



AGL Gas Import Jetty Project

AGL Wholesale Gas Limited

Historic Heritage Assessment

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Glossary and Abbreviations

Abbreviation	Term	Definition
AGL	AGL Wholesale Gas Limited	The Project proponent
CHL	Commonwealth Heritage List	
DELWP	Department of Environment, Land, Water and Planning	
DoEE	Department of the Environment and Energy (Commonwealth)	
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999</i>	
FSRU	Floating Storage and Regasification Unit	An LNG carrier that is used for floating storage and also has regasification equipment on board that allows it to directly send out high pressure gas to the market.
the Heritage Act	<i>Heritage Act 2017</i>	
HO	Mornington Peninsula Planning Scheme Heritage Overlay	
HV	Heritage Victoria	
Jacobs	Jacobs Group (Australia) Pty Ltd	
km	Kilometre	
LNG	Liquefied natural gas	LNG is natural gas (predominantly methane, CH ₄ , with some mixture of ethane C ₂ H ₆) that has been converted to liquid form by chilling for ease of storage or transport
m	Metre	
NHL	National Heritage List	
NT	National Trust	
the Project	AGL Gas Import Jetty Project	
RNE	Register of the National Estate	
VHI	Victorian Heritage Inventory	
VHR	Victorian Heritage Register	
WHL	World Heritage List	

Executive Summary

Introduction

AGL Wholesale Gas Limited (AGL) is proposing to develop a Liquefied Natural Gas (LNG) import facility, utilising a Floating Storage and Regasification Unit (FSRU) to be located at Crib Point on Victoria's Mornington Peninsula. The project, known as the "AGL Gas Import Jetty Project" (the Project), comprises:

- The continuous mooring of a FSRU at the existing Crib Point Jetty, which will receive LNG carriers of approximately 300m in length
- The construction of ancillary topside jetty infrastructure (Jetty Infrastructure), including high pressure gas unloading arms and a high pressure gas flowline mounted to the jetty and connecting to a flange on the landside component to allow connection to the Crib Point Pakenham Pipeline Project.

There are several other activities that are related to the Project, these include the Jetty Upgrade and the Crib Point Pakenham Gas Pipeline Project (Pipeline Project), which are the subject of separate assessment and approval processes carried out by separate entities.

This report provides an assessment of the historical heritage constraints to be considered for the Project. The report has been prepared to support the:

- Referral under the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999*
- Referral under the Victorian *Environment Effects Act 1978*
- Identification of requirements for any permits under the Victorian *Heritage Act 2017*.

The study area for the historical heritage assessment comprises the Project Site and is shown in Figure 4.7. The assessment also considers potential impact in a wider area surrounding the study area. This comprised the identification of historical heritage places and potential for historical heritage places immediately adjacent to and within 100 metres (approximately) of the study area.

Desktop Assessment

Crib Point, and the study area, was originally part of a squatters run, Colourt or Coolart, taken up in 1840. It has been used for farming and fishing from the 1860s onwards. One prominent family to do so was that of Ashton Woolley, who selected a 400 acre lot of land at Crib Point in 1875. His son, Bill Woolley, not only built a jetty and cool room, where he would keep fish to later sell on the foreshore, but his own homestead near the Woolley family home on his father's land in 1929. Urbanisation within the area was slow throughout the early 1900s, but was stimulated from the 1920s by the establishment of the Flinders Naval Base in 1910. By the 1960s, the industrialisation of the region had begun, prompting British Petroleum (BP) to establish a refinery (1964-1985) at Crib Point, and including the architecturally award-winning BP Refinery Administration Building. The Administration Building currently houses the Victorian Maritime Centre museum where its operators had planned to use a submarine, the *HMAS Otama*, as a major attraction. However, the submarine remains moored off the coast until money can be raised for a suitable berth.

There is one historical heritage place immediately adjacent to (within 50 metres of) the study area, which is listed on the Victorian Heritage Register (VHR), the Mornington Peninsula Planning Scheme Heritage Overlay (HO), and the Register of the National Estate (RNE): Former BP Refinery Administration Building (VHR H1016/HO240/RNE 103692). There are three historical heritage sites within proximity to (within 1 km of) the study area, which comprise one item listed on the HO – Woolley's Cool Room (HO322); one on the Victorian Heritage Inventory (VHI) – William (Bill) Woolley's Homestead (H7921-0112); and one on the National Trust (NT) register – *HMAS Otama* (B6683). There are no places within or in proximity to the study area on the Commonwealth Heritage List (CHL), the National Heritage List (NHL), or the World Heritage List (WHL).

Graeme Butler and Associates produced the *Hastings District Heritage Study* (2001) for the Mornington Peninsula Shire Council, which comprised the identification of significant heritage places, their assessment of significance, and their recommendations for protection of these places. In the study, 30 potential heritage places

were listed within Crib Point. Within close proximity to the study area, this included the BP Administration Building for state significance (which was also recommended for the Register of National Estates), the former BP Western Port Refinery itself for both shire and local significance, Woolley's Cool Room for shire significance, and the landscape between Warringine Creek in Hastings to Crib Point for local significance.

Historical aerial photography shows changes in the landscape between 1957-2017. The 1957 imagery shows that the landscape immediately surrounding the study area was predominantly coastal in nature with a large amount of vegetation along the Crib Point foreshore between The Esplanade and the beach, and a rural landscape to the west (including William Woolley's Homestead near Disney Street). The 1968 aerial photography shows marked changes, as the BP refinery has covered much of the landscape. The 1974 aerial imagery only shows minor changes occurring throughout the area. However, by 1990, the aerial photography shows that the major changes are that of the BP site which had largely been dismantled and that William Woolley's Homestead is no longer extant, with few other changes. Modern aerial photography (2005-2017) shows that more dismantlement of the BP site had occurred, as had regrowth of the vegetation within the study area, but there were only minor differences in the area otherwise.

Following a search of Commonwealth, State and local heritage registers, review of the previous literature and analysis of relevant reports, the following predictive summary statements can be made in relation to the study area:

- Within the study area, there is little potential for previously unidentified historical heritage places to be present:
 - Despite the long term use of the study area for industrial purposes there is likely little information to be gained from any physical/archaeological remains within the study area
 - Due to the changes related to the industrial use of the study area, there is little likelihood of earlier historical archaeological remains having survived this level of disturbance.
- Within 100 metres of the study area there is little potential for unidentified historical heritage places to be present:
 - Due to the aerial imagery not detecting any obvious historical heritage features
 - Given that the *Hastings District Heritage Study* did not identify any places apart from those listed above
 - In addition, the restricted nature of the works being localised to areas of prior disturbance suggests that it is unlikely that unidentified heritage places will be discovered.

Impact Assessment

The proposed works include the construction of Jetty Infrastructure comprising:

- High pressure gas unloading arms
- A high pressure gas flowline mounted to the jetty and connecting to a flange on the landside component to allow connection to the Pipeline Project
- A firefighting system.

The Project's permanent footprint within the landside component, will comprise of the extended gas flow line from the jetty to a flange, connecting it to the natural gas transmission pipeline. During the construction phase a temporary construction laydown area, staff facilities/amenities and vehicle parking will be located within the landside component.

While the study area is situated outside the VHR heritage boundary of the Former BP Refinery Administration Building (VHR H1016/HO240/RNE 103692), care will need to be taken to ensure that the method of construction and details of the proposed works will not lead to damage from vibration, and from dust and construction materials blowing onto the Administration Building. Should works need to take place within this boundary, then a Permit from Heritage Victoria would need to be granted under Section 102 of the *Heritage Act 2017* in order for works to proceed.

Due to the distance between the study area and the other historical heritage places identified in the vicinity of the study area, there are unlikely to be any impacts on Woolley's Cool Room (HO322), William (Bill) Woolley's Homestead (VHI H7921-0112), or *HMAS Otama* (NT B6683).

This assessment has determined that the Project is not likely to have extensive or major effects on any listed places under the *Heritage Act 2017*. The Project therefore is not likely to trigger the need for a referral under the *Environment Effects Act 1978*. No Permit or Consent is required under the *Heritage Act 2017*. Furthermore, the Project is not likely to impact on the national heritage values of national heritage places and therefore in this regard does not trigger the requirement for referral under the *Environment Protection and Biodiversity Conservation Act 1999*.

Management and Mitigation

To avoid any direct impact to the Former BP Refinery Administration Building (VHR H1016/HO240/RNE 103692), which is located 29 metres to the west of the nearest point of the study area, works must not take place within the heritage place boundary. Should works need to take place within this boundary, then a Permit from Heritage Victoria would need to be granted under Section 102 of the *Heritage Act 2017* prior to works proceeding.

In order to minimise the potential for impacts from vibration, an assessment of the proposed methods of construction should be undertaken in accordance with the Victorian EPA Noise Control Guidelines (Publication 1254, Oct. 2008) and Environmental Guidelines for Major Construction Sites (Publication 480, Feb. 1996). A special assessment of vibration risks may be needed, such as for pile-driving, if required. To minimise the potential for impacts from construction dust on the Administration Building appropriate dust control measures should be put in place in accordance with Environmental Guidelines for Major Construction Sites (Publication 480, Feb. 1996).

1. Introduction

1.1 Project Overview

AGL Wholesale Gas Limited (AGL) is proposing to develop a Liquefied Natural Gas (LNG) import facility, utilising a Floating Storage and Regasification Unit (FSRU) to be located at Crib Point on Victoria's Mornington Peninsula. The project, known as the "AGL Gas Import Jetty Project" (the Project), comprises:

- The continuous mooring of a FSRU at the existing Crib Point Jetty, which will receive LNG carriers of approximately 300 m in length
- The construction of ancillary topside jetty infrastructure (Jetty Infrastructure), including high pressure gas unloading arms and a high pressure gas flowline mounted to the jetty and connecting to a flange on the landside component to allow connection to the Crib Point Pakenham Pipeline Project.

There are several other activities that are related to the Project. These include the Jetty Upgrade and the Crib Point Pakenham Gas Pipeline Project (Pipeline Project) which are the subject of separate assessment and approval processes carried out by separate entities.

1.2 Purpose of this Report

Jacobs Group (Australia) Pty Ltd (Jacobs) was engaged by AGL to prepare this assessment of the historic heritage constraints associated with the Project. This report has been prepared to support the:

- Referral under the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999*
- Referral under the Victorian *Environment Effects Act 1978*
- Identification of requirements for any permits under the *Heritage Act 2017*.

1.3 Study Area

The study area for the historical heritage assessment comprises the Project Site, as shown in Figure 4.7 of this report. This includes the landside component known as allotment 2040 The Esplanade, Crib Point and the Crib Point Jetty. The Project's footprint within the landside component, will comprise of the extended gas flow line from the jetty to a flange, connecting it to the natural gas transmission pipeline and a temporary construction laydown area and staff facilities/amenities.

The historical heritage assessment considered potential impacts in a wider area than the study area described above. This area includes identifying historical heritage places and potential for historical heritage places immediately adjacent to and within 100 metres (approximately) of the study area.

1.4 Limitations

A site inspection was not undertaken by heritage specialists, due to the desktop assessment identifying a low likelihood of unidentified historical heritage places being present in the study area, and no registered historical heritage places being present in the study area.

2. Legislation, Policy and Guidelines

Legislation, policy and guidelines relevant to this historic heritage assessment for the Project are set out in Table 2.1.

Table 2.1 : Applicable legislation, policy and guidelines

Legislation / policy	Key policies / strategies	Implications for this project	Approvals required	Timing/ interdependencies
Commonwealth				
<p><i>Environment Protection and Biodiversity Conservation Act 1999</i> (EPBC Act)</p>	<p>The EPBC Act includes 'national heritage' as a matter of National Environmental Significance and protects listed places to the fullest extent under the Constitution. It also establishes the National Heritage List (NHL) and the Commonwealth Heritage List (CHL).</p> <p>The following is a description of each of the heritage lists and the protection afforded places listed on them.</p> <p>Commonwealth Heritage List</p> <p>The CHL is established under the EPBC Act. The CHL is a list of properties owned by the Commonwealth that have been assessed as having significant heritage value. If a place is included on the CHL, its Commonwealth owner is required to prepare a heritage management plan in accordance with the Environment Protection and Biodiversity Conservation Regulations 2000, to ensure that activities affecting the place avoid or minimise adverse impacts on the heritage values of the place, and provide ongoing protection of the place in event of sale or transfer. Any proposed actions on CHL places must be assessed for their impact on the heritage values of the place in accordance with Actions on, or impacting upon, Commonwealth land, and actions</p>	<p>The EPBC Act is the Australian Government's primary piece of environmental legislation and has significant implications for natural resource and environmental management in Australia. The EPBC Act provides a legal framework to protect and manage "matters of national environmental significance" (MNES) which include World Heritage Sites and National Heritage Places.</p> <p>The EPBC Act requires that a proponent must determine whether any MNES are likely to be 'significantly' impacted by the proposed works.</p> <p>Where MNES may be impacted recommend mitigation measures to avoid and reduce impact. If impact cannot be avoided the Project will need to be referred to the Commonwealth Department of the Environment and Energy.</p> <p>For proposed actions situated on Commonwealth land or which may impact on Commonwealth land, the guidelines: <i>Actions on, or impacting upon, Commonwealth land, and Actions by Commonwealth Agencies</i> (Significant Impact Guidelines 1.2) apply. The guidelines require the proponent to undertake a self-assessment process to decide whether or not the action is likely to have a significant impact on the environment, including the heritage value of</p>	<p>The EPBC Act requires that a proponent must determine whether any MNES are likely to be 'significantly' impacted by the proposed works.</p> <p>Where MNES may be impacted recommend mitigation measures to avoid and reduce impact. If impact cannot be avoided the Project will need to be referred to the Commonwealth Department of the Environment and Energy.</p> <p>This assessment has determined that there are no places within or in proximity to the study area on the CHL, NHL, or WHL. The Project is not likely to impact on the national heritage value of listed places and therefore in this regard does not trigger the requirement for referral under the EPBC Act.</p>	<p>Targeted field surveys may be required at specific times to assess heritage impacts.</p>

Legislation / policy	Key policies / strategies	Implications for this project	Approvals required	Timing/ interdependencies
	<p>by Commonwealth agencies (Significant Impact Guidelines 1.2).</p> <p>National Heritage List</p> <p>The NHL is a list of places with outstanding heritage value to Australia, including places overseas. This means that a person cannot take an action that has, will have, or is likely to have, a significant impact on the national heritage values of a national heritage place without the approval of the Commonwealth Minister for the Environment.</p> <p>Register of the National Estate</p> <p>The Register of the National Estate (RNE) was formerly compiled as a record of Australia's natural, cultural and Aboriginal heritage places. The RNE was frozen on 19 February 2007, which means that no new places have been added or removed since that time. From February 2012 all references to the RNE were removed from the EPBC Act. The RNE is maintained on a non-statutory basis as a publicly available archive.</p>	<p>places. If an action is likely to have a significant impact, a referral under the EPBC Act must be prepared and submitted to the Minister for approval.</p>		
State				
<p><i>Planning and Environment Act 1987</i></p>	<p>The <i>Planning and Environment Act 1987</i> ensures that each local LGA develops a Planning Scheme and, as part of their Planning Scheme, has produced a Schedule to the Heritage Overlay, which identifies heritage places.</p>	<p>The wharf is an existing structure and is currently used to provide facilities for bulk and container carriers, and is currently being used by United Petroleum to transfer liquid fuel via a pipeline along the wharf to its onshore storage facility. The FSRU will similarly be a ship discharging cargo at the wharf, albeit on a more continuous basis. The new flowline will constitute a utility installation land use, which is ancillary to the use of the land as a wharf. At this stage AGL understands that the Project will not require</p>	<p>N/A</p>	<p>N/A</p>

Legislation / policy	Key policies / strategies	Implications for this project	Approvals required	Timing/ interdependencies
<p><i>Environment Effects Act 1978</i></p>	<p>The <i>Environment Effects Act 1978</i> provides for the assessment of actions that are capable of having a significant environmental effect.</p>	<p>planning permission for use of the land, or for the works to install the Jetty Infrastructure.</p> <p>Actions which may have a regionally or State significant adverse effect on the environment should be referred to the Victorian Minister for Planning, who decides if an Environmental Effects Statement (EES) is required. A combination of two or more of specified types of potential effects on the environment may warrant a referral. One of the criteria is whether there are "potential extensive or major effects on cultural heritage places listed on the Heritage Register or the Archaeological Inventory under the Heritage Act".</p>	<p>If there are potential extensive or major effects on places on the Victorian Heritage Register (VHR) or Victorian Heritage Inventory (VHI) a referral may be required.</p> <p>This assessment has determined that the Project is not likely to have extensive or major effects on any listed places under the Heritage Act. The Project therefore is not likely to trigger the need for a referral under the <i>Environment Effects Act 1978</i>.</p>	
<p><i>Heritage Act 2017</i></p>	<p>The <i>Heritage Act 2017</i> (the Heritage Act) is administered by Heritage Victoria (HV), Department of Environment, Land, Water and Planning. The main purpose of the Heritage Act is to 'provide for the protection and conservation of places and objects of cultural heritage significance and the registration of such objects'. The Heritage Act protects all categories of cultural heritage relating to the non-Aboriginal settlement of Victoria including shipwrecks, buildings, structures, objects and archaeological sites.</p> <p>There are two categories of listing provided for under the Heritage Act:</p> <ul style="list-style-type: none"> • Victorian Heritage Register (Section 23) • Victorian Heritage Inventory (Section 117). 	<p>Victorian Heritage Register</p> <p>This category provides protection for those places, objects, relics or shipwrecks assessed as being of outstanding cultural significance within the State of Victoria. The Heritage Act establishes a Heritage Council, an independent statutory authority which determines which heritage places/objects are included on the Victorian Heritage Register (VHR). Nominations to the VHR can be made to the Executive Director (Heritage Victoria) who will review the nomination and make recommendations to the Heritage Council for inclusion on the VHR.</p> <p>Victorian Heritage Inventory</p> <p>The Victorian Heritage Inventory (VHI) includes all known archaeological sites (other than those determined to be of low archaeological value). Archaeological sites are defined as a place (other than a shipwreck) which:</p> <p>a) Contains an artefact, deposit or feature</p>	<p>Victorian Heritage Register</p> <p>Under Section 87 and 88 of the Heritage Act it is an offence to knowingly, or negligently, remove, relocate, demolish, damage, despoil, develop, alter or excavation any part of a registered place on the VHR, unless a Permit is granted under the Heritage Act. Permit applications must be submitted to the Executive Director for consideration and determination of the matter. There is a review process for the decisions or conditions of permits through the Heritage Council. Fees for permits to carry out works to a registered place or object are detailed in Section 13 and 14 of the Heritage Regulations 2017 and range in scale depending on the nature and costs of the works involved.</p> <p>Victorian Heritage Inventory</p> <p>Under Section 123 of the Heritage Act it is an offence to knowingly or negligently deface, damage, or otherwise interfere with an</p>	<p>Targeted field surveys may be required at specific times to assess heritage impacts.</p>

Legislation / policy	Key policies / strategies	Implications for this project	Approvals required	Timing/ interdependencies
		<p>which is 75 or more years old; and</p> <p>b) Provides information of past activity in the State; and</p> <p>c) Requires archaeological methods to reveal information about the settlement, development or use of the place; and</p> <p>d) Is not associated only with Aboriginal occupation of the place.</p> <p>'D' listing</p> <p>Heritage Victoria has a 'D' classification in the VHI for places that don't meet the criteria for inclusion in the VHI as an archaeological site or those with no cultural heritage significance.</p> <p>Discovering archaeological sites</p> <p>Under Section 127 of the Heritage Act, if an archaeological site is discovered during an investigation or survey of land for a relevant survey purpose (including survey for an Aboriginal Cultural Heritage Management Plan), the person undertaking the survey or investigation must provide a site card to HV within 30 days after the discovery. Even if the survey does not reveal an archaeological site, HV must be notified and a survey report provided, in accordance with Section 31 of the Heritage Regulations 2017.</p> <p>If an archaeological site is discovered during construction or excavation on any land, the person in charge of the construction or excavation must as soon as practicable report the discovery to HV.</p>	<p>archaeological site, whether it is included in the VHI or not, without a Consent. A Consent under Section 124 is required from the Executive Director for works or activities, including excavation, in relation to an archaeological site. Fees for consents are detailed in Section 23 of the Heritage Regulations 2017 and range in scale depending on the nature and scale of the works involved. 'D' listing</p> <p>There is no requirement to obtain Consent from HV for removal or damage to relics or sites provided with a 'D' classification although HV request they are notified in writing.</p> <p>Discovering archaeological sites</p> <p>If an archaeological site is discovered, a Consent under Section 124 is required from the Executive Director for works or activities, including excavation, in relation to that archaeological site.</p> <p>There is one VHR site in close proximity to the Project which may be subject to indirect impacts. Should works need to take place within this boundary, then a Permit from Heritage Victoria would need to be granted under Section 102 of the Heritage Act.</p> <p>There are no VHI sites likely to be impacted by the Project.</p>	

Legislation / policy	Key policies / strategies	Implications for this project	Approvals required	Timing/ interdependencies
Local				
<p>Mornington Peninsula Planning Scheme</p>	<p>The Heritage Overlay and Schedule is to conserve and enhance places of natural or cultural significance and those elements which contribute to their significance.</p> <p>The Planning Scheme also sets out policies and provisions for the use, development and protection of land in the Mornington Peninsula. Key objectives relevant to the Project include:</p> <ul style="list-style-type: none"> · Ensure design of development is responsive to site conditions and the character of the local area. 	<p>The study area is located within the Mornington Peninsula LGA. In accordance with the <i>Planning and Environment Act 1987</i>, the Mornington Peninsula Shire Council has developed a Planning Scheme and, as part of their Planning Scheme, has produced a Schedule to the Heritage Overlay, which identifies heritage places.</p>	<p>Planning approval may be required from the Mornington Peninsula Shire Council to undertake works within a place listed on the Heritage Overlay.</p> <p>There are no Heritage Overlay places likely to be impacted by the Project, therefore planning approval would not be triggered by heritage requirements.</p>	<p>Targeted field surveys may be required at specific times to assess heritage impacts.</p>

3. Method

The historical heritage assessment addresses archaeological sites, heritage items, and places in accordance with Heritage Victoria guidelines, the Australia ICOMOS Charter for Places of Cultural Significance (Burra Charter), and relevant Commonwealth heritage guidelines.

3.1 Methodology

The historical heritage assessment comprises:

- A desktop assessment, including:
 - A search of all available historical heritage registers for the study area, including the Victorian Heritage Register, Victorian Heritage Inventory, Heritage Overlays in Planning Schemes, Victorian Aboriginal Heritage Register (historical Aboriginal heritage places), National Heritage List, Commonwealth Heritage List, World Heritage List, National Trust of Australia (Victoria) Register, Victorian War Heritage Inventory, and prepare maps showing the registered or known heritage curtilage of each heritage item
 - The undertaking of a literature review, which includes previous heritage assessments and studies, conservation management plans, and historic plans to identify known heritage items, including archaeological sites.
- An assessment report, which:
 - Identifies potential impacts on the heritage significance of the identified heritage items, including level of impact and whether the impact is acceptable
 - Identifies management measures and recommendations to help avoid, minimise or mitigate against project impacts on heritage items
 - Identifies statutory requirements/approvals.

4. Existing Condition

4.1 Desktop Assessment

4.1.1 Historical background

The original squatters run which encompassed Crib Point, Colourt or Coolart (which means 'sandy area' in the local Aboriginal dialect), was taken up by Alfred and Henry Meyrick in 1840 (Victorian Heritage Database 2008). It was subsequently gazetted as Coolart, a 6,000 acre run which comprised land to the south of Hastings, to the east of Bittern and Balnarring, and followed the coast in the south and east. It was taken up by William Payne who paid £90 for the land in 1848. It was estimated to have a grazing capability of 600 head of cattle and 4,000 sheep (New South Wales Government 1848; Victorian Heritage Database n.d.). The land was sold to Harry Drew in 1853, then to Joseph Hann in 1854, and finally to Theadotus John Sumner and John Benn in 1862. It was subsequently forfeited in 1875 (Spreadborough and Anderson 1983, p. 159). The run was a sparsely settled area, due to the dense nature of its coastal vegetation, unsuited to grazing. However, it had other uses, and Crib Point was used for fishing – the huts in which the fisherfolk lived during the 1850s, known as cribs, gave the area its name (Victorian Places 2015).

From the 1860s onwards, the area began to attract 'farmers, orchardists and fishermen, sometimes all three in one man, [who] were clearing land, establishing farms and making a living for their families as settlers in the newly opened district' (Woodley and Bennett 2007). Fishing huts were still extant on the shore at Crib Point in 1873 (Graeme Butler and Associates 2013, p. 57). In 1875, Ashton Woolley selected 400 acres at Crib Point. This included the land on which his son, Bill Woolley, built his own home (known as William Woolley's Homestead (VHI H7921-0112)) in 1929 just to the south of his father's home (Graeme Butler and Associates 2013, p. 56; Patterson 2014, p. 39). The village of Crib Point was originally named Morradoo in 1888, and is said to have been a word used by the local *Boon Wurrung* Aboriginal population for the Crib Point area (Patterson 2014, p. 38). It was subsequently renamed as Crib Point (Department of Lands and Survey 1928).

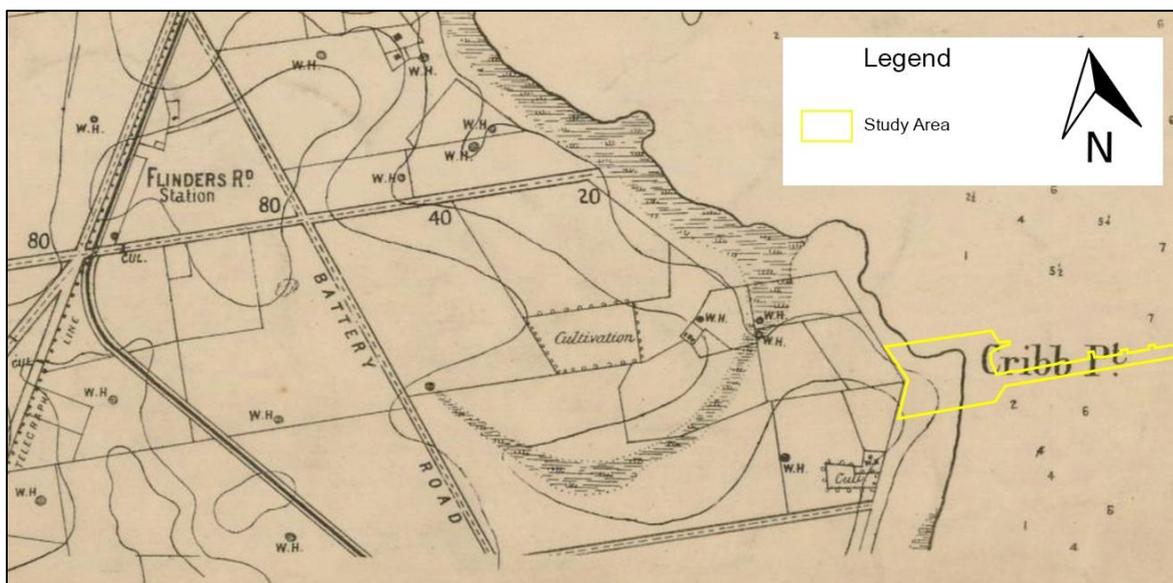


Figure 4.1 : Crib Point area from the 1891 Contour plan of portion of Mornington Peninsula

As there was consternation regarding potential invasion by the French in Western Port during the 1880s, a railway was built from Frankston to Crib Point in 1889, in an effort to provide rapid deployment of troops from the military camp at Langwarrin. This also included the Flinders Road railway station, now known as Bittern railway station. An 1891 map (Figure 4.1) shows that the Crib Point area between Crib Point Road (now Woolleys Road) in the north, Battery Road (now Stony Point Road) in the west, and Disney Street, comprised several allotments, two of which were marked out for cultivation, along with the location of Flinders Road station

(Department of Lands and Survey 1891). A school and a post office were both opened there in 1896. Despite these essential services, no significant growth occurred in the area until the beginning of the 20th century (Victorian Places 2015).

Bill Woolley built a jetty, of which only the stumps remain, and an extant cool room (HO322) on the foreshore in 1903, where he stored his catch before it was transported to Melbourne for sale (Graeme Butler and Associates 2013, p. 56; Patterson 2014, p. 39). Urbanisation within the area was slow throughout the early 1900s. After the Flinders Naval Base was established by the Royal Australian Navy in Crib Point in 1910, (comprising its current extent south of Disney Street, Crib Point), allotments adjoining the base began to be sold near the study area (Baillieu Patterson and Allard Pty Ltd n.d.-a; n.d.-b; TRB Morton and Son 1910). This stimulated the growth of Crib Point village, and by 1915, in addition to its school and post office, the village had opened a town hall and a store (Victorian Places 2015). The post office was later relocated from the railway station to its present location in Stony Point Road (Graeme Butler and Associates 2013, p. 65). The naval base finished construction in 1920, and was particularly active during World War II (Naval Historical Society of Australia Inc 1982). The growing village attracted not only military personnel, but retirees and holiday makers from the 1920s, and migrants from the nearby Somers migrant camp in the 1950s (Woodley and Bennett 2007).

The industrialisation of the Western Port region was promoted from the early 1960s, prompting British Petroleum (BP) to establish a refinery at Crib Point (Victorian Places 2015). However, Bill Woolley refused to sell his property to BP, and so the Western Point Refinery was built around his house. After his death in 1968, BP demolished both Ashton and Bill Woolley's houses (Victorian Heritage Database n.d.).

The BP Refinery was built from 1964-1965 (Figure 4.2), including construction of the Administration Building (VHR H1016/HO240/RNE 103692), by Van Driel Pty Ltd to a design by Melbourne architect Don Hendry Fulton. The architecture of the BP Administration Building has been assessed as having state level architectural significance. Not only was it a period exemplar of mid-1960s small-scale office building design, but it also stylistically represents the shift in the mid-1960s away from the International Style towards overt symbolic reference as it blends 'disciplined structure and detail redolent of ordered classical composition with a distinctive roof form evocative of temple buildings of the Far East' (Victorian Heritage Database 2005). It also formerly held *Stair Relief* (NT B7184), a bronze sculpture by Melbourne artist Norma Redpath, which was housed in the main administration building's foyer stairwell, which has since been relocated - firstly to BP's head office in Melbourne, then subsequently to the McClelland Gallery in Langwarrin (Charles Nodrum Gallery 2017; Department of Environment and Energy 2017). The refinery itself was opened in 1966, when it was awarded the RVIA Victorian Architecture Medal (Victorian Heritage Database 1999; 2005).

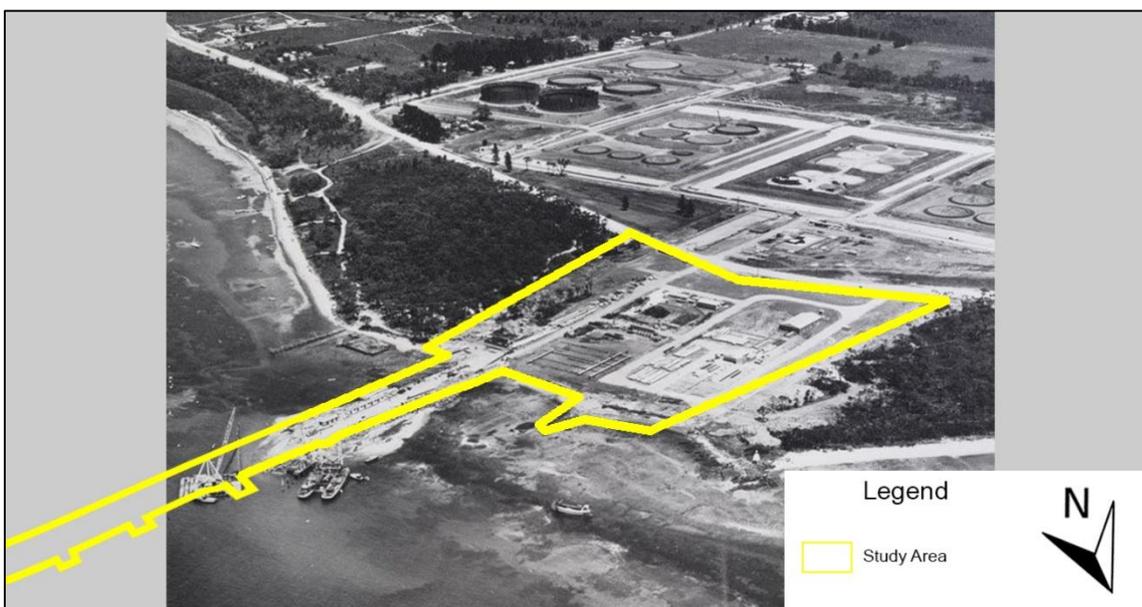


Figure 4.2 : 1964-1965 construction of the BP refinery and wharf (Source: Port of Hastings Development Authority)

The Victorian State Government also built a number of wharfs and jetties in the area during the 1960s, including the one utilised by BP at Crib Point which was built between 1964-1965 (Graeme Butler and Associates 2013, p. 71; Jones 2015). BP took crude oil directly from ocean-going tankers from the jetty, past the Administration Building and its adjacent gatekeeper's office and deeper into the refinery (Victorian Heritage Database 2005). The refinery comprised nine storage tanks (which are still extant as of early 2017), tank sites, pipe tracks, roadways, and the main plant on 350 acres of land, along with associated port infrastructure including a two-berth marine terminal, a port office, and a depot (Graeme Butler and Associates 2001, p. 519-520). The refinery ceased production and closed in 1985, once it had become economically unviable (Victorian Places 2015). Since its closure, the Mornington Peninsula Shire Council has set aside the land associated with the former BP site for future port development, conservation, recreation, rural, and public use. The jetty is still used for importing oil, which is piped to an Esso-BHP Billiton plant near Hastings (Patterson 2014, p. 40).

The BP Administration Building is currently being used by the Western Port Oberon Association for the Victorian Maritime Centre; a temporary museum and maritime memorial centre which opened in 2013, where the association had hoped to display two vessels – the *HMAS Otama* (NT B6683) and the *MV Wyuna* (Taylor 2015). The Scottish-built submarine *Otama* was launched in 1975 by HRH The Princess Royal, and entered service of the Royal Australian Navy in 1978. It was often deployed on classified operations during its operational period, and was decommissioned in 2000. Western Port Oberon Association bought the submarine after a federal grant was given in 2001, with the aim of bringing it ashore to be part of an exhibit commemorating Australian service at sea in the Western Port area. However, this was unable to proceed, and the *Otama* has remained moored at sea since 2002, approximately 1 km northeast of the Victorian Maritime Centre in Crib Point. The Western Port Oberon Association was also donated the *Wyuna*, a 1953 Scottish-built 48-cabin pilot cutter used by the Port Phillip Pilot Service. Since its donation in 2013, it remains moored at Launceston in Tasmania, awaiting a suitable berth (Bryant 2017; Taylor 2015). The Association still plans to display the *Otama* and the *Wyuna* in association with the museum in Hastings, once money can be raised, in an effort to attract maritime tourism to the area (Museum Ships 2017; Patterson 2014, p. 40; Victorian Maritime Centre 2014).

From the 1960s into the 1990s, Crib Point's population continued to grow steadily. Murradoo railway station, which originally opened in 1960 as Rail Motor Stopping Place Number 15 on Disney Street, was expanded in 1997 to accommodate commuters living in the rapidly expanding township. The station was named in commemoration of the old *Boon Wurrung* name for the area (Victorian Places 2015). Crib Point has a shopping area near Crib Point railway station, a community hall, recreation reserve, swimming pool, tennis courts, and two primary schools. As of 2006, Crib Point had a total population of 2,743 people, of whom 4.9 per cent were employed in the Basic Ferrous Metal Manufacturing industry, followed by 4.5 per cent in the Supermarket and Grocery Stores industry (Australian Bureau of Statistics 2006). By 2011, the population had risen slowly to 2,839 people, with their top industry shifting from Basic Ferrous Metal Manufacturing to Defence (Australian Bureau of Statistics 2011). By 2016, the population had risen to 3,183 people; (industry employment details were unavailable at the time of the writing of this report (Australian Bureau of Statistics 2016)). The township is residential in nature with low profile development with foreshore reserve along the coast aimed at preserving the local Western Port Biosphere Reserve and associated Western Port Ramsar wetlands. The council aims to establish a heritage trail to promote the town's heritage, with 'wayfinding signage, maps available through local tourism services and streetscape treatments, such as pavement markers, connecting the key heritage sites' (Mornington Peninsula Shire Council 2011).

4.1.2 Previous historical heritage assessments

Few historical heritage assessments have been conducted in the Crib Point area. As such, the only assessment relevant to this location is summarised in Table 4.1.

Table 4.1 : Summary of relevant historical heritage investigations

Author	Summary
Graeme Butler and Associates (2001)	Graeme Butler and Associates produced the <i>Hastings District Heritage Study</i> for the Mornington Peninsula Shire Council, based upon the location of the former Hastings Shire. This was produced in two volumes, the first including the identification of significant heritage places, their assessment of significance, and their recommendations for protection of these places. The second volume comprised the environmental history of the municipality. This involved

Author	Summary
	<p>producing research, assessment, mapping and management policies for 85 significant post-contact places and 12 precincts within the former shire, and 20 extra places and three extra precincts, along with the research and assessment of specific places relating to the Mornington Peninsula Planning Scheme.</p> <p>In the study, Graeme Butler and Associates noted 30 potential heritage places within Crib Point. Within close proximity to the current study area, this included the BP Administration Building for state significance (which was also recommended for the Register of National Estates), the former BP Western Port Refinery itself for both shire and local significance, Woolley’s Cool Room for shire significance, and the landscape between Warringine Creek in Hastings to Crib Point for local significance.</p>

4.1.3 Register searches

The following heritage registers were searched on 14 September 2017 and 29 August 2018 by Caroline Seawright (Project Archaeologist, Jacobs) to determine whether any known historical heritage places were present within or in proximity to the study area:

- Victorian Heritage Register (VHR)
- Victorian Heritage Inventory (VHI)
- Mornington Peninsula Planning Scheme Heritage Overlay (HO)
- Commonwealth Heritage List (CHL)
- National Heritage List (NHL)
- World Heritage List (WHL)
- Register of National Estates (RNE)
- National Trust of Australia (NT) register.

There is one historical heritage place immediately adjacent to (within 50 metres of) the study area, which is listed on the VHR, the HO, and the RNE: Former BP Refinery Administration Building (VHR H1016/HO240/RNE 103692). There are three historical heritage sites within proximity to (within 1 km of) the study area, which comprise one item listed on the HO – Woolley’s Cool Room (HO322); one on the VHI – William (Bill) Woolley’s Homestead (H7921-0112); and one on the NT register – *HMAS Otama* (B6683). There are no places within or in proximity to the study area on the CHL, NHL, or WHL. Results of historical heritage register searches are presented in Table 4.2 and Figure 4.7.

Table 4.2 : Historical heritage places within close proximity to the study area

Heritage database	Register number	Name	Address	Description	Approximate distance from study area
VHR HO RNE	H1016 HO240 103692	Former BP Refinery Administration Building	220-350 The Esplanade, Crib Point	Building	Immediately adjacent (29 m to the west of the nearest point on the study area, however the actual Project footprint is expected to be >100 m)
HO	HO322	Woolley’s Cool Room	Off The Esplanade, Crib Point	The cellar and land within nominally 5m of its perimeter, with emphasis on the fabric from or near the construction date c1903, plus any related fabric such as the jetty and tramline remnants	260 m to the south
VHI	H7921-0112	William (Bill) Woolley’s Homestead	50 Disney Street, Crib Point	Homestead	385 m to the south-southeast
NT	B6683	<i>HMAS Otama</i>	Hastings	Submarine	600 m to the north

4.1.4 Aerial imagery review

Historical aerial photography (Figure 4.3) shows that, in 1957, the landscape immediately surrounding the study area was predominantly coastal in nature with a large amount of vegetation along the Crib Point foreshore between The Esplanade and the beach. Some tracks through the vegetation from the road and the beach are visible. There are also three jetty-like structures, two shorter ones being within the Woolley’s Cool Room (HO322) HO extent. Each of these jetty-structures is at the end of a path through the foreshore vegetation. The aerial photography shows a rural landscape to the west of The Esplanade, with much of the land cleared. There is evidence of some structures at the corner of The Esplanade and Disney Street, within close proximity to the VHI extent of William (Bill) Woolley’s Homestead (VHI H7921-0112).

The 1968 aerial photography (Figure 4.4) shows marked changes, as the BP refinery has covered much of the landscape. The area surrounding Woolley’s Cool Room (HO322) shows the remnants of one of the jetty-structures, but the southernmost second one is no longer present. The buildings within the vicinity of William (Bill) Woolley’s Homestead (VHI H7921-0112) have been cleared, except those within the delineated VHI extent. The longer jetty-structure is still extant. Much of the foreshore vegetation and pathways to the north and south remain unchanged, as do the roadways and pathways to the beach. The 1968 imagery also shows that, within the study area, a 3 hectare area immediately to the north of the wharf has had the foreshore vegetation cleared and its ground surface graded, and some pathways have been created. There are three possible structures within the area, two being square-shaped and the third circular. The BP Administration Building (VHR H1016/HO240/RNE 103692) is clearly visible.

The 1974 aerial imagery (Figure 4.5) shows minor changes have occurred since 1968, with a clear, diamond-shaped fence line surrounding William (Bill) Woolley’s Homestead (VHI H7921-0112). The extant jetty within the HO extent of Woolley’s Cool Room (HO322) is no longer present, and some of the pathways through the foreshore vegetation are no longer visible. Within the study area by the jetty, the pathways are still clear in the 1974 photo. The two square-shaped structures are still visible, the dark-roofed one situated along one of the pathways, and the light-roofed one on a pathway near the western end of the study area. A smaller light-roofed structure is not apparent to its south, and pipes have been installed to the smaller building’s east. Vegetation has grown on formerly cleared land to south of the road leading to the wharf.

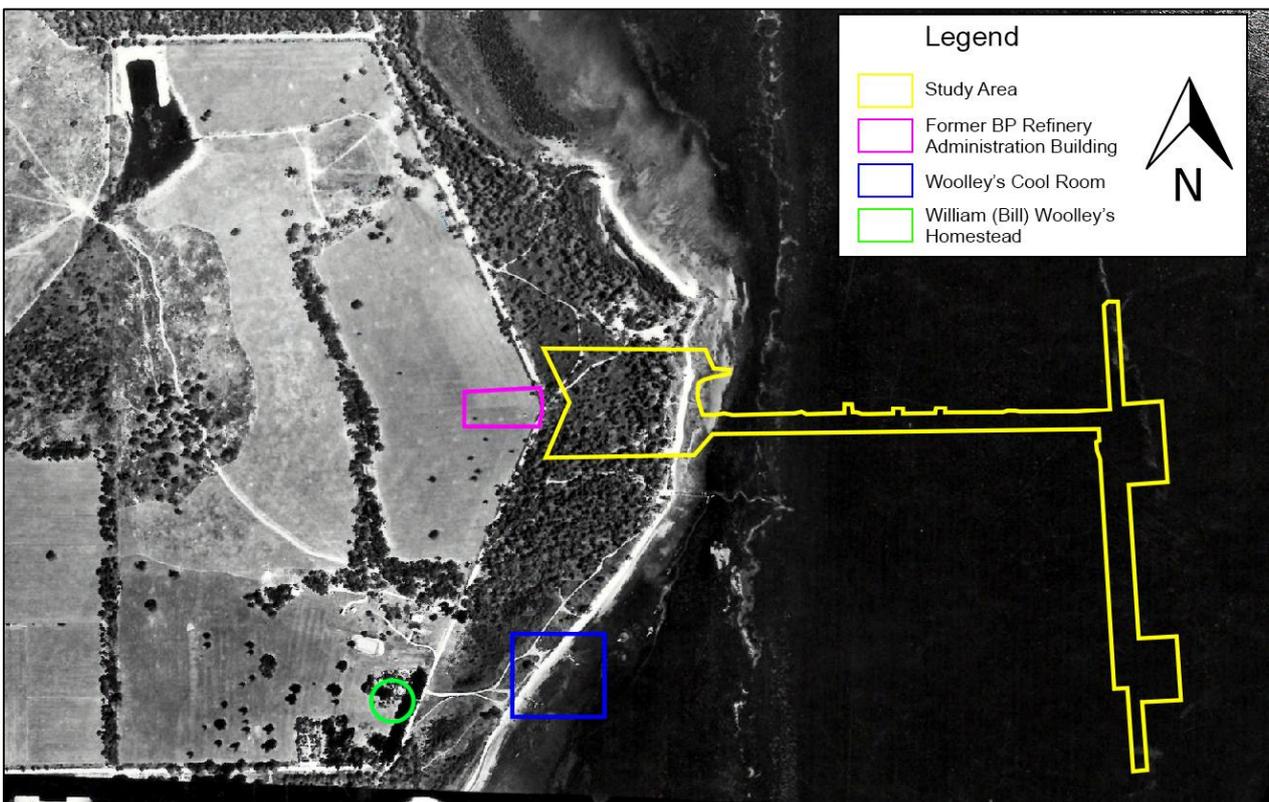


Figure 4.3 : Historical aerial photography from 1957 (Source: Flinders Base Map, run 13)

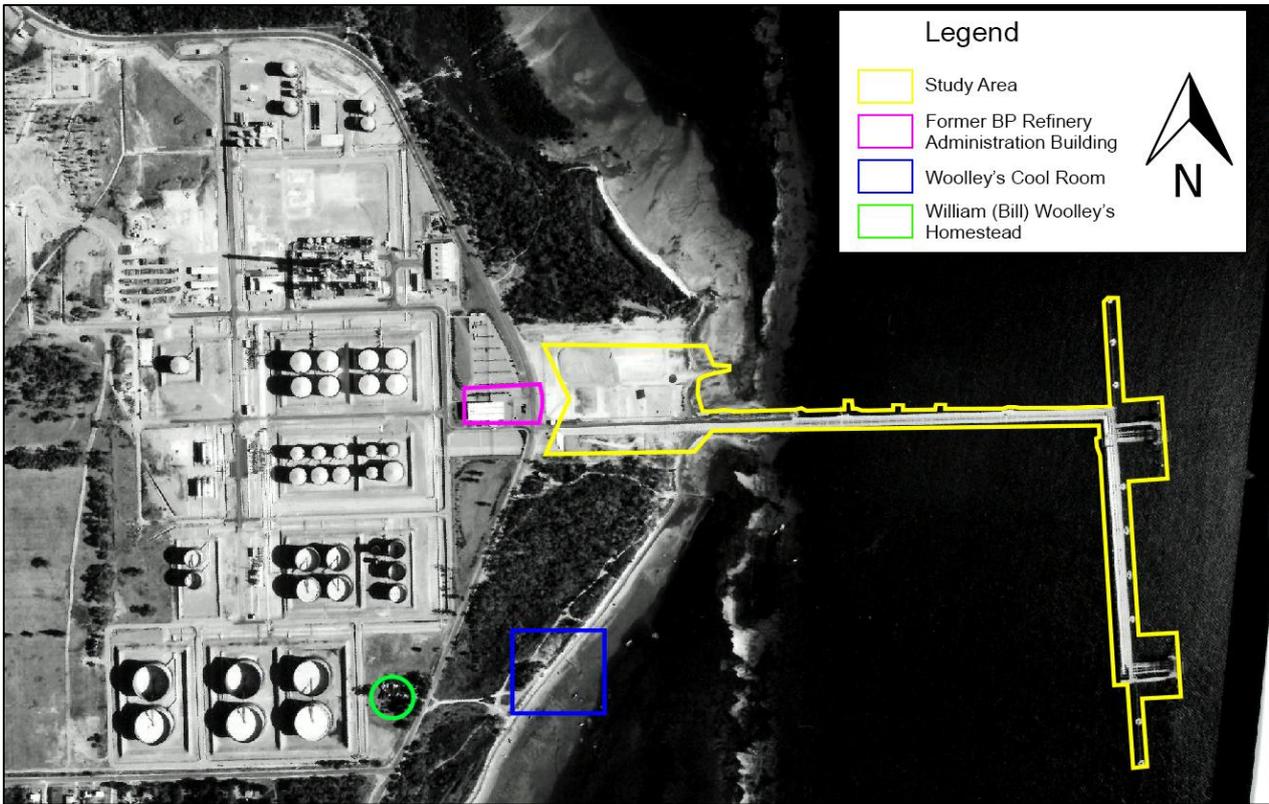


Figure 4.4 : Historical aerial photography from 1968 (Source: Melbourne 1968 Project, run 59)

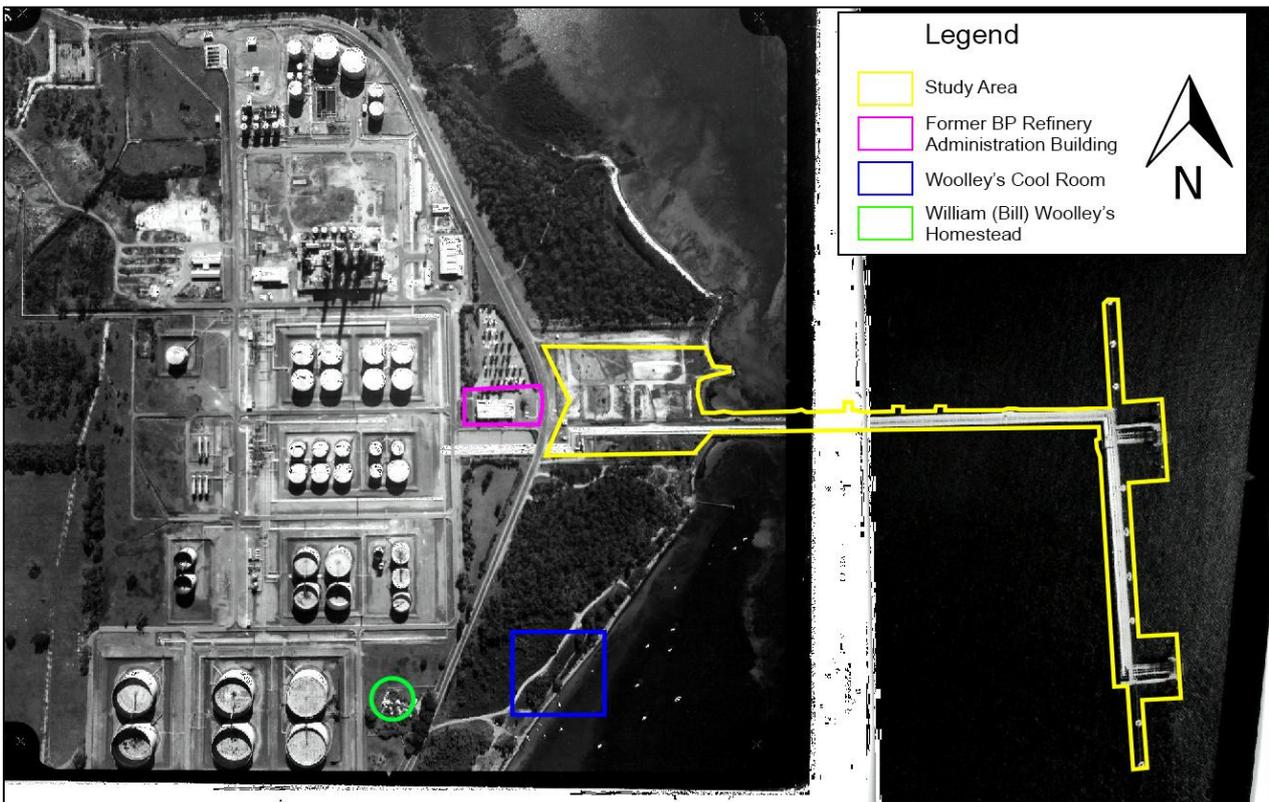


Figure 4.5 : Historical aerial photography from 1974 (Source: Hastings Bight Project No. 1149, Run 4)

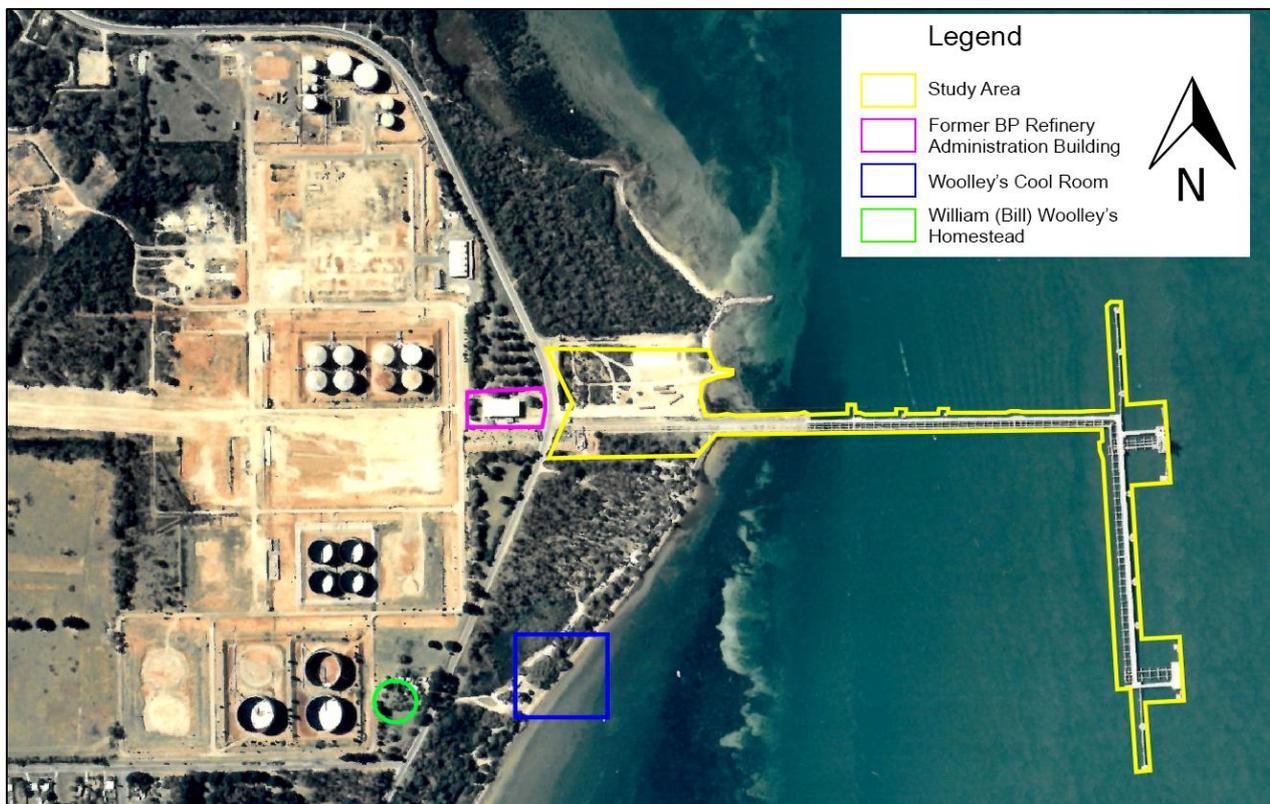


Figure 4.6 : Historical aerial photography from 1990 (Source: Melbourne '89 Project 2004, run 45)

By 1990, aerial photography (Figure 4.6) shows that a large part of the BP site has been dismantled, and something that looks like a wide vehicle access track is present to the west of the refinery, in line with the wharf, which heads to the west. Otherwise, little has changed outside of the study area. Within the study area in the 1990 historic imagery, the dark-roofed building has been removed to the north of the wharf road. The pathways remain clear, especially to the east, where vegetation is growing around them. The two light-roofed buildings remain at the western end of the road leading to the wharf, and a third light-roofed building has appeared to their north, near the vegetation regrowth. The nearby pipe installation remains in place.

By 2005, modern aerial imagery shows William (Bill) Woolley's Homestead (VHI H7921-0112) to be overrun by trees, with no sign of any buildings. Other changes since 1990 include the removal of most of the BP refinery structures, except nine tanks, the administration building and one other building to its north along The Esplanade. Regrowth of vegetation has also occurred within the former BP site. Within the study area, foreshore vegetation regrowth has continued to occur within the formerly cleared area immediately north of the wharf. The formerly clear pathways between the regrowth has faded. The three light-roofed buildings remain, with an additional, smaller, building to their south and another has appeared to the right of the pipe installation. The road along the wharf seems to have been sealed.

Vegetation regrowth continues until 2017, however the wharf and land immediately adjacent to the wharf, remains in use. Within the study area, the five buildings and pipe installation remain. However, some of the approximate 3 hectare area to the north has been cleared of vegetation. A few of the pathways within this area are more pronounced, whilst those where the regrowth continues are barely visible.

4.1.5 Predictive statement

Following a search of Commonwealth, State and local heritage registers, review of the previous literature and analysis of relevant reports, the following predictive summary statements can be made in relation to the study area.

- Within the study area, there is little potential for previously unidentified historical heritage places to be present due to:
 - The long term use of the study area for industrial purposes there is likely little information to be gained from any physical/archaeological remains within the study area
 - The changes related to the industrial use of the study area, there is little likelihood of earlier historical archaeological remains having survived this level of disturbance.
- Within the immediate vicinity of the study area (the assessment considered a radial area of approximately 100 metres), there is little potential for unidentified historical heritage places to be present:
 - Due to the aerial imagery not detecting any obvious historical heritage features
 - Given that the *Hastings District Heritage Study* did not identify any places apart from those listed in Section 4.1.2
 - In addition, the restricted nature of the works being localised to areas of prior disturbance suggests that it is unlikely that unidentified heritage places will be discovered.

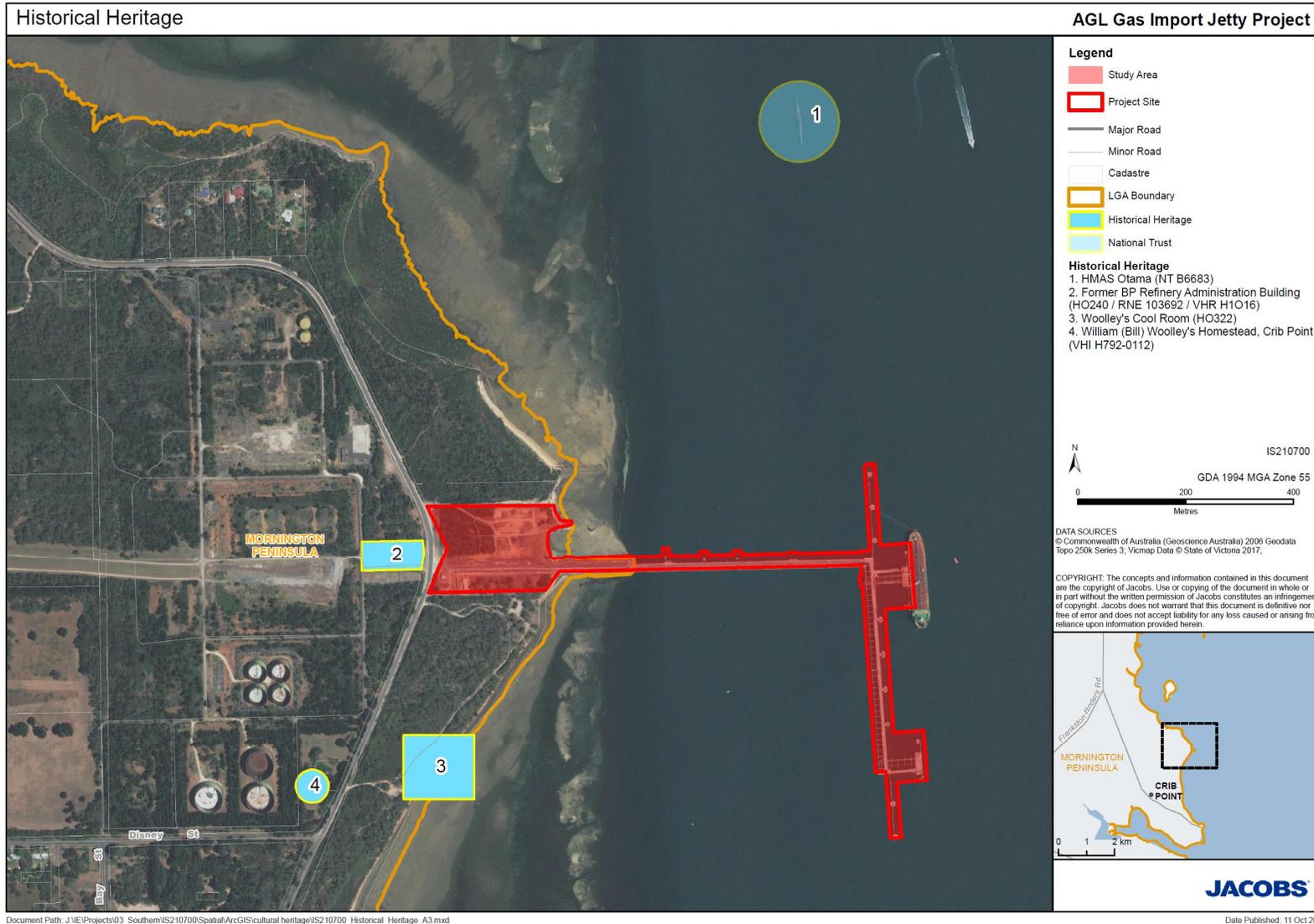


Figure 4.7 : Location of historical heritage places within/near the study area

4.2 BP Administration Building

As an important historical heritage place, and due to its close proximity to the study area, further details of the building are provided below.

4.2.1 Statement of significance

The former BP Refinery Administration Building at Crib Point was built in 1965 by Van Driel Pty Ltd to a design by architect Don Hendry Fulton. The building features a brick ground floor mounted on a low plinth, a cantilevered glass curtain wall on the first floor overhung by cornice-like eaves and an enclosing colonnade. It was awarded the 1966 RVIA Victorian Architecture Medal.

The remarkably intact building, combining the disciplined structure and detail of classical composition with a distinctive temple-like roof form, stylistically represents a shift away from the strict tenets of the International Style. Austere, rational and elegant, the building is an extraordinary example of Don Hendry Fulton's designs which also included buildings for remote company towns, laboratories and prefabricated buildings for the scientific bases at the Antarctic.

The building demonstrates creative accomplishment and outstanding craftsmanship through its innovative and functional design space. It is particularly noteworthy for its use of a repetitive rhythm of columns, its curved cantilevered first floor, its innovative alternative ventilation system for the first floor windows and the overall reliance on carefully considered proportions and detailing.

Commissioned by BP Australia Ltd as the flagship for its second refinery in Australia, the building has a strong association with BP, a major petroleum company, first established in Australia in 1920. It demonstrates the desire of the company to create a high quality corporate image against the backdrop of an industrial plant.



Figure 4.8 : Former BP Refinery Administration Building SOHE 2008 (Source: Victorian Heritage Database 2008)

5. Impact assessment

5.1 Proposed Activities

The proposed works include the construction of Jetty Infrastructure comprising:

- High pressure gas unloading arms
- A high pressure gas flowline mounted to the jetty and connecting to a flange on the landside component to allow connection to the Pipeline Project
- A firefighting system.

The Project's permanent footprint within the landside component, will comprise of the extended gas flow line from the jetty to a flange, connecting it to the natural gas transmission pipeline. During the construction phase a temporary construction laydown area, staff facilities/amenities and vehicle parking will be located within the landside component.

5.2 Former BP Refinery Administration Building

The extent of works does not cross The Esplanade, and does not enter the curtilage boundary of the BP Administration Building. Should the extent of works change to intrude upon the boundary of the heritage place, then a Permit from Heritage Victoria would need to be granted under section 102 of the *Heritage Act 2017* prior to any works proceeding.

While the study area is situated outside the VHR heritage boundary of the Administration Building, there is the potential for indirect impacts from construction of infrastructure across the road. Care will need to be taken to ensure that the method of construction and details of the proposed works will not lead to damage from vibration, and from dust and construction materials blowing onto the Administration Building.

5.3 Other Heritage Places in Proximity

Due to the distance between the study area and the other historical heritage places identified in the vicinity of the study area, there are unlikely to be any impacts on Woolley's Cool Room (HO322), William (Bill) Woolley's Homestead (VHI H7921-0112), or *HMAS Otama* (NT B6683). As such, there is not likely to be extensive or major effects on any listed heritage places. The Project therefore is not likely to trigger the need for a referral under the *Environment Effects Act 1978*.

5.4 EPBC Act

The assessment has determined that there are no places within or in proximity to the study area on the CHL, NHL, or WHL. The action is not likely to impact on the heritage value of places and therefore in this regard does not trigger the requirement for referral under the EPBC Act.

6. Management and Mitigation

To avoid any direct impact to the Former BP Refinery Administration Building (VHR H1016/HO240/RNE 103692), which is located 29 metres to the west of the nearest point on the current study area, works must not take place within the heritage place boundary. Should works need to take place within this boundary, then a Permit from Heritage Victoria would need to be granted under Section 102 of the *Heritage Act 2017* prior to works proceeding. Due to the complexity and statutory timeframes involved in acquiring a Permit for a place on the Victorian Heritage Register (VHR), it is recommended that all works, including all associated activities such as stockpiling and other construction activities, avoid the VHR boundary of the Former BP Refinery Administration Building.

In order to minimise the potential for impacts from vibration, an assessment of the proposed methods of construction should be undertaken in accordance with the Victorian EPA Noise Control Guidelines (Publication 1254, Oct. 2008) and Environmental Guidelines for Major Construction Sites (Publication 480, Feb. 1996). A special assessment of vibration risks may be needed, such as for pile-driving or work structurally connected to sensitive premises. To minimise the potential for impacts from construction dust and materials on the Administration Building appropriate dust control measures should be put in place in accordance with Environmental Guidelines for Major Construction Sites (Publication 480, Feb. 1996).

7. Conclusion

This historical heritage desktop assessment found the only heritage place with the potential to be subject to heritage impacts is the Former BP Refinery Administration Building (VHR H1016/HO240/RNE 103692). There are no places within or in proximity to the study area on the CHL, NHL, or WHL. The assessment has determined that the action is not likely to impact on the heritage value of places and therefore in this regard does not trigger the requirement for referral under the EPBC Act. This assessment has also determined that the Project is not likely to have extensive or major effects on any listed places under the *Heritage Act 2017*. The Project therefore is not likely to trigger the need for a referral under the *Environment Effects Act 1978*.

While the Project Site is situated outside the VHR heritage boundary of the Former BP Refinery Administration Building, care will need to be taken to ensure that the method of construction and details of the proposed works will not lead to damage from vibration, and from dust and construction materials blowing onto the Administration Building.

To avoid any direct impact to the Former BP Refinery Administration Building, works must not take place within the heritage place boundary. Should works need to take place within this boundary, then a Permit from Heritage Victoria would need to be granted under 102 of the *Heritage Act 2017* prior to works proceeding. Due to the complexity and statutory timeframes involved in acquiring a Permit for a place on the Victorian Heritage Register (VHR), it is recommended that all works, including all associated activities such as stockpiling and other construction activities, avoid the VHR boundary of the Administration Building.

In order to minimise the potential for impacts from vibration, an assessment of the proposed methods of construction should be undertaken in accordance with the Victorian EPA Noise Control Guidelines (Publication 1254, Oct. 2008) and Environmental Guidelines for Major Construction Sites (Publication 480, Feb. 1996). A special assessment of vibration risks may be needed, such as for pile-driving or work structurally connected to sensitive premises. To minimise the potential for impacts from construction dust and materials on the Administration Building appropriate dust control measures should be put in place in accordance with Environmental Guidelines for Major Construction Sites (Publication 480, Feb. 1996).

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