Department of Premier and Cabinet to ascertain any requirements under the Aboriginal Heritage Act 2006.

Other approvals

Please be aware that approval from other authorities (such as local government) may be required to undertake works.

Human remains

If any suspected human remains are found during any works or activities, the works or activities must cease. The remains must be left in place and protected from harm or damage. Victoria Police and the State Coroner's Office must be notified immediately. If there are reasonable grounds to believe that the remains are Aboriginal, the Coronial Admissions and Enquiries hotline must be contacted immediately. As required under section 17(3)(b) of the Aboriginal Heritage Act 2006 all details about the location and nature of the human remains must be provided to the Secretary (as defined in the Aboriginal Heritage Act 2006).

Notes

- All works should ideally be informed by a Conservation Management Plan prepared for the place. The Executive Director is not bound by any Conservation Management Plan, and permits still must be obtained for works suggested in any Conservation Management Plan.
- Nothing in this determination prevents the Heritage Council from amending or rescinding all or any of the permit exemptions.
- Nothing in this determination exempts owners or their agents from the responsibility to seek relevant planning or building permits where applicable.

General Conditions

- All exempted alterations are to be planned and carried out in a manner which prevents damage to the fabric of the registered place including the potential archaeological resource.
- Should it become apparent during further inspection or the carrying out of works that original or previously hidden or inaccessible details of the place are revealed which relate to the significance of the place, then the exemption covering such works must cease and Heritage Victoria must be notified as soon as possible.

Place specific advice in relation to Applications for Permits and Permit Exemptions

Appreciation of Weedy seadragons

To ensure the continued ability of the scientific community and the public to access seadragons from the pier, all repair, replacement and maintenance methodologies and materials proposed to be used on the pier, ocean and seabed should be evaluated by an independent marine biologist working with a materials specialist. The materials and methodologies should be evaluated both alone and in combination with other materials present or proposed to ensure that the study and appreciation of the seadragons is not compromised by these works. This evaluation should accompany all applications for permits and permit exemptions.

Pier and boat ramp

Timber components of the pier and boat ramp which are subject to wear, weathering and pest attack have been continuously repaired and replaced with timber since the pier was constructed. This process should be allowed to continue. Boat launching should take place away from the historic cable landing areas.

Building remains

Some of the structures on the site may be repurposed earlier structures or have been constructed on concrete pads previously used for other purposes. This eventuality should be considered when formulating works proposals.

Significant memorials and structures

The Flinders War Memorial and fishing shed should be repaired using traditional materials.

New plantings

New plantings should be monitored to ensure that they are not impacting on the registered archaeological deposits. Examples include the young Norfolk Island Pines planted in the reserve in the vicinity of the first Cable Station.

Fire suppression and vermin control

Management authorities should be aware of the location, extent and significance of historical and archaeological places and significant plantings when developing and implementing fire suppression, firefighting and vermin control strategies. Care should be undertaken when removing burrows for the potential impacts on the archaeological resource.

Appendix E – Victorian Heritage Register Citation - Former Jetty Cargo Shed Flinders Foreshore Flinders, Mornington Peninsula Shire H0906

The former Jetty Cargo Shed (c. 1871) at Flinders is of architectural, historic, social and scientific importance as:

* one of a small number of bow roof structures remaining in Victoria which represent a building form and type once commonly utilised for port structures. Although relocated one chain west of its original location it remains relatively intact and is in an appropriate foreshore location.

* is among the oldest of a small number of similar port structures still standing.

* the shed in conjunction with the nearby jetty is a strong visual reminder of the former dominance of sea transport for moving heavy cargoes to isolated coastal settlements. Provides an example of the use of corrugated iron for roofing purposes which utilises the properties of the material to provide a durable, strong roof, with minimal roof openings, was easily transportable and requires minimum support when curved.

* the shed has associations with the Shire of Flinders township following the completion of the second submarine telegraph cable between Victoria and Tasmania, opened in May 1869. The cable came ashore in the vicinity of the Flinders jetty and a telegraph station was located at the end of Cook Street overlooking the jetty. A small section of land line connected the cable to the existing telegraph line at Cape Schanck.

VHR H0906 Permit Exemptions

General Exemptions:

General exemptions apply to all places and objects included in the Victorian Heritage Register (VHR). General exemptions have been designed to allow everyday activities, maintenance and changes to your property, which don't harm its cultural heritage significance, to proceed without the need to obtain approvals under the Heritage Act 2017.

Specific exemptions may also apply to your registered place or object. If applicable, these are listed below. Specific exemptions are tailored to the conservation and management needs of an individual registered place or object and set out works and activities that are exempt from the requirements of a permit. Specific exemptions prevail if they conflict with general exemptions.

Appendix F - Victorian Heritage Inventory Flinders Foreshore Fishermen's Huts H7921-0107

Archaeological evidence of the huts provides a tangible link to the early fishing activity of the area. Remains of this type are rare in Victoria especially if they are well preserved.

The huts may date to the 1880's fishing activity. The 1900's photograph from the State Library of Victoria indicates their condition at this time. The sites are also identified in the 1918 Department of Land Survey Plan.

The archaeological potential of the site is unconfirmed as there is no ground surface visibility to indicate buried remains. Thick vegetation obscures visibility on the ground. The archaeological potential is determined from the old photographs of the area. It is likely that domestic structures associated with fishing exist

Listing consists of the potential archaeological remains of small timber fishermen's huts situated on the Flinders foreshore between the pier and the Navy Base. Huts appear on photographs from 1900.

Evidence associated with individual timber huts with fenced gardens situated on the foreshore may exist.

Physical Conditions: Unknown

Appendix G - Burra charter
