

LatrobeCity

Morwell

Activity Centre Background Report

Planning Context Report



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1 Introduction

Latrobe City Council is developing an activity centre plan for the Morwell CBD. The plan is intended to provide guidance for both land use planning and urban design within the central business district of Morwell over the next 15 years.

The Morwell Activity Centre Plan (MACP) aims to plan for and develop a shared vision for the Central Business District (CBD) of Morwell and to identify the type and scope of change projected over time. The plan will help manage, influence and facilitate change within the Morwell CBD.

It is important before beginning any such plan to develop a sound understanding of the existing context. This report examines the statutory and strategic planning context of the Morwell CBD and specifically identifies other matters which will either need to be considered, or will exert an influence on the CBD of Morwell, over the next 15 years. It forms part of a suite of background reports which will inform the development of the MACP.



Photo: Morwell CBD: travelvictoria.com.au

2 Study area

2.1 Regional context

Morwell is a large township, within the Gippsland region of eastern Victoria and is approximately 150 kilometres east of Melbourne. Morwell is located within the Latrobe City Council local government area and serves as a sub-regional retail centre. The town forms part of the Latrobe City ‘networked city’, and is the designated government and industry centre.

Figure 1 Regional Context Map

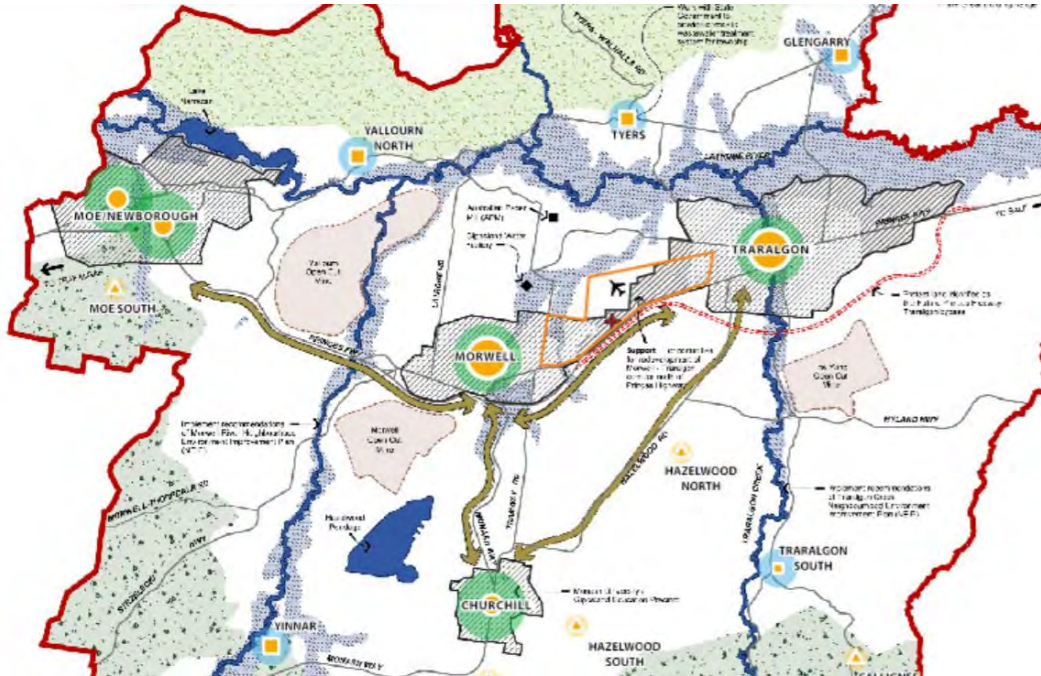


Morwell is located on the main train line to the east of Melbourne, known as the Bairnsdale line. Morwell is a designated Transit City, under State government guidelines. This ‘Transit City’ designation is explicit within Melbourne 2030 where Moe-Morwell-Traralgon, along with Warragul, forms the ‘Latrobe Warragul Transit City’. Notwithstanding the ‘network city’ concept, it remains Council policy that each town grow in its own right and maintain a 10-15 year supply of urban land.

Morwell is part of Gippsland’s regional city under the Gippsland Regional Growth Plan where urban and population growth and regional infrastructure and service investment are encouraged.

2.2 Local context

Morwell is the central town to Latrobe City and has a population of 13,700 (2016 Census). To the north of Morwell are the Latrobe River and the foothills of the Great Dividing Range, to the south are the Strzelecki Ranges and Churchill. To the east of Morwell is Traralgon and to the west are Moe and Melbourne.



Morwell has two retail centres, the traditional town centre and Mid Valley Shopping Centre to the east. The traditional town centre is the focus of this plan.

The CBD has retained a relative compact shape and has a strong grid pattern of wide streets, with Buckley Street to the North, Chapel Street and Hoyle Street to the east, Hazelwood Road and Collins Street to the west forming the main boundaries of the CBD.

The Gippsland regional railway dissects the CBD, effectively dividing the centre into two separate precincts: a northern precinct and a southern precinct. Although the two halves are connected by an underpass, the main retailing centre is located south of the railway line while shops on the northern side cater primarily for office and service business.

The western entrance to the southern precinct lays the spectacular Morwell Centenary Rose Garden, a rose filled parkland of over 2 hectares and showcases over 3500 roses. Further south west is the Morwell Recreation Reserve, which is currently being redeveloped as Gippsland’s AFL Centre for Excellence; having the ability to host AFL and AFLW level matches.

The CBD is generally surrounded by residential land to the north, south, east and west. Morwell, combined with Traralgon, is identified as the primary population centre by the Strategic Framework Plan. The majority of new residential estates in Morwell are located to the north, north-west and north-east of the town centre.

Figure 2 Morwell Activity Centre Plan - Study Area

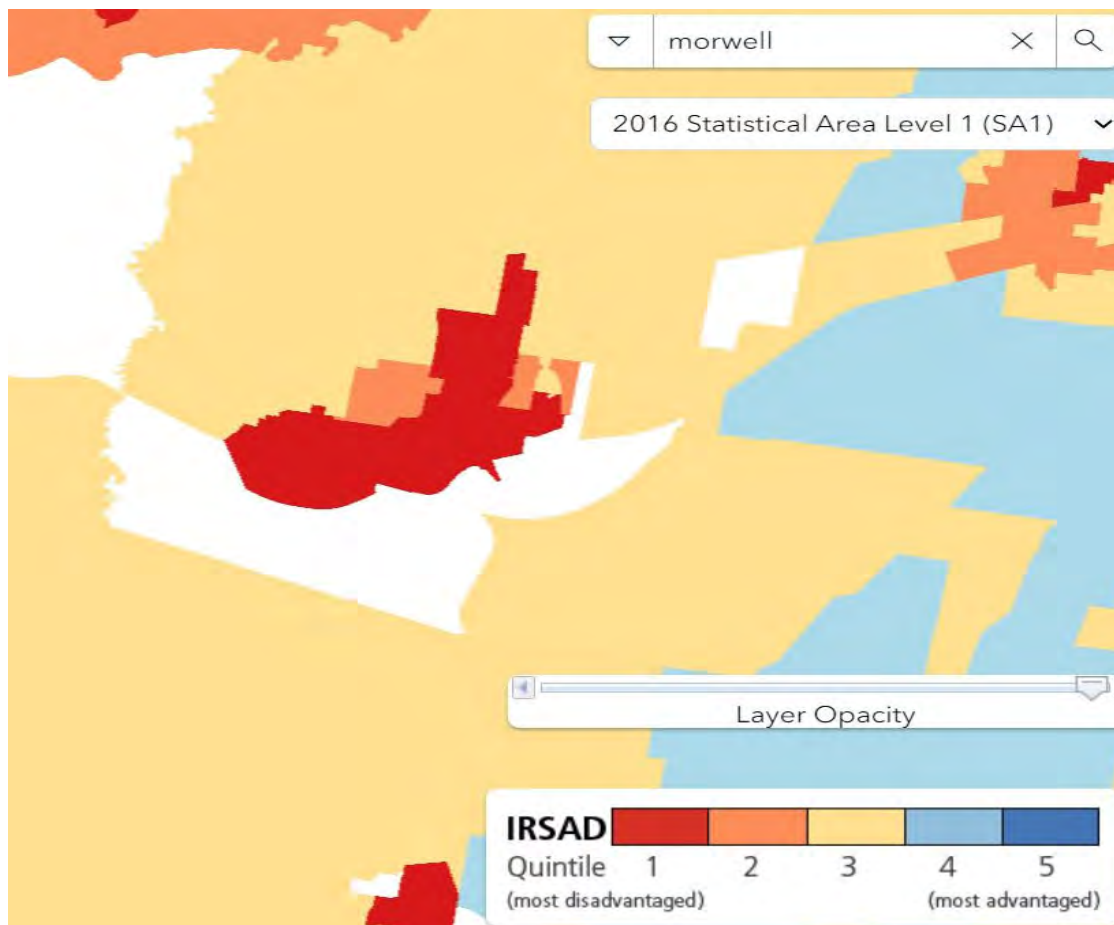


2.3 Population Profile and Projections

Quick Statistics

- The median age of Morwell residents is 43 years.
- 49.2% are male and 50.8% are female.
- 2.5% identify as Aboriginal and/or Torres Strait Islander people.
- 73.7% were born in Australia.
- 11.9% reported having completed Year 12 as their highest level of educational attainment, 19.7% had completed a Certificate III or IV and 6.0% had completed an Advanced Diploma or Diploma.
- 47.1% work full time.
- Average of 2.1 people per dwelling.
- Median weekly income is \$470.
- There is a high percentage of unemployment 14.5% (Morwell is identified as one of the most disadvantaged socio-economic areas by Socio-Economic Indexes for Areas (SEIFA) 2016).
- 35.6% own their dwelling outright, 26.2% own their dwelling with a mortgage and 33.5% rent.

Figure 3 SEIFA 2016 Relative Socio-economic Advantage and Disadvantage



Historic Population Trends

Over the ten years from 2007 to 2017 Latrobe City's population increased by approximately +3,870 persons, equating to average growth of +390 persons or +0.5% per annum as shown in Table 1 below. In contrast, Regional Victoria's average annual population growth was significantly higher at +1.2% for the same period.

Table 1 Historic Population Trends 2007-2017

Category	2007	2012	2017	Av. Annual Change 2007-2017 (No.)	Av. Annual Change 2007-2017 (%)
Morwell	13,980	14,270	14,010	+0	+0.0%
Latrobe City	71,050	73,760	74,920	+390	+0.5%
Regional Victoria	1,311,760	1,384,590	1,477,870	+16,610	+1.2%

Source: ABS Estimated Residential Population (Cat: 3218.0)

In 2017, the Morwell Region's population was 14,010 persons which has remained relatively stable over the 10-year period from 2007 to 2017.

A range of factors have contributed to Morwell's lack of population growth, including the closure of large employment industries, non-development of approved residential growth areas and infrastructure servicing.

Population Forecasts

Latrobe City's population is forecast to increase from 75,140 persons in 2018 to 83,860 persons by 2033, representing an increase of +8,720 persons. Average growth per annum for the municipality over the 15 years is forecast to be 0.7% per annum, slightly above the long-term historic trend of 0.5% per annum between 2007 and 2017.

The population in Morwell is forecast to remain relatively constant between 2018 and 2023, and is forecast to experience moderate population growth. Morwell's population is forecast to increase to 14,770 persons by 2033 persons (see Table 2).

Although Morwell offers access to services, affordable housing and relative proximity to metropolitan Melbourne by virtue of VLine (regional rail service) and the Princes Highway, the potential for future population growth relies on the following:

- The extent to which property development can work as a catalyst for rejuvenation.
- Land releases and the availability of trunk infrastructure to support development.
- Actively promoting opportunities and attracting new investment.
- Potential investment in 'region shaping' public infrastructure such as high-speed rail.

Population forecasts for Latrobe City are shown in Table 2 and take into consideration forecast growth rates from the State Government’s official population projections *Victoria in Future 2016*, which have been rebased to reflect the latest Estimated Residential Population (ERP) release by the ABS (Cat: 3218.0).

Table 2 Future Population Growth Trends 2018-2033

Category	2018	2023	2028	2033
Population (No.)				
Morwell	13,960	13,970	14,350	14,770
Latrobe City	75,140	77,100	80,350	83,860
Regional Victoria	1,490,630	1,577,660	1,667,570	1,761,560
Av. Annual Change (No.)				
Morwell		+0	+80	+80
Latrobe City		+390	+650	+700
Regional Victoria		+17,410	+17,980	+18,800
Av. Annual Change (%)				
Morwell		+0.0%	+0.5%	0.6%
Latrobe City		+0.5%	0.8%	0.9%
Regional Victoria		+1.1%	1.1%	1.1%

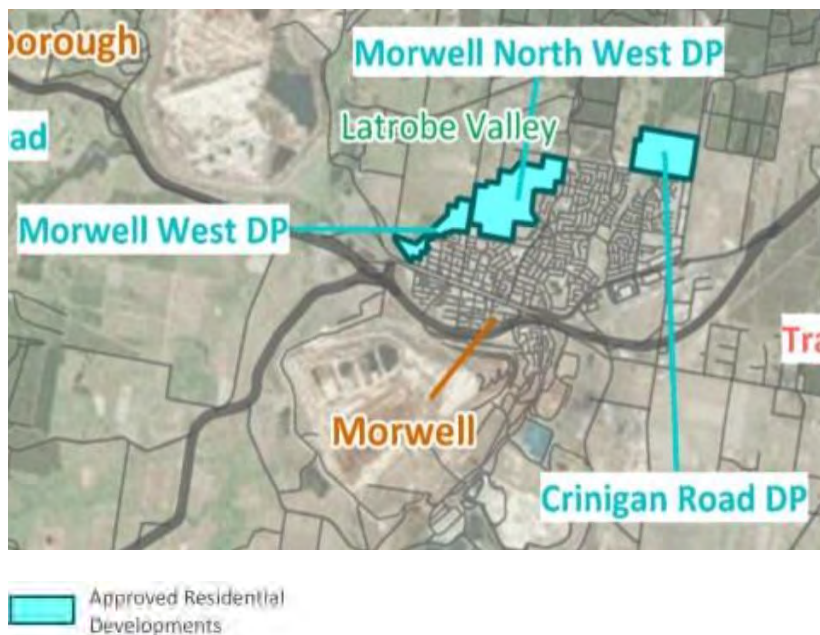
Source: ABS Estimated Residential Population (Cat: 3218.0) and Victoria in Future 2016 (DELWP)

Future Residential Growth Areas

Morwell currently has three (3) future residential growth areas (see Figure 4 below). All three growth areas have approved Development Plans:

- Morwell West Development Plan
- Morwell North West Development Plan
- Crinigan Road Development Plan

Figure 4 Morwell Residential Growth Areas



As shown in Table 3 below, Morwell has a capacity of some 2522 lots or 5295 persons when fully developed – assuming an average of 2.1 persons per lot (ABS 2016). This is more than adequate to service Morwell over the next 15 years, however getting the land to market has its challenges.

Some residential development has occurred at the Morwell North West Development Plan area (Heritage Boulevard), however infrastructure servicing issues (water) are holding up the further development of this area.

The Morwell West Development Plan area has had some residential development.

The Crinigan Road Development Plan has had no development to date. Infrastructure servicing to the area has been problematic, in additions amendments are required to the development plan due to revised bushfire policy.

Table 3 Future Residential Growth Areas in Morwell

Development Plan	Lot Yield	No. of Persons	Status
Morwell West	457	959	Developing, currently 51 lots released and 77 lots under construction
Morwell North West	1,280	2,688	Developing, currently 144 lots released and 16 lots under construction
Crinigan Road	785	1,648	No Development
TOTAL	2522	5295	

Outside of the greenfield areas outlined above there is limited opportunity for Morwell to expand its residential offering. This is predominately due to the coal and amenity constraints from Hazelwood Open Cut to the south and the Yallourn North Open Cut to the east and the Odour Amenity Buffer from the Australian Paper Mill to the north (see Figure 13 Constraints Map and further discussion in Section 7 of this report).

Population growth post the identified greenfield areas will most likely take the form of infill development and urban renewal. The recently completed Amendment C105 (Live Work Latrobe) which introduced a new Housing Strategy for Latrobe, including Housing Framework Plans for each township which provide direction regarding the extent and location of future growth and housing change. The Morwell Housing Framework Plan identified that the area contained within the Transit City boundary to the north to be rezoned to Residential Growth Zone 3 which facilitates development of smaller housing types comprising apartments, shop-top housing, townhouses and units to maximise access to activity centres, services, transport and infrastructure. There are also opportunities for infill development within the south precinct, however these are limited due to proximity to the Hazelwood Open Cut Mine and amenity impacts.

3 Policy and Strategic Context

This section of the report provides a summary of relevant strategies and policies relating to the facilitation of the development of the MACP.

3.1 State Policy

Plan Melbourne 2017-2050

Plan Melbourne outlines several key concepts for planning the future of Melbourne and recognises the role of regional centres in contributing to Victoria's long-term prosperity. As growing pressure to accommodate an increasing population is placed on Melbourne's limited space and resources, the ability of regional centres that are well-connected and within viable commuting distances of capital cities to offer alternate housing and employment opportunities is recognised.

Continuing to invest in regional Victoria will support housing and economic growth, enhance social and economic participation and grow strong, healthy communities.

Growing regional cities will have stronger local labour markets and be better placed to sustain local employment as well as regional scale services such as hospitals and universities. They will also provide Victorians with more choices about where they want to live and work.

Creating high-quality freight and passenger transport connections between Melbourne and regional Victoria, and interstate and overseas, will also facilitate the growth and competitiveness of the regions. To achieve this aim, transport travel times between regional cities and central Melbourne need to be cut substantially.

Development in regional Victoria will need to be in keeping with the character, attractiveness and amenity of individual cities and towns. It will also need to be balanced with protecting productive land, economic resources and biodiversity assets that are critical to the state's economic and environmental sustainability.

Plan Melbourne identifies the following directions which are considered relevant to Latrobe City:

Outcome 7 – Regional Victoria is productive, sustainable and support jobs and economic growth.

- Direction 7.1 - Invest in regional Victoria to support housing and economic growth.
 - Policy - Stimulate employment and growth in regional cities.
- Direction 7.2 - Improve connections between cities and regions.
 - Policy - Improve transport and digital connectivity for regional Victoria.
 - Policy - Strengthen transport links on national networks for the movement of commodities.

Plan Melbourne notes that key to attracting growth to the Gippsland region will be optimising development potential through major infrastructure planning and strategic investment whilst protecting the region's natural assets. Infrastructure that further supports connectivity between regions, key gateways and transport routes will support the development of new and existing industries and contribute to employment generation.

3.2 Regional Policy

Gippsland Regional Plan 2015-2020

The Gippsland Regional Plan (GRP) is a long-term strategic plan for improving economic, social and environmental outcomes for the Gippsland region and its community, and responding to the most significant challenges and opportunities for the region over the next ten to twenty years.

The development and implementation of the GRP brings together all levels of Government and business, as well as a wide range of agencies and community organisations. The GRP provides a framework from which priority projects and initiatives that will drive improved regional capability are identified, agreed, and advocated for.

The Strategic Themes are:

1. Economic Prosperity
2. Education and Community Wellbeing
3. Natural Environment Stewardship
4. Connectivity

Each Strategic Theme includes Objectives that identify desired outcomes relevant to the theme. Strategic Priorities then identify the areas of activity needed to achieve those Objectives. This framework of Objectives and Strategic Priorities provides a platform from which relevant projects and initiatives can be identified, agreed, prioritized and implemented.

The GRP reinforces the recognition of Latrobe City as Gippsland's Regional City, consisting of Moe, Morwell, Traralgon and Churchill, highlighting its function as a collective urban system or networked city.

Gippsland Regional Growth Plan 2014

The Gippsland Regional Growth Plan (GRGP) provides direction for land use and development across regional Victoria, providing more detailed planning frameworks for key regional cities and centres. There are eight Growth Plans for the regional areas throughout Victoria, complementing the metropolitan planning Strategy *Plan Melbourne*, acknowledging the interdependence of urban settlements and facilitating their growth as a networked, 'state of cities'.

The GRGP recognises Latrobe City's importance to Gippsland, as the regions only regional city, it is seen as a collective urban system or 'networked city'. This is consistent with the policy approach of "a state of cities" which is articulated within Plan Melbourne. The GRGP seeks to promote the continued growth for Latrobe City as the Regional City of Gippsland, as follows:

"As Gippsland's regional city, Latrobe City will be a focal point for growth, infrastructure and service investment. Growth will be planned in a way that integrates the four centres so that they function as a single urban system. This will provide a focus for future regional investment and support continued growth in the Princes Highway corridor, including the regional centres of Warragul, Sale and Bairnsdale.

To establish a connected regional city, planning across the four centres will allow for the right type of growth in the right locations for residential, industrial and commercial development. Efficient and reliable transport between the four centres will be critical to ensure access and connectivity".

The GRGP identifies that the region has aspirations to diversify from a coal region to a region that produces low emissions energy resources and technology; and from an agricultural commodities region to a region that increasingly value-adds to its commodities for domestic and export markets. In particular, the region wants to grow its food production capacity. In comparison to other regions, Gippsland's road and rail infrastructure connections to Melbourne's port and airports have less capacity. Growing new markets for low emission energy resources and food will therefore rely upon strong partnerships and investment by the State Government to improve freight and logistics services and upgrades to water infrastructure.

Refer to Gippsland Regional Growth Plan, Figure 5.

Figure 5 Gippsland Regional Growth Plan



SETTLEMENTS

- Regional city - Latrobe City*
 Regional centre
 Town
 Small town
 *Latrobe City is the grouping of Taralgon, Moe, Moe and Churchill
- Promote growth
 Support growth
 Sustainable change
 Designated identified growth centre in Plan Melbourne⁽¹⁾
- Sub regional network
 Areas within 100 km of central Melbourne
 Melbourne's urban area

(1) Plan Melbourne (Chapter 6 – State of Cities) identifies Warragul/Troun, Warragul and Leongatha as peri-urban towns with potential to attract housing and population growth out of Melbourne

CONNECTIVITY AND TRANSPORT

- Networks supporting movement and access
 Potential freight and logistics precincts
- Key road corridor
 Key rail corridor
 Arterial road (insert map only)
 Airport
 Port

ECONOMIC DEVELOPMENT

- Food manufacturing hubs
 Key agriculture and forestry land
 Macalister Irrigation District
- Brown coal reserves
 Power station
 Longford gas plant
 Australian Paper Maryvale
- Organic recycling facility
 University
 Hospital
 Fishing port

STRATEGIC TOURISM INVESTMENT AREAS

- Phillip Island
 Bunurong Coast
 Wilsons Promontory National Park
 Tarra-Bulga National Park
- Australian Alps
 Gippsland Lakes
 Croajingolong National Park

ENVIRONMENT

- Areas containing high value terrestrial habitat
 Public land
 Lakes
 Rivers

3.3 Planning Policy - State and Local

Amendment VC148 (gazette 31 July 2018) introduced a new Planning Policy Framework to all Victorian Planning Schemes, enabling the introduction of a Municipal Planning Strategy (MPS) and a simplified Victorian Planning Provisions (VPP) structure (also known as Planning Policy Framework (PPF)). Latrobe City Council completed Amendment C122 in May 2021 to implement the new framework into the Latrobe Planning Scheme.

Latrobe Planning Scheme

The Latrobe Planning Scheme now consists of the:

- Municipal Planning Strategy (MPS) - Local Planning Policy which provides an overview of important local planning issues and sets out the vision and strategic directions for future land use and development for Latrobe:
 - Clause 02.01 Context
 - Clause 02.02 Vision
 - Clause 02.03 Strategic Direction
 - Clause 02.04 Strategic Framework Plans
- Planning Policy Framework (PPF) – which combines State, regional and local policy. Local and regional policy must be consistent with State policy.

Municipal Planning Strategy (MPS)

Clause 02.02 Vision

This Clause identifies Council's Vision, based on the 2017-2021 Council Plan.

The Council Plan identifies 5 key objectives as follows:

- Support job creation and industry diversification to enable economic growth in Latrobe City.
- Encourage improved education & training outcomes in Latrobe City.
- Improve the liveability and connectedness of Latrobe City.
- Provide a connected, engaged and safe community environment, which is improving the well-being of all Latrobe City citizens.
- Grow the civic pride of our municipality and solidify Latrobe City's image as a key regional city.

Clause 02.03 Strategic Directions and 02.04 Strategic Framework Plans

Clause 02.03 and 02.04 identify the major strategic directions for the municipality. The Strategic Framework Plans represents the interdependencies between existing land use and development patterns, settlement hierarchy, extent of infrastructure, environmental assets and hazards. The framework plan advocates for future growth commensurate with access to services, infrastructure, transport, natural resource management and the acknowledgement of environmental risks and hazards.

Figure 6 Latrobe Strategic Framework Plan



Clause 02.03 Strategic Direction

Settlement

Churchill, Moe-Newborough, Morwell and Traralgon together form a 'networked city' where each town provides services and facilities to meet the needs of the community.

Traralgon and Morwell form the primary population centre in Latrobe, supported by Churchill and Moe-Newborough. Transport corridors form key elements of the networked city. The Morwell to Traralgon Employment Corridor's gradual development over the next 20 years will link Morwell and Traralgon together to form a continuous urban area.

Each town has developed its own function, with Traralgon as a regional retail centre; Morwell as a centre for government offices and industry; Moe-Newborough as a service centre and Churchill as a university town.

Morwell accommodates transport and government services, as well as manufacturing, power and other industrial activities. Morwell has two Sub Regional Retail Centres, the traditional Primary Activity Centre and Mid Valley shopping centre to the east. Major industry is located and established in and around Morwell, with significant opportunity to locate large format heavy industries to the south of the Princess Highway. Industrial zoned land to the east of the township has access to infrastructure that supports high level research, manufacturing, food processing, service industry and transport/distribution capabilities.

Council's settlement planning seeks to:

- Integrate the four centres of Churchill, Moe-Newborough, Morwell and Traralgon to support them functioning as a single urban system by:
 - Promoting growth in Traralgon-Morwell as the primary population centre, serving as the dominant residential, commercial and retail node.
 - Promoting growth in the Morwell to Traralgon Employment Corridor to provide a range of development opportunities for health, aviation, industrial, commercial and residential uses.
 - Promoting growth in Moe-Newborough and Churchill as supporting network towns, serving as secondary urban centres.
- Strengthen Traralgon's role as the Regional Retail Centre for Gippsland.
- Support Morwell as a key industrial and government office centre.
- Support Moe-Newborough's role as a key service centre and a peri-urban lifestyle option near Melbourne.
- Support Churchill's role as a University town.
- Support growth in district towns that reinforces their role as key retail and service centres for a moderate population base and the hinterland.
- Support growth in small towns to provide a limited range of services for residents and the surrounding rural areas.
- Facilitate the growth of towns to be commensurate with access to services, infrastructure, transport and the protection of natural resources.

Activity Centres

Latrobe City is the retail and regional service centre for Gippsland. Retail services provide the second highest level of employment in Latrobe City providing close to 4,000 jobs.

The Latrobe City Retail Centre Hierarchy outlines specific roles and functions for retail centres. A key role of the hierarchy is the promotion of a local retail network in which individual centres complement one another with respect to their retail offer, rather than directly compete for trade.

Morwell is identified as a Subregional Retail Centre. Subregional Retail Centres serve a broad surrounding region, although not as large as a regional centre. They provide a full range of convenience and comparison retailing. Sub-regional centres can also provide a range of non-retail uses such as community and recreation facilities and offices.

Councils objectives are to:

- Support the development of a network of activity centres that satisfy a range of local and regional retail, entertainment, commercial, government and community service needs in accordance with the Latrobe City Retail Centre Hierarchy.
- To facilitate the growth and viability of Latrobe's Activity Centres.
- Create vibrant, high quality, walkable, safe and active retail areas.

Heritage

Planning for heritage seeks to:

- Protect places of heritage, cultural and social significance.

Housing

Planning for housing seeks to:

- Encourage a substantial increase in housing density and diversity to maximise access to existing services, transport and infrastructure in Substantial Change Areas.
- Promote opportunities for infill development in all main urban settlements as a priority.
- Provide aged care facilities within residential growth areas close to Neighbourhood Activity Centres.

Economic Growth

Planning for economic growth seeks to:

- Enable the community to prosper from the transition to a low carbon future by supporting the diversification of employment opportunities.
- Encourage alternative energy industries, including renewable energy and clean coal in locations with convenient access to existing energy distribution infrastructure.
- Facilitate the growth of service sector jobs targeting regional health services, tertiary education, retail, entertainment and government administration.

Industry

Planning for industry seeks to:

- Develop the Morwell – Maryvale Industry Growth Corridor as the main industry growth area of Latrobe.
- Facilitate the supporting role that industrial land in Moe, Churchill and Traralgon play in Latrobe's industrial development.
- Support the retention of buffers between industrial and sensitive use areas where amenity is impacted.

Transport

Planning for transport seeks to:

- Facilitate expansion of public transport options in growth areas and integrate it with other modes of travel.
- Consolidate urban areas to provide for shorter travel distances, walking, cycling and access to public transport.
- Facilitate infrastructure that encourages alternative transport options including walking and bicycle transport options.

Freight

Planning for freight seeks to:

- Develop an intermodal terminal and logistics precinct at the Gippsland Logistics Precinct that supports increased efficient handling of freight through rail.
- Encourage road, rail and air freight capabilities that connect to regional and national networks.

Infrastructure

Planning for infrastructure assets seeks to:

- Protect infrastructure assets from encroachment of development that would compromise their efficient functioning and safety.
- Manage land use and development in the vicinity of the pipelines to minimise risks to human life and the functional operation of the pipelines.

Community Infrastructure

Planning for community infrastructure seeks to:

- Support a range of health, social and recreational facilities including the expansion of educational facilities.
- Support hubs of integrated community services.
- Encourage community facilities to locate in or near activity centres and be accessible by public transport.

Open Space

Planning for open space seeks to:

- Design public open spaces so they are accessible and can be used by people of all abilities, ages and interests.
- Encourage the provision of a connected open space network that extends from urban to rural areas and has both north-south and east-west linkages.
- Encourage the development of linear parks, habitat corridors and linkages between key open spaces, community destinations and employment precincts to improve connectivity.
- Extend open space corridors along major waterways where open space linkages can be achieved.

Development Infrastructure

Planning for development infrastructure seeks to:

- Align development with the delivery of key infrastructure items and economic and employment growth.
- Encourage a consistent approach to the design and construction of infrastructure across the municipality.

Planning Policy Framework

Relevant local policy:

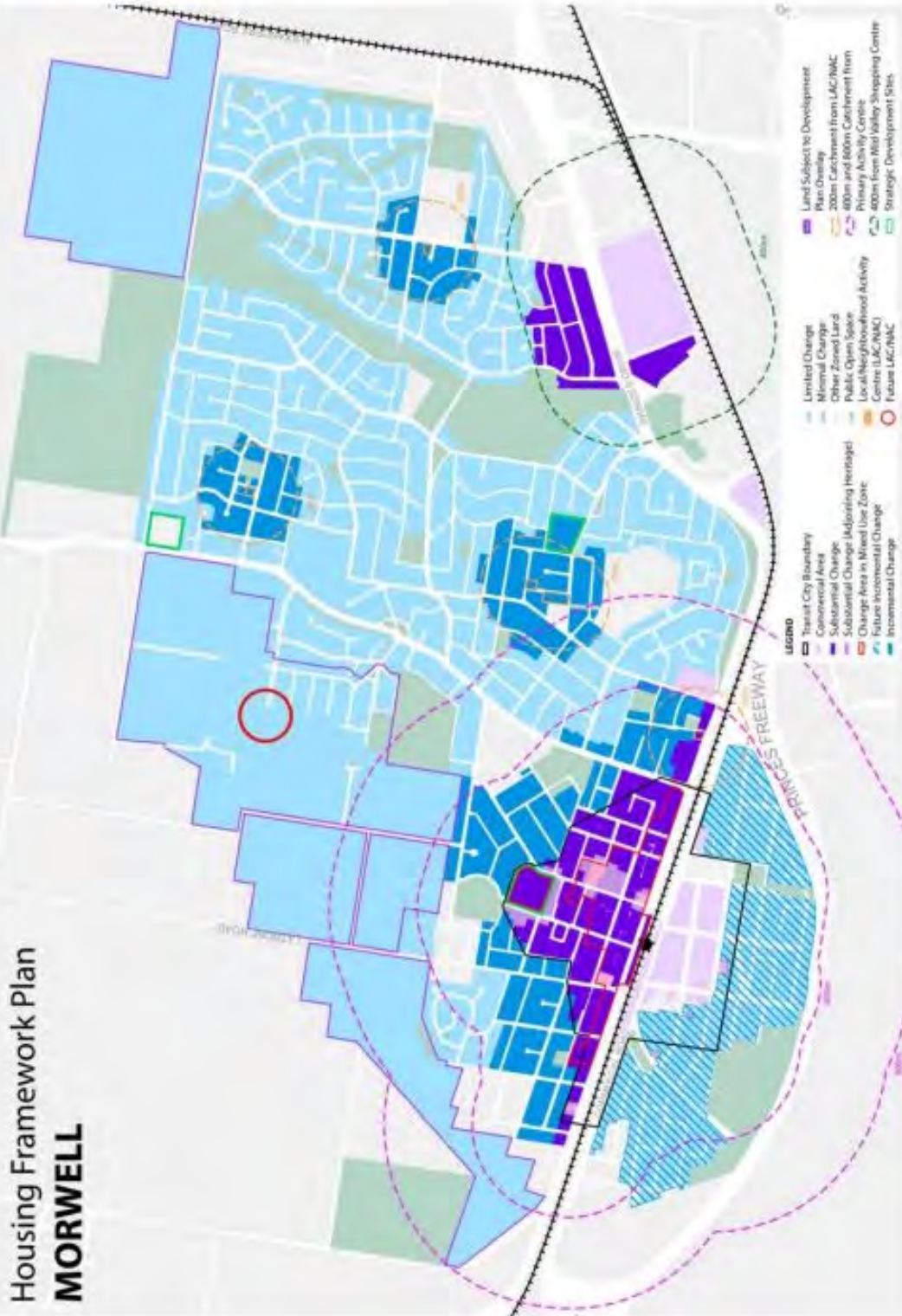
Clause 11.01-1L Latrobe settlement patterns

Structure Plans for the Main Towns of Churchill, Moe, Morwell, Traralgon have been prepared to direct future growth and assist each area to develop its own unique character through consolidating development within their Activity Centres, incremental urban infill and logically staged urban expansion. In addition, a structure plan has been prepared for the area between Traralgon and Morwell called the Traralgon to Morwell Structure Plan which can be found at Clause 11.03-2L.

The Morwell Structure Plan (Clause 11.01-1L- 4MO) seeks to, in regards to activity centre planning:

- Encourage retail, office and residential mixed-use developments within Morwell Primary Activity Centre (MTSP Area 4) and Mid-Valley Primary Activity Centre (MTSP Area 10).
- Discourage retail and office development outside of the Morwell Primary Activity Centre (MTSP Area 4), Mid-Valley Primary Activity Centre (MTSP Area 10) and Princes Drive, Morwell (MTSP Area 6).

Morwell Housing Framework Plan



Clause 11.03-1L Activity Centres

- Facilitate major office and institutions within the primary activity centre of Morwell.
- Establish Neighbourhood and Local Activity Centres in Traralgon, Morwell, Moe, Churchill as outlined in the Traralgon Town Structure Plan, Morwell Town Structure Plan, Moe-Newborough Town Structure Plan and Churchill Town Structure Plan in Clause 11.01-1L.
- Discourage the establishment of new centres unless:
 - There is demand to sustain its viability.
 - Its establishment will not detrimentally affect existing centres, particularly existing main town neighbourhood and small town retail centres.

Clause 12.01-1L Protection of biodiversity

- Adopt the precautionary principle where there are threats of environmental damage, such as damage or destruction of habitat.
- Protect habitats that contain indigenous flora and fauna, particularly where those species are threatened.
- Retain native vegetation on roadsides, waterways and public and private land to facilitate healthy habitats to improve biodiversity.

Clause 14.01-1L Urban Design

- Encourage built form that provides and enhances passive surveillance.
- Encourage all retail outlets to provide active street frontages, including low level signs to street frontages and minimising blank walls to street facades.
- Improve the visual appearance of key transport routes, main road approaches to urban centres, streets and town entrances through urban design and landscaping in accordance with the Latrobe City Council Urban Design Guidelines (Latrobe City, 2019).
- Support the upgrade of degraded areas (including commercial and industrial land), in particular at town entrances and primary transport routes, in accordance with the Latrobe City Council Urban Design Guidelines (Latrobe City, 2019).

Clause 15.02-1L Energy and resource efficiency

- Encourage development to incorporate energy efficient design measures.

Clause 15.03-1L Heritage conservation

- Discourage demolition of heritage structures and trees unless the demolition will result in net community benefit.
- Design and site development so that it does not adversely affect the significance of the heritage place or any adjoining heritage place.

Clause 16.01-1L Housing Supply

- Encourage and concentrate a diverse range of housing in locations with access to community services, activity centres and public transport in accordance with the Housing Framework Plans in this Clause.

Clause 16.01-5L Residential aged care facilities

Locate specialised aged care facilities in sites that are:

- Close to retail, community and recreational facilities.
- Serviced by public or community transport.

Clause 17.02-1L Business

Direct development of restricted retail premises (homemaker precincts) to:

- Princes Drive, Morwell (Area 6 on the Morwell Town Structure Plan in Clause 11.01-1L).
- Mid-Valley Primary Activity Centre, Morwell (Areas 10 and 4 on the Morwell Town Structure Plan in Clause 11.01-1L).

Clause 17.02-2L Out-of-centre development

- Discourage the establishment of 'out of centre' large format supermarkets and retail developments, unless there is demand and existing centres would not be detrimentally affected.

Clause 17.04-1L Major attractions and commercial tourism in Latrobe City Council

- Encourage development of event related facilities to support Latrobe as a conference and major events destination.
- Facilitate tourism development, such as accommodation and hospitality, that supports visitation to Latrobe's events and attractions, including its industrial heritage.
- Encourage commercial tourist development to locate within urban areas.

Clause 18.02-1L Sustainable personal transport

- Design residential estates to include a bicycle network that links with the principal bicycle routes.
- Facilitate the expansion of cycling and pedestrian networks in all towns and between all activity centres.

Clause 19.02-4L Social and cultural infrastructure

- Develop community facilities that are multi-functional.
- Support recreation and community facilities that are compatible with the needs, character and socio-economic profile of the local area.
- Locate community centres close to schools, public transport, civic areas and parks.

Clause 19.07-2L Infrastructure design and provisions

- Provide a consistent standard of the design and construction of infrastructure across the municipality.

Clause 74 Strategic Implementation

- A planning authority must take into account the schedule to this clause when it prepares an amendment to this planning scheme.

4 Recent Planning Scheme Amendments and Projects

Amendment VC148 Planning Policy Framework (PPF) and Latrobe Amendment C122

Amendment VC148 (July 2018) implemented changes to the Victoria Planning Provisions (VPP) and planning schemes. As noted in Planning Advisory Note 71 (Department of Environment, Land, Water and Planning):

“The Amendment implements the first stage of the new Planning Policy Framework (PPF) which replaces the existing State Planning Policy Framework (SPPF). In future the PPF will, in conjunction with the new Municipal Planning Strategy (MPS), also replace the Local Planning Policy Framework (LPPF) in each scheme. The PPF enables all policy content in planning schemes to be merged into a single source.”

The MPS and PPF are intended to work together and constitute the basis of each municipality's planning scheme. Council completed Amendment C122 in May 2021 which translates the current Municipal Strategic Statement (MSS) and Local Policies into the new Planning Policy Framework introduced by the State Government through Amendment VC148.

Gippsland Line Upgrades (Amendment GC124) 2019

The Morwell Train Station was included for upgrades as part of this project. The upgrade features a second platform to enable more frequent and reliable services.

It will include accessibility and amenity improvements for better passenger journeys and the extension of the Morwell crossing loop, to enable more services and improve service reliability by giving trains more opportunities to pass each other.

Drainage structures will be upgraded on the Morwell River rail bridge, to boost resilience by replacing ageing infrastructure so trains can continue to operate safely and efficiently.

Construction on the Gippsland Line Upgrade is expected to be completed in late 2022.

In preparation for the line upgrades commuter car parking at Morwell Station has been extended to provide an additional 53 car park spaces to the west of the existing car park, additional accessible car parking and improvements to safety and security with CCTV and lighting.

Live Work Latrobe (Amendment C105) 2019

Live Work Latrobe encompassed the development of three distinct, yet complementary strategies to guide the City's long term growth and development associated with housing, industry and employment and rural land use. It provides an integrated municipal wide approach to land use planning that forms the basis for both statutory planning controls and a framework for growth, that targets investment and collaborative action with businesses, community agencies and authorities.

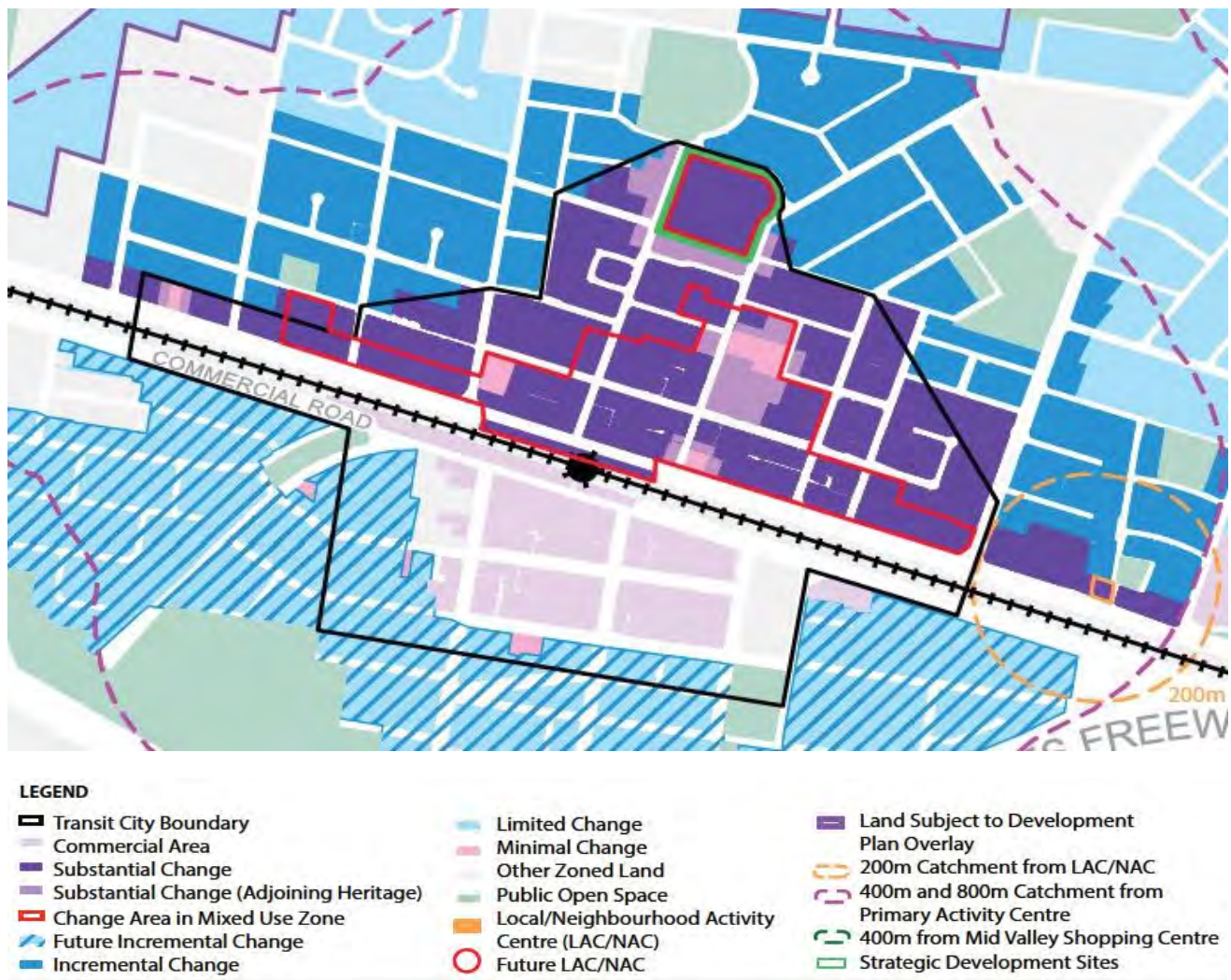
Specifically the Housing Strategy identified that 'Substantial Change Areas' should occur in areas within close walking distance of existing Principal Activity Centres. Substantial change areas encourage housing growth and diversity at increased densities to maximise access to existing services, transport and infrastructure (see Figure 7 below).

Future housing in Substantial Change Areas will generally be in the form of low scale apartments, shop-top housing, townhouses and unit developments.

Amendment C105 also included the development of Urban Design Guidelines for residential, industrial and commercial areas. The Commercial Guidelines apply to new development within Latrobe's town centres and specifically land zoned Commercial 1 Zone and Mixed Use Zone.

Amendment C105 was approved and Gazetted on 21 November 2019 and now forms part of the Latrobe Planning Scheme.

Figure 7 Morwell Housing Framework Plan



Latrobe City Council Retail Strategy (Amendment C119) 2019

Amendment C119 implements the findings of *the Latrobe City Council Retail Strategy 2019* (the Strategy). The Strategy provides the strategic basis to coordinate future planning and development of the municipality’s retail sector and activity centres.

A revised Retail Centre Hierarchy was developed for the municipality; with the Morwell CBD being defined as a Sub-Regional Retail Centre, along with Moe CBD and Mid Valley Shopping Centre.

Amendment C119 did not propose any changes to land zonings or overlays at this stage, however it did outline at Section 8.2 Zones, that:

Moe CBD south, Morwell CBD north, Churchill and Newborough will require further investigation to determine whether the current land zoning is appropriate or if an alternative zone would more adequately facilitate their proposed role as identified in the Retail Hierarchy. Potential rezoning of these retail centres,

or specific parcels of land in the centres, will need to undergo a separate investigation and this may include an Activity Centre Planning or Structure Planning process, informed by the Retail Strategy. While these areas have been identified as part of this strategy, other rezoning needs may be discovered through the undertaking of further strategic work.

Other relevant Actions for the Morwell CBD are outlined below:

- *Action 2.8 - Prepare and implement the Morwell CBD Activity Centre Plan (Action 2.8), which focuses on the revitalisation of the centre (including areas to the north of the railway line), and which consolidates recent urban design and other strategic work to provide a comprehensive up-to-date land use and development vision.*
- *Action 2.9 - Support the implementation of the recommendations from Future Morwell/Future Latrobe Valley (2017).*
- *Action 2.10 - Develop and implement an action plan for the Morwell CBD's night-time economy in order to support on-street activity at night and to provide after-hours opportunities for retailers and other service providers. This may involve events, street-fairs, pop-up bars, and other hospitality and entertainment features.*
- *Action 2.11 - Support mixed-use and office development to broaden the appeal of the centre and attract a higher level of spending available to retailers.*

Amendment C119 was approved and Gazetted on 13 August 2020 and now forms part of the Latrobe Planning Scheme.

Future Morwell Revitalisation Plan 2017

Future Morwell was a State Government funded project (Bushfire Economic Recovery Funds), which was led by Latrobe City Council, RMIT University and community members.

The project aspires to deliver five targeted initiatives to reshape Morwell in the short, medium and long term to build a healthy, liveable and resilient town in the future.

1. Urban Design Revitalisation Plan
2. Morwell Circuit
3. Morwell Town Entrances
4. Future Morwell Branding
5. Future Morwell Events

The research conducted through the production of the document identified that the planning and development of Morwell has historically been made in a piecemeal fashion, leading to physical fragmentation and a resultant disconnection of the community. Shifts in a range of external factors in the state, national and global circumstances have significantly contributed to this condition.

The aspiration of the Revitalisation Plan for Morwell recognises the need for the transition and renewal of the town that connects the physical fabric and community, gives clarity to the structure of Morwell for the present and future, and provides a guide to grow a healthy environment together.

Implementation of Stage 1 has been completed with Commercial Road Street Improvements. Commercial Road has been transformed with plantings and mini gardens, paving, new street furniture, artwork and signage.

Morwell Branding – Town of Gardens

As part of the revitalization plan for Morwell an innovative communications and place branding strategy was developed.

In essence the strategy was to assist in the revitalisation of Morwell and create a paradigm shift from a traditional power generation town into a proud town of gardens with a glorious industrial heritage. An integral part of the project was to differentiate Morwell from other surrounding Latrobe City towns focusing on its point of strength and source of community pride – the Morwell Rose Garden.

The concept of ‘Morwell the Town of Gardens’ aspires to shift the town’s identity by building on the positive qualities and characteristics of its industrial heritage.

The visual direction melts elements of nature, greenery and sustainability with industrial features in a modern, artistic and contemporary style.





5 Zones and overlays

5.1 Zones

The Morwell Activity Centre (MAC) Study Area contains a number of different zoning regimes (see Figure 8 below). The purpose and objectives of these zones are outlined below.

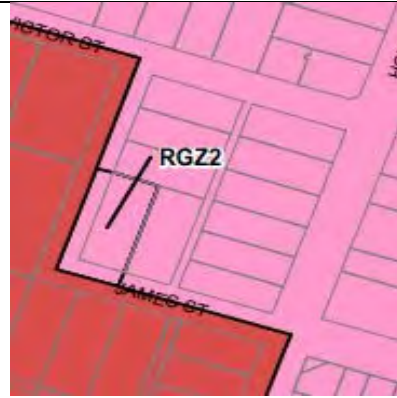
<p><u>Commercial Zones</u></p> <p>Commercial 1 Zone (C1Z)</p> <p>The purpose of the C1Z is as follows:</p> <ul style="list-style-type: none"> • <i>To create vibrant mixed use commercial centres for retail, office, business, entertainment and community uses.</i> • <i>To provide for residential uses at densities</i> 	
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<p><i>complementary to the role and scale of the commercial centre.</i></p> <p>Within the MAC this zoning covers the majority of the Study Area to the south of the railway line.</p>	
<p><u>Residential Zones</u></p> <p>General Residential Zone (GRZ)</p> <p>The purpose of the GRZ is as follows:</p> <ul style="list-style-type: none"> • <i>To encourage development that respects the neighbourhood character of the area.</i> • <i>To encourage a diversity of housing types and housing growth particularly in locations offering good access to services and transport.</i> • <i>To allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations.</i> 	
<p>The MAC contains the following schedules for land zone general residential:</p> <ul style="list-style-type: none"> • GRZ1 – Incremental Change (Five Minute Neighbourhood) <p>The GRZ1 applies to a small number of properties on the northern, eastern and western fringes of the MAC Study Area.</p> <p>The objectives of the GRZ1 are to:</p> <ul style="list-style-type: none"> • <i>To accommodate modest housing growth in the form of townhouses and units within walking distance of Activity Centres.</i> • <i>To ensure new medium density development provides a sensitive and appropriate interface with adjoining streetscapes, buildings and residential areas.</i> • <i>To ensure upper levels of buildings, are set back to minimise dominance within the streetscape.</i> • <i>Encourage walls on boundaries to be setback from the building facade to provide space for landscaping, building articulation and appearance of space between dwellings.</i> • <i>To encourage the retention and planting of canopy trees in the front setback and encourage low or open style front fences.</i> 	

Residential Growth Zone (RGZ)

The purpose of the RGZ is as follows:

- To provide housing at increased densities in buildings up to and including four storey buildings.
- To encourage a diversity of housing types in locations offering good access to services and transport including activity centres and town centres.
- To encourage a scale of development that provides a transition between areas of more intensive use and development and other residential areas.
- To ensure residential development achieves design objectives specified in a schedule to this zone. To allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations.



The MAC contains the following schedules for land zone residential growth:

- RGZ2 – Compact Living with Special Character
- RGZ3 – Morwell and Moe Transit City

The RGZ2 and RGZ3 apply to small number of properties on the northern, eastern and western fringes of the MAC Study Area.

The objectives of the RGZ2 are to:

- To provide for a compact urban form that retains a garden appearance and wide streetscape, whilst enabling increased housing density and diversity that is sympathetic to identified heritage values.
- To ensure that the design and siting of new buildings does not dominate the streetscape or compromise identified heritage character.
- To ensure upper levels of buildings are set back to minimise dominance within the streetscape.
- To ensure that the design of vehicle access points and car parking support a safe, accessible and walkable neighbourhood.

The objectives of the RGZ3 are to:

- *To facilitate development of smaller housing types comprising apartments, shop-top housing, townhouses and units to maximise access to activity centres, services, transport and infrastructure.*
- *To create an attractive neighbourhood character which allows for a compact urban form whilst retaining the appearance of wide, vibrant and vegetated streetscapes and boulevards, with spaces between buildings as they face the street.*
- *To encourage multi-storey developments on allotments of sufficient size and width to achieve required building setbacks, a garden landscape within the front setback and off street car parking.*
- *To ensure that the design of vehicle access points and car parking support a safe, accessible and walkable neighbourhood.*

Note: The Residential Growth Zone Schedule 1 (RGZ1) has been applied to some areas of Morwell, this is a mapping error and will need to be rectified.

Neighbourhood Residential Zone (NRZ)

The purpose of the NRZ is as follows:

- *To recognise areas of predominantly single and double storey residential development.*
- *To manage and ensure that development respects the identified neighbourhood character, heritage, environmental or landscape characteristics.*
- *To allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations.*



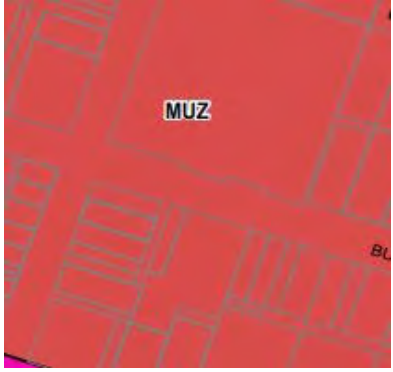

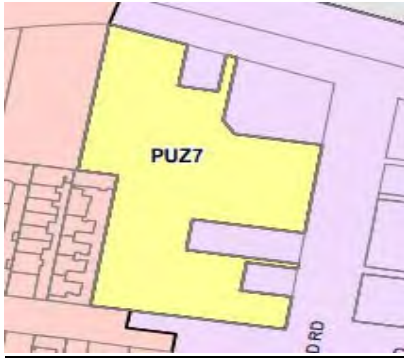
The MAC contains the following schedules for land zoned neighbourhood residential:

- NRZ4 – Regional Suburbs

The NRZ4 applies to all residential land within the southern precinct of the study area.

The objectives of the NRZ4 are as follows:

- *To reinforce a spacious regional suburban character of existing and new neighbourhoods by providing generous front and side building setbacks and landscaped front setbacks with canopy trees.*
- *To minimise the prominence of buildings within the streetscape by setting back upper levels of buildings and siting garages and carports behind the front façade.*
- *To encourage walls on boundaries to be setback from the building façade to provide space for landscaping, building articulation and appearance of space between dwellings.*

<p>Mixed Use Zone (MUZ)</p> <p>The purpose of the MUZ is as follows:</p> <ul style="list-style-type: none"> • <i>To provide for a range of residential, commercial, industrial and other uses which complement the mixed-use function of the locality.</i> • <i>To provide for housing at higher densities.</i> • <i>To encourage development that responds to the existing or preferred neighbourhood character of the area. To facilitate the use, development and redevelopment of land in accordance with the objectives specified in a schedule to this zone.</i> 	 <p>A map showing a red-shaded area labeled 'MUZ' (Mixed Use Zone) on a street grid. The area is roughly rectangular and covers several blocks.</p>
<p>The majority of land within the northern precinct of the Study Area is zoned MUZ, including Church and Buckley Streets.</p> <p>A small parcel of Mixed Use lies to the east just outside the study area and contains the old Morwell Dairy and an old appliance repair business, both of which are no longer utilised.</p>	
<p><u>Public Zones</u></p> <p>Public Park and Recreation Zone (PPRZ)</p> <p>The purpose of the PPRZ is as follows:</p> <ul style="list-style-type: none"> • <i>To recognise areas for public recreation and open space. To protect and conserve areas of significance where appropriate.</i> • <i>To provide for commercial uses where appropriate.</i> 	 <p>A map showing a green-shaded area labeled 'PPRZ' (Public Park and Recreation Zone) on a street grid. The area is roughly rectangular and is bounded by Chapel St, White St, and McLean St.</p>
<p>The Town Common and associated land to the south are zoned PPRZ, as is the Morwell Rose Garden. There is no PPRZ within the Study Area to the north.</p>	
<p>Public Use Zone</p> <p>The purpose of the PUZ is as follows:</p> <ul style="list-style-type: none"> • <i>To recognise public land use for public utility and community services and facilities.</i> • <i>To provide for associated uses that are consistent with the intent of the public land reservation or purpose.</i> 	 <p>A map showing a yellow-shaded area labeled 'PUZ7' (Public Use Zone) on a street grid. The area is roughly rectangular and is bounded by Chapel St, White St, and McLean St.</p>

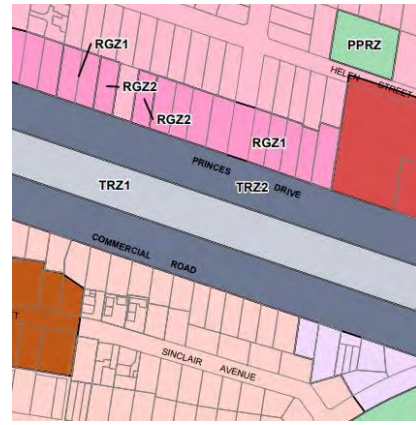
The MAC contains the following public use zoned land:

- PUZ2 – Education – Applied to the old Commercial Road Primary School
- PUZ7 – Other Public Use – Applied to the Justice Precinct (Court House, Police Station and Justice Service Centre)

Transport Zone

The purpose of the TRZ is as follows:

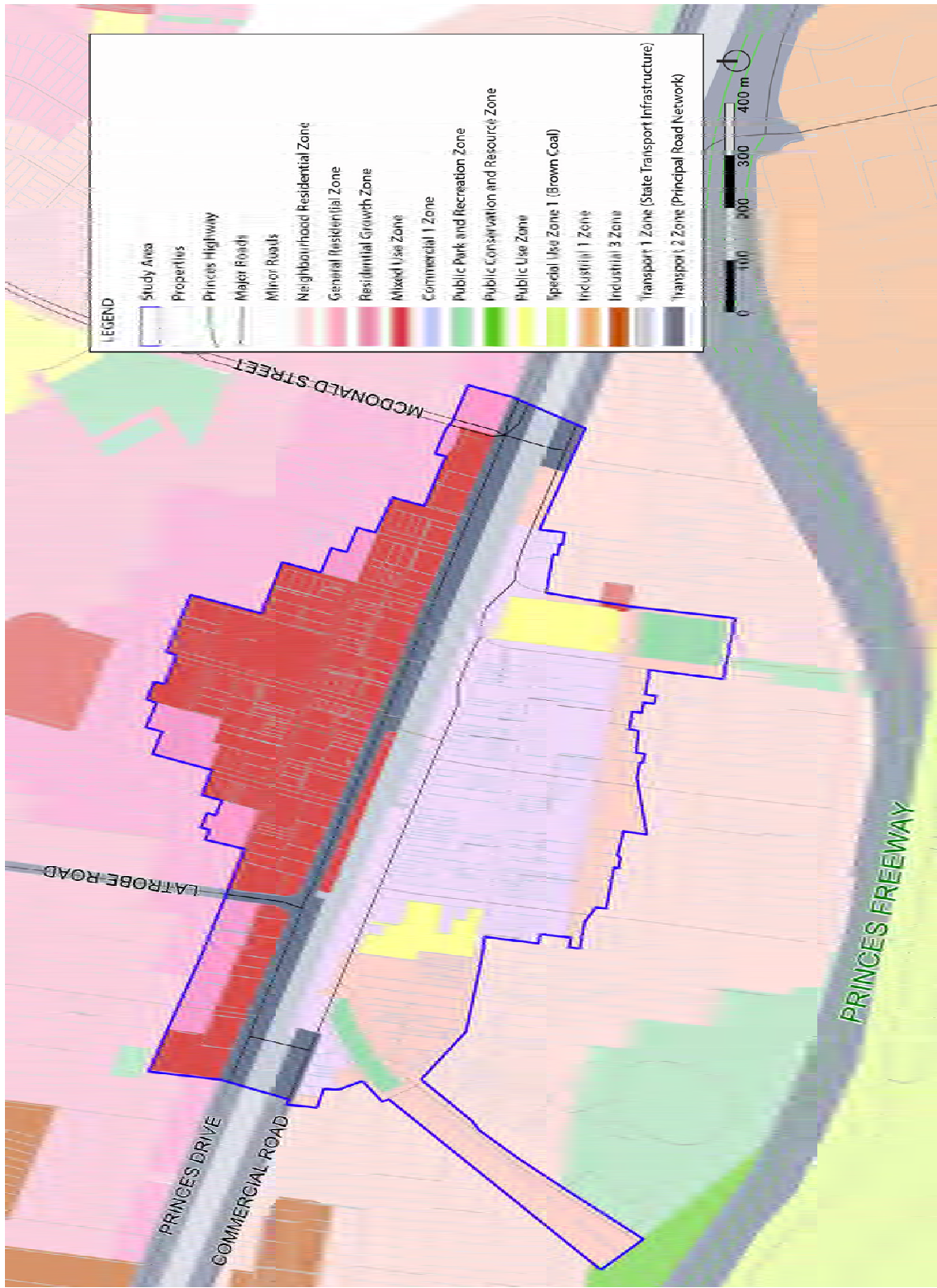
- To provide for an integrated and sustainable transport system.
- To identify transport land use and land required for transport services and facilities.
- To provide for the use and development of land that complements, or is consistent with, the transport system or public land reservation.
- To ensure the efficient and safe use of transport infrastructure and land comprising the transport system.



The MAC contains the following transport zoned land:

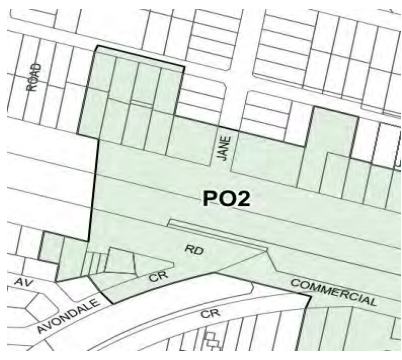

- TRZ1 – Transport – Applied to the environs of the railway line
- TRZ2 – Transport – Applied to the principle road network, specifically Princes Drive and Latrobe Road.

Figure 8 Study Area Zone Map



5.2 Overlays

There are three (3) overlays currently applied to the MAC Study Area (see Figure 9 below). The purpose and objectives of these zones are outlined below.

<p>Parking Overlay Schedule 2 (PO2 – Morwell Activity Centre)</p> <p>The purpose of the PO is as follows:</p> <ul style="list-style-type: none"> • <i>To facilitate an appropriate provision of car parking spaces in an area.</i> • <i>To identify areas and uses where local car parking rates apply.</i> • <i>To identify areas where financial contributions are to be made for the provision of shared car parking.</i> 	
<p>The objectives of the PO2 are as follows:</p> <ul style="list-style-type: none"> • <i>To ensure that there is the appropriate provision of car parking spaces in the Morwell Activity Centre Parking Precinct shown on Map 1 to this schedule and to maintain a balance between car parking supply and demand in the centre.</i> <p>The PO2 applies generally to all public use, commercial and mixed use zoned land within the MAC Study Area.</p> <p>Note: The PO2 has been applied to some residential areas of Morwell, this is a mapping error and will need to be rectified.</p>	
<p>Heritage Overlay</p> <p>The purpose of the Heritage Overlay is as follows:</p> <ul style="list-style-type: none"> • <i>To conserve and enhance heritage places of natural or cultural significance.</i> • <i>To conserve and enhance those elements which contribute to the significance of heritage places.</i> • <i>To ensure that development does not adversely affect the significance of heritage places.</i> • <i>To conserve specified heritage places by allowing a use that would otherwise be prohibited if this will demonstrably assist with the conservation of the significance of the heritage place.</i> 	

The Heritage Overlay applies to approx. a dozen properties within the study area.

Only a small number of buildings within the MAC have been covered by a heritage Overlay.

Morwell currently has no properties listed with Heritage Victoria.

Aboriginal Cultural Heritage

Under the *Aboriginal Heritage Act 2006* a Cultural Heritage Management Plan is required if all or part of the proposed activity is in an area of culture heritage sensitivity, and all, or part of the activity is a high impact activity. It is worth noting that the area of cultural sensitivity outlined in the maps provide by Aboriginal Affairs Victoria generally corresponds to the LSIO overlay which covers the environs of Waterhole Creek, which sits outside the MAC Study Area to the east and Morwell River to the west.

Special Control Overlay

The purpose of the Special Control Overlay is as follows:

- *To apply specific controls designed to achieve a particular land use and development outcome in extraordinary circumstances*

Land affected by this overlay may be used or developed in accordance with a specific control contained in the incorporated document corresponding to the notation on the planning scheme map (as specified in the schedule to this overlay) in this case the *Latrobe GovHub Incorporated Document February 2019* and *Gippsland Line Upgrade - Corridor Works Incorporated Document, November 2019*.

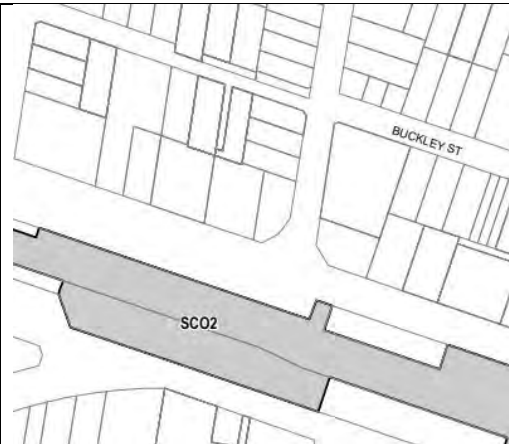
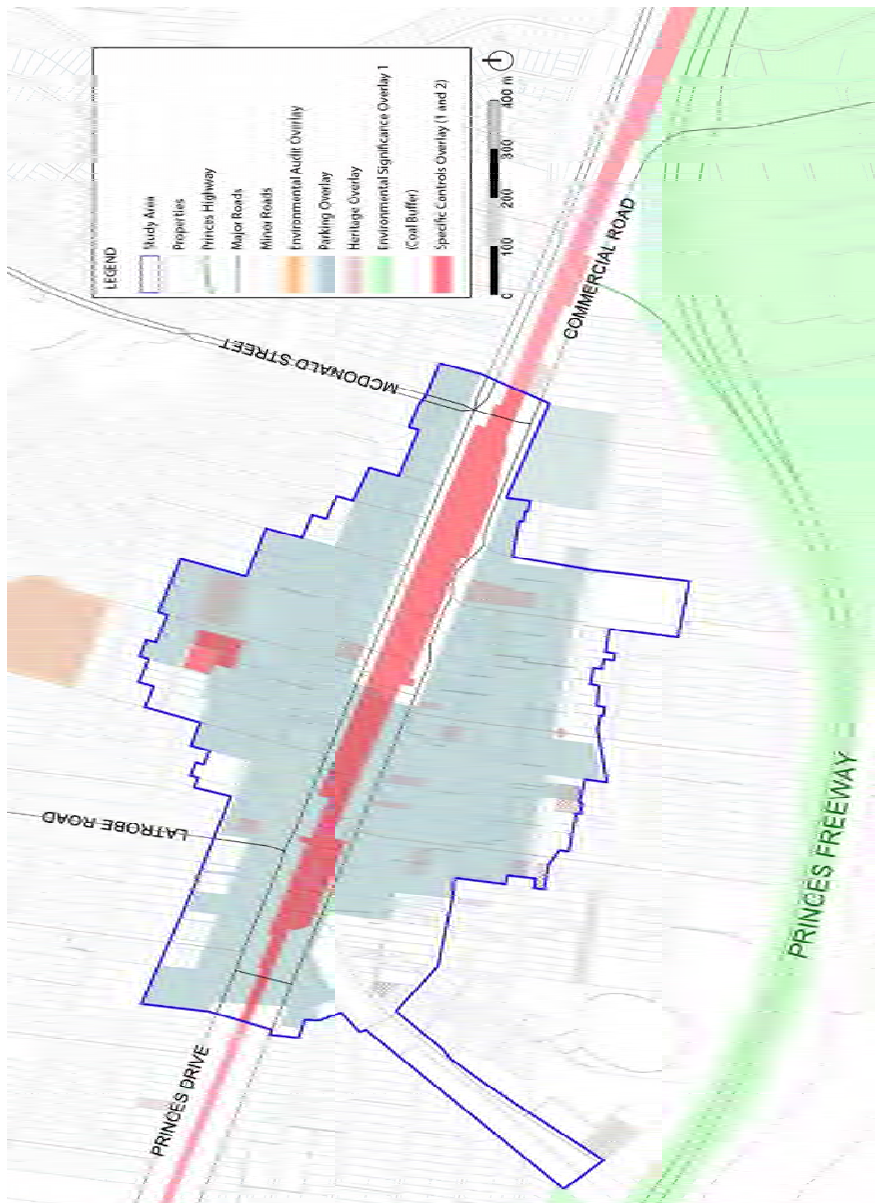


Figure 9 Study Area Overlay Map



5.3 Historical Zoning

The CBD of Morwell has gone through minimal zoning changes over the last 30 years.

The Shire of Morwell Planning Scheme (Feb 1988) identified the commercial area of Morwell as being zoned Commercial “A” – Local and Main Business and Commercial “B” (See Figure 10 below).

Office development was also encouraged via an “Office Zone” located at both the eastern and western ends of Commercial Road to act as buffer between the CBD and residential areas. Additional land in New Street and Elgin Street were rezoned for commercial purposes.

Figure 10 Morwell Planning Scheme 1988



With revisions to the Shire of Morwell Planning Scheme (1991 and 1994), the Morwell CBD remained in the commercial zone with no major changes besides the labelling of the commercial zones from Commercial A, B & Office Zone to C1, C2 & C4 (See Figure 11 below).

Figure 11 Morwell Planning Scheme 1991



Following the review and restructure of local government in Victoria and the subsequent reduction in the number of local government areas, Council amalgamation took place on 2 December 1994 forming the Latrobe Shire Council.

A State wide amendment (S45) on 5 September 1996 amended all planning schemes to insert new terms and definitions and make consequential changes to the State zones and other State section provisions to use the new terms. Subsequently the labelling of the Commercial Zone changed to Business Zone (B1, B2 and B4).

Between 1996 and 1997 Council completed the “*La Trobe Strategy Plan*” and the “One Valley One Future” (Structure Plans for Churchill, Moe, Morwell and Traralgon) which informed the development of the New Format Latrobe Planning Scheme.

Subsequently the New Format Latrobe Planning Scheme was finalised and exhibited between December 1997 and February 1998. The commercial zoning in the Morwell north CBD area was proposed to be rezoned to Mixed Use Zone as part of this process (See Figure 12 below). It is understood that the application of the MUZ was to address the lack of demand for commercial land in Morwell at the time, and the need to consolidate and redevelop existing retail facilities. It also allowed market forces to determine future land development in the short term.

A Panel hearing took place in November 1998 to consider the amendment and submissions received. It is noted that no submissions were received in regards to the rezoning of the northern precinct to Mixed Use Zone. The amendment was formally approved by the Minister for Planning on 2 March 2000.

Amendment C6 was approved in 2002 which rezoned land in Commercial Road to facilitate the development of the Council Headquarters. A Design and Development Overlay was also applied.

Amendment C19 was approved in 2003 which rezoned land fronting Commercial Road, Hazelwood Road and Ann Street, Morwell from Business 2 Zone to Public Use Zone – 7 to allow the use and development of the land for the establishment of a new Police and Court Complex without the need for a planning permit.

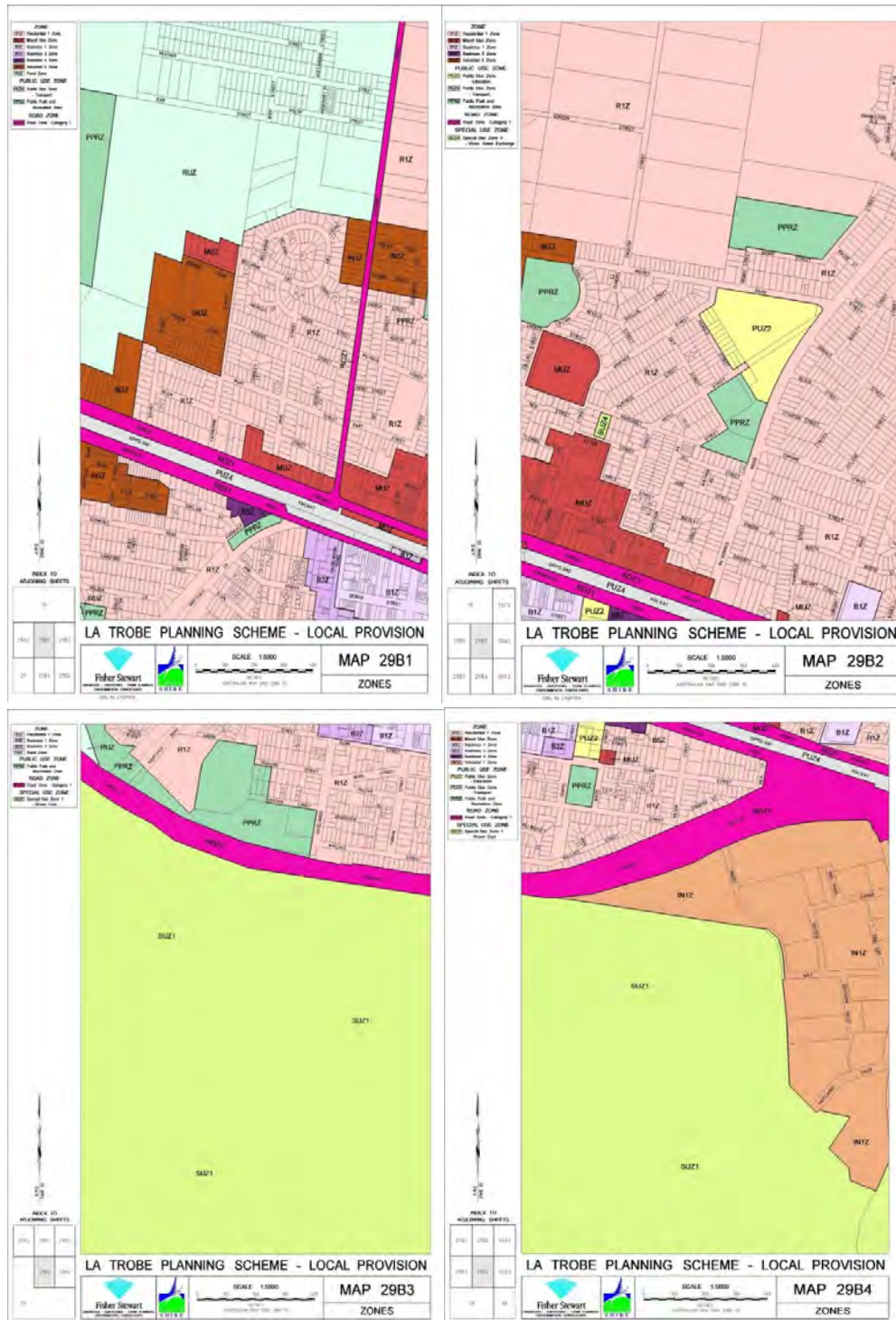
Amendment C84 was approved in 2014 and introduced the new residential zones. The amendment rezoned the Residential 1 Zone within the Morwell Transit City Precinct to Residential Growth Zone Schedule 1 (RGZ1). However the intensification of the residential land to the south of the Morwell CBD was restricted at the request of the Earth Resources Regulation (ERR) of the Department of Jobs, Precincts and Regions (formally the Department of State development, Business and Innovation) due to potential adverse impacts from the mine (such as stability and mine fires). As such the residential area within the Transit City Precinct south of Morwell was rezoned to General Residential Zone Schedule 1 (GRZ1) in line with the broader residential area in Morwell south at the time.

Amendment C94 was approved in 2016 which applied the Parking Overlay – Schedule 2 to the Morwell Activity Centre. Amendment C99 was also approved in 2016 which amended the parking overlay schedule.

Amendment C113 was approved in 2019 which rezoned land at 5, 7 and 9 Fleming Street, Morwell from Residential Growth Zone, Schedule 1 to Mixed Use Zone to facilitate the development of the GovHub project in Church/Fleming Street Morwell.

Amendment C105 was approved in 2019 and rezoned the residential area within the Transit City Precinct south of Morwell from General Residential Zone Schedule 1 (GRZ1) to Neighbourhood Residential Zone Schedule 4 - Regional Suburbs (NRZ4). It rezoned the residential area within the Transit City Precinct north of Morwell from Residential Growth Zone Schedule 1 (RGZ1) to Residential Growth Zone Schedule 2 and 3 (RGZ2 & RGZ3).

Figure 12 New Format Planning Scheme March 2000 – Morwell CBD



6 Discussion on Zoning and Overlays

6.1 Zones - Southern Precinct

The majority of the southern side of the MAC study area is zoned Commercial 1 Zone. The Commercial 1 Zone is considered appropriate given the multi-purpose function of the activity centre and the historically preference to consolidate commercial activity to the southern precinct. The schedule to the C1Z does not specify maximum leasable floor area requirements for retail premises, shops or offices within Morwell. Morwell CBD is heavily occupied by service based offices (non-retail commercial), which have, in more recent times, started to occupy areas of the Morwell CBD which are encouraged to be used for retail purposes rather than offices. This has created a lack of on street activity and significantly limited the retail offerings. Again the current policy provides very little direction on preferred land uses and/or locations.

There are two large areas of Public Use, one to the east containing the old Commercial Road Primary School (now Flexible Learning Centre) which is zoned Public Use Zone Schedule 2 (PUZ2) and one to the west containing the Justice Precinct (court house, police station and justice services) zoned Public Use Zone Schedule 7 (PUZ7).

There are two areas of Public Park and Recreation Zone (PPRZ) land, one being the Town Common and playground to the south east, the other being the Morwell Centenary Rose Garden to the south west. The Morwell Recreation Reserve lies just outside of the study area in the south west. It is considered that the amount of public open space available within the southern precinct is acceptable.

The commercial area is flanked by residential zone, in this instance the Neighbourhood Residential Zone Schedule 4 - Regional Suburbs (NRZ4). The application of the Neighbourhood Residential Zone ensures the development of this area remains predominantly single and double storey residential development, which is considered appropriate given its proximity to the open cut mine.

6.2 Zones - Northern Precinct

The majority of the northern side of the MAC study area is zoned Mixed Use Zone (MUZ).

This mixed use area is flanked by residential zones, in this instance the:

- Residential Growth Zone Schedule 3 - Morwell and Moe Transit City (RGZ3); Residential Growth Zone Schedule 2 - Compact Living with Special Character (RGZ2); and
- General Residential Zone Schedule 1 - Incremental Change (Five minute neighbourhoods) (GRZ1)

There is only one small parcel of PPRZ that sits just outside of the study area to the north west and contains a small park. A pocket park sits behind the Australian Post building in Church Street however this is in private ownership and zoned MUZ. In addition, the long linear open space areas alongside the railway line, although zoned Transport Zone (TRZ1 – State transport network and TRZ2 – Principle road network) they contribute to the open space network. They contain paths, limited seating, trees and garden beds. Further to the east there is a shelter with seating and BBQ facilities and a public toilet. Overall however it is considered that there is a lack of public open space in the CBD within the northern precinct.

The blanket, unscheduled application of the MUZ to the northern precinct poses some problems, restricting development by triggering permits for shops and food and drink premises where the leasable floor area exceeds 150 sqm and offices (other than Medical centre) that exceed 250sqm. The average floor area for properties in Church Street (between Princes Drive and Buckley Street) is 243sqm, the smallest being 93sqm and the largest being 613sqm, thus a significant portion of premises would trigger permits for use as a shop or a food and drink premises.

A dwelling is a section 1 use (no permit required) in the MUZ, however there are no conditions associated with their development including preferred location/s or scale of development as there are within the commercial zoning to the south.

A retail premises is a section 2 use (permit required) in the MUZ which appears to be consistent with historical strategic direction for some areas in the northern precinct, however not for other areas such as Church Street. Accommodation is also a section 2 use which has historically been encouraged to develop within the northern precinct due to its proximity to public transport.

In addition, the MUZ applies the Category 3 (High amenity areas) for signage thus triggering permits for a range of signs such as basic business identification and internally illuminated signs.

Statutory Planning have advised that the need to obtain a planning permit has discouraged some developers/investors/business owners from investing in the northern precinct for commercial purposes (in addition to other reasons). Establishing a business on the southern side within the commercial zoning appears to be of preference due to the lack of “red tape”.

6.3 Overlays

The Heritage Overlay has been applied to a limited number of properties in Morwell, on both the northern and southern sides. Unfortunately, Morwell had previously lost a significant amount of heritage buildings (in particular on Commercial Road) due to redevelopment prior to the implementation of the Heritage Overlay.

The Parking Overlay Schedule 2 (PAO2 - Morwell Activity Centre) has been applied to the majority of the study area on land generally zoned commercial and mixed use. The parking overlay in Morwell adopts column B rates for car parking spaces for office uses to 3 to each 100sqm of net floor area and does not require a financial contribution in lieu of one or more car parking spaces being provided (compared to Traralgon where there is a financial contribution of \$8000 for each car space).

The Special Control Overlay Schedule 1 has been applied to the Latrobe GovHub and Schedule 2 has been applied to the Gippsland Line Upgrade – Corridor Works. The Overlay applies specific controls designed to achieve a particular land use and development outcome in extraordinary circumstances. Land affected by this overlay may be used or developed in accordance with a specific control contained in the incorporated document.

It is considered that the insufficient use of overlays contributes to the lack of direction on preferred built form outcomes over the years, contributing to the non-development/investment in the Morwell CBD (in particular the northern precinct).

7 Issues, Constraints and Opportunities

7.1 Issues

History

Morwell once thrived on the success of the power industry, developing into a city offering substantial housing and financial opportunities for its many residents. However, the approval by the City of Morwell to build the Mid Valley Shopping Centre complex away from the CBD led to the decline of the CBD, with many empty shopfronts the result.

Further, restructuring and privatisation of the State Electricity Commission in the 1990's led to massive job losses in the region, which accelerated the decline of Morwell's central business district.

Amalgamation of the local councils following a Statewide review of local government boundaries in 1994 saw Morwell become part of the City of Latrobe and the civic centre established in Traralgon. With the re-establishment of an elected council, the civic centre was moved back to Morwell and the new council building constructed in 2005 in the hope of leading to a revitalisation of the city centre. Unfortunately, that revitalisation has somewhat failed to eventuate. The new justice precinct was completed in 2006 and has somewhat increased CBD activity.

The closure of the Hazelwood Power Station in March 2017 created additional insecurity with the future of its staff, contractors and the local community in and around Morwell directly and indirectly impacted by the closure of the power station.

Physical Separation

The CBD of Morwell straddles the Gippsland Railway line, which has, in the past, hindered the proper and balanced development of the CBD. Although the two halves are connected by an underpass the main retailing centre of Morwell is located in the south, while shops on the northern side cater primarily for service businesses. Visual connections between the two precincts are limited.

Vacancy Rates

Morwell has an extremely high level of shopfront vacancy (total of 16.3% at May 2019) with the majority within the northern precinct.

Urban Environment

The quality of the urban environment is poor in parts – particularly within the northern precinct, including long standing vacant and derelict buildings. Recent street works as part of the Morwell Revitalisation Project have significantly improved the urban environment within the southern precinct. Council needs to ensure that the public realm be maintained to a high standard within both precincts regardless of their primary functions (e.g. retail or service) to encourage investment.

Retail Offering

Morwell CBD is heavily occupied by service-based offices (non-retail commercial), which has created a lack of on street activity and significantly limited the retail offerings. There is a lack of food catering and entertainment options including licensed venues.

Population Growth and Residential Development

Morwell township has experienced limited population growth in recent years, this trend of limited growth is forecast to continue. Infrastructure servicing issues need to be resolved so newly zoned residential growth areas can continue to be opened up for development. Urban intensification is limited in the south due to the Hazelwood open cut mine.

Low Incomes

The 2016 Census showed the median weekly household income of Morwell residents to be the lowest of the three major Latrobe Valley towns at \$807. Approximately 61.8% own their own home (26.2% with a mortgage). Approximately 33.5% rent a dwelling with a large percentage utilising social housing.

Retail Investment

Limited population growth along with a relatively poor market perception has contributed to limited recent private sector investment. In addition the zoning of the northern precinct appears to be a deterrent to development.

Safety

Safety concern from residents and visitors alike in relation to being in the CBD 'after dark'.

Lack of food catering and entertainment options open during the evening hours contributes to limited activity in the evening.

Council recently joined with Monash University's gender, design and space specialists, XYX Lab and award-winning digital consultancy, CrowdSpot to gather perceptions of safety in public spaces.

'YourGround' was then launched with the results to be used to inform future decisions about public open spaces across Latrobe City.

The data collected identifies the following areas within the Morwell CBD as being perceived as unsafe:

- Morwell Train Station;
- Railway underpass;
- Commercial Rd Public Toilets;
- Commercial Rd in general; and
- Court House car park (fronting Ann St).

Car Parking

Previous car parking studies have concluded that overall 'on street' parking is not stressed, however 'off street' parking was defined as stressed. Peak occupancy of the entire study area was 69%, with the mostly heavily occupied being 'unrestricted off street' parks with 89% occupancy. Due to the large amount of all-day office workers within the Morwell CBD, off street, all day parking is in high demand. Large areas of off street, free car parking have been provided by Council around the CBD and more have been planned into the future to increase supply.

Amenity

The proximity to both the Hazelwood and the Yallourn Open Cut Mines pose the greatest risk to amenity. They contribute to both visual and odour amenity issues however the greatest risk, particularly from the Hazelwood open Cut Mine is the fire risk.

A fire at the Hazelwood Coal Mine started in February 2014 and was officially considered controlled in 10 March 2014. The Chief Officer of the Country Fire Authority described the fire as "one of the largest, longest running and most complex fires in the State's history." Thousands of residents in Morwell and nearby towns were affected by smoke and ash from the fire.

The Hazelwood Mine Fire Inquiry Report was published in 2016 and stated that the community has experienced adverse health effects and may be affected for an indeterminate period into the future. Many people and local businesses have experienced financial impacts for a range of reasons including a downturn in business, medical costs, veterinary costs, time taken off work, relocation from their homes, cleaning their homes and businesses, and possible decreases in property value. The Board estimated the total cost borne by the Victorian Government, the local community and the operator of the Hazelwood mine to exceed \$100 million.

Until the open cuts are capped it will continue to pose a fire risk to Morwell and surrounds.

Odour omissions from the Australian Paper Mill are considered to have minor amenity impacts to the township. Odours have been modelled and an Environmental Significance Overlay Schedule 3 – Maryvale Pulp and Paper Mill Environs – Amenity Rural Buffer (ESO3) has been applied to the most effect areas to provide separation between nearby sensitive land uses and the Mill (see Figure 13). Although the Morwell CBD is not covered by the overlay, odours from the mill can be detected from time to time dependant on weather conditions.

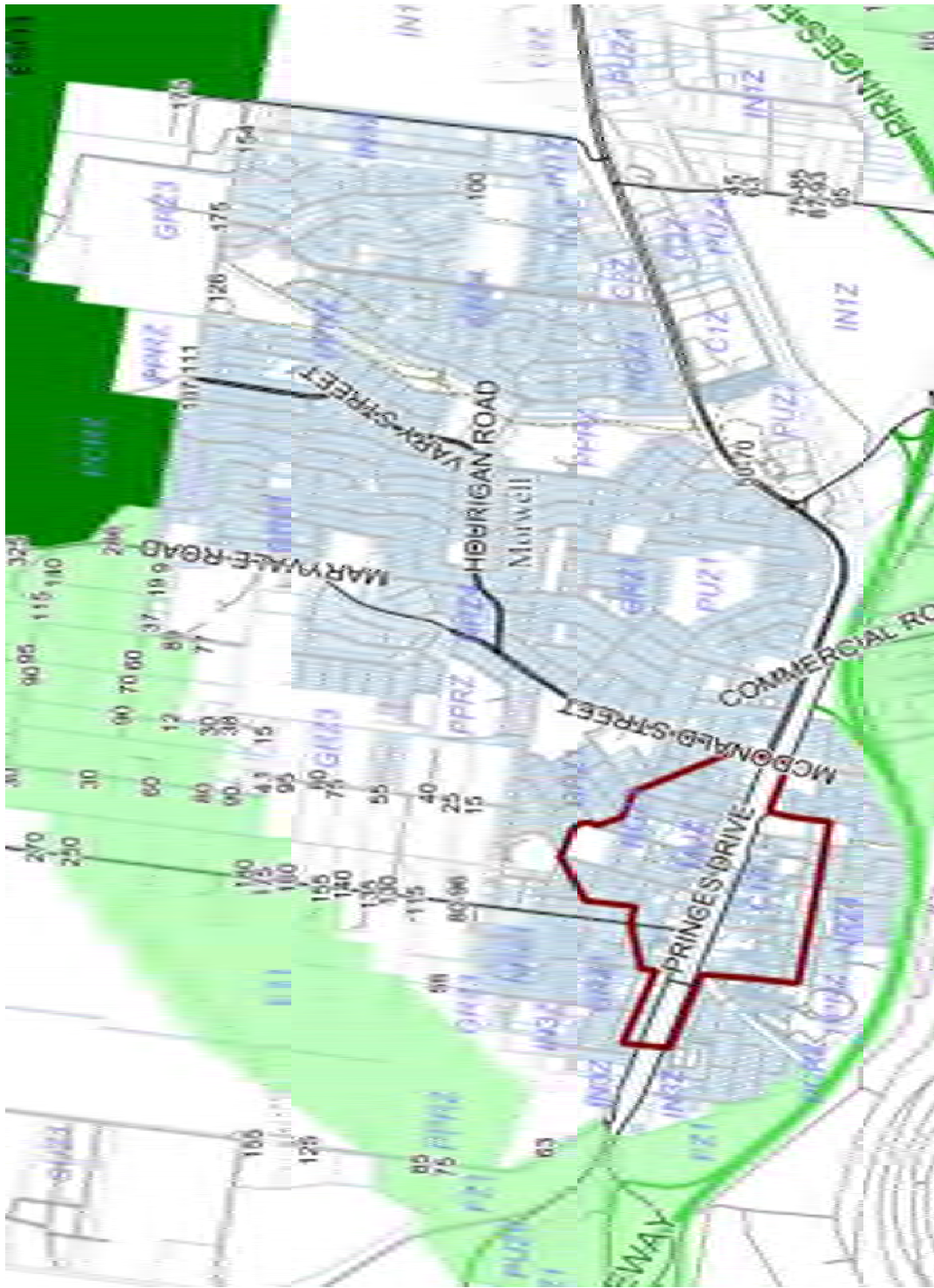
7.2 Constraints

Brown Coal and associated mines

Because of the brown coal and electricity generating constraints, Morwell has not adopted a normal concentric pattern of growth around the CBD. The main centres of population, present and growth areas are becoming increasingly removed from the main CBD (see Figure 4 Morwell West Development Plan, Morwell North West Development Plan and Crinigan Road Development Plan). Future intensification of residential land to the south of the Morwell CBD is restricted due to the proximity to the open cut mine.

The Environmental Significance overlay Schedule 1 – Urban Buffer (EOS1), implements a 1km buffer to the mine face to protect urban settlements from the impacts of the coal industry (see Figure 13).

Figure 13 Constraints Map



■ ESO3 ■ ESO1

Latrobe_SP_TransitCity

Potential Land Contamination

The planning system is an important mechanism for triggering the consideration of potentially contaminated land. When land use or development on a contaminated site changes, associated risks can be identified and managed to mitigate any risk posed to human health or the environment.

Section 12 of the *Planning and Environment Act 1987* requires a planning authority, when preparing a planning scheme or planning scheme amendment to *'take into account any significant effects which it considers the scheme or amendment might have on the environment or which it considers the environment might have on any use or development envisaged in the scheme or amendment'*.

A recent investigation into current and former land uses has identified 17 sites within the study area that may be subject to potential land contamination. Potentially contaminated land is defined in Ministerial Direction No.1 - Potentially Contaminated Land and Clause 73.01 General Terms of the Victoria Planning Provisions (VPP) as land:

- (a) used or known to have been used for industry or mining;
- (b) used or known to have been used for the storage of chemicals, gas, waste or liquid fuel (other than minor above-ground storage that is ancillary to another use of the land); or
- (c) where a known past or present activity or event (occurring on or off the land) may have caused contamination on the land.

Figure 14 and Table 4 below identify the sites and the potential contaminants. Appendix 3 -Potentially Contaminated Land, contains a detailed site history review of each of the identified sites to establish the type and scale of potential contamination.

Figure 14 Morwell CBD - Potentially Contaminated Land Map



Table 4 - Properties identified within the Study Area with potential for land contamination based on current and former land uses

No	Property Address	Former/Current Land Uses with potential to contaminate land	Potential for contamination based on MD1 & PPN30	Current land zoning
1	23-25 Ann Street Morwell	Former Service Station	High	PUZ7
2	148-152 Commercial Road Morwell	Former Motor Garage and Engineering Works	High	C1Z
3	14 George Street Morwell	Former Dry Cleaners	High	C1Z
4	77 George Street Morwell	Former Dry Cleaners	High	C1Z
5	220 Commercial Road Morwell	Current Dry Cleaners	High	C1Z
6	134 George Street Morwell	Current Service Station	High	C1Z
7	137-139 Princes Drive Morwell	Current Service Station	High	MUZ
8	145-147 Princes Drive Morwell	Former Service Station	High	MUZ
9	157-159 Princes Drive Morwell	Current & Former Automotive Service and Repairs	High	MUZ
10	171 Princes Drive Morwell	Former Service Station	High	MUZ
11	39-57 Church Street Morwell	Former Service Station	High	MUZ
12	271-275 Princes Drive Morwell	Current Service Station	High	RGZ3
13	229-233 Princes Drive Morwell	Former Service Station	High	MUZ
14	122-125 Buckley Street Morwell	Current Automotive Services	High	MUZ
15	54-60 Buckley Street Morwell	Former Automotive Services	High	MUZ
16	199-201 Princes Drive Morwell	3 x former garages and petrol bowsers	High	MUZ
17	6-8 Princes Drive Morwell	Former Service Station	High	MUZ

7.3 Opportunities

Planning Policy

Local Planning Policy could be strengthened to ensure the preferred land uses and built form outcomes are achieved for the activity centre. Examples of this are:

1. Tarwin Street which is identified as one of the main retail spines of the southern precinct however it is now dominated by service business, generating very little street activity;
2. Princes Drive & Buckley Street which has historically been identified for accommodation, food and drink premises, community service, service business and service industrial, however the current zone does not support this;
3. Church Street which has historically been identified for specialist retailing however the current zone does not support this; and
4. Ad hoc building heights, setbacks and built form throughout the CBD which contribute to the fragmentation of the CBD are overall poor visual appearance of the CBD.

Public Realm

Morwell has a number of lanes and arcades which could be investigated for possible re activation, providing Morwell with a unique attribute, and improving movement within the centre.

The addition of historical signage (possibly with photos) may assist with creating a sense of place and character. Due to the large amount of heritage buildings demolished within the township it's easy to forget the history of the town and the significant role it played within the municipality.

With recent upgrades to the southern precinct the public realm is now much poorer within the northern precinct. Efforts should be made to ensure the northern precinct isn't further disadvantaged due to a lack of investment from council in this space. The northern precinct would also benefit for additional passive open space (pocket parks) and the addition of more public toilets in convenient and easily accessible locations.

High Amenity Areas

Chapel Street and Commercial Road west end are considered areas with higher amenity suitable for upper storey residential development. Chapel Street has nice views out to the south east and is a very short walk to all CBD services. Commercial Road west end due to views and open space provided by the Rose Garden and proximity to services.

NOTE: intensification of the southern precinct for residential purposes would need to be approved by the Earth Resources Regulation (ERR) of the Department of Jobs, Precincts and Regions.

Accommodation

Princes Drive, Church Street, Hoyle Street and Commercial Road are considered good locations for accommodation at upper levels. They generally provide good amenity and are close to public transport and services.

Movement

The streetscape has been improved significantly in recent times with works to Commercial Road and Tarwin Street. Parts of Princes Drive and Church Street have also seen improvements over the years but would benefit from upgrades to increase the pedestrian experience. The CBD would benefit significantly through improvements to cycling infrastructure, additional shared pathways and better connections both physically and visually to and from public transport nodes and recreation areas.

8 Land Use and Development Applications

Two major development applications have been lodged in recent times in Morwell:

“GovHub”

Amendment C113 was a joint rezoning and development application to facilitate the \$30 million development of a mixed use building accommodating government offices and a series of community spaces including a café, incubator spaces, exhibition space, meeting rooms and associated car and bicycle parking. The building comprises three-levels and approximately 3,735 square metres of office space on the first and second floor levels.

The development was officially opened in July 2021. Current tenants for the building include Parks Victoria, Earth Resources Regulations and Solar Victoria.

Figure 15 GovHub designed by WMK Architecture



Source: Latrobe City Council

New Fire Station

A new \$11.6 million Emergency Services Facility (Fire Station) is currently being developed at 171-177 Princes Drive and 30-40 Buckley Street Morwell (3 parcels totalling of 7,242 square metres), replacing the existing station on McDonald Street.

The new fire station will have a fully-fitted kitchen, dining area and meeting rooms as well as a specialist rope rescue training gantry and vehicle storage.

9 Ministerial Directions/Practice Notes /Advisory Notes/Guidelines

Ministerial Directions, Practice and Advisory Notes and Guidelines considered relevant to the project are outlined below:

Ministerial Directions

Ministerial Direction – The Form and Content of Planning Schemes

Direction No. 1 - Potentially Contaminated Land

Direction No. 11 - Strategic Assessment of Amendments

Direction No. 15 - The Planning Scheme Amendment Process

Direction No. 19 - The Preparation and Content of Amendments that may Significantly Impact the Environment, Amenity and Human Health

Practice Notes

PPN08: Writing Local Planning Policy

PPN10: Writing Schedules

PPN13: Incorporated and background documents

PPN30: Potentially Contaminated Land

PPN56: Activity Centre Zone

PPN57: Parking Overlay

PPN58: Structure Planning for Activity Centres

PPN59: The Role of Mandatory Provisions in Planning Schemes

PPN60: Height and Setback Controls for Activity Centres

PPN92: Managing Buffers for Land Use Compatibility

Advisory Notes

AN25: New Car Parking Provisions

AN31: Amendment VC71: The Revised State Planning Policy Framework

AN67: Amendment VC142: The first phase of Smart Planning's reforms to planning schemes

AN71: Amendment VC148: Planning Policy Framework (PPF)

Guidelines

Activity Centre Design Guidelines 2014

10 Conclusion and Recommendations

10.1 Conclusion

State and Regional Policy

State and Regional Policy acknowledge the role that regional centres play in contributing to Victoria's long-term prosperity by offering alternate housing and employment opportunities within commuting distance of Melbourne. They also acknowledge that by continuing to invest in regional Victoria it will support housing and economic growth, enhance social and economic participation and grow strong, healthy communities. Although this is considered to be true, directing and encouraging population growth to Morwell at the current time is difficult with the majority of identified greenfield areas not available for purchase due to servicing constraints.

The Morwell township attracts large volumes of office and government sector workers, however a large proportion of these do not reside in Morwell. Increasing Morwell's ability to obtain its share of this possible population shift (and attract residential growth generally) will be vital to the future growth of the retail sector and a revitalisation of the Morwell CBD.

Local Policy

Based on a thorough review of the strategic direction for Morwell from 1988 to today, it is considered that the policy historically implemented to achieve the desired outcomes for the Morwell CBD has been done somewhat ineffectively. The blanket application of certain zones along with the lack of clearly defined local policy (including schedules to zones and the application of overlays) has provided little direction for the activity centre. In addition over the years the strategic directions have become watered down and in some cases completely deleted from local policy without explanation. Without clear direction for the Morwell CBD, in particular the northern precinct, development and investment have stagnated, contributing to the large amount of vacant and derelict properties.

Latrobe City is the retail and regional service centre for Gippsland. Current policy supports the development of a network of activity centres and the need to facilitate the growth of the Morwell, Moe, Traralgon and Churchill Town Centres. As such the Vision, Objectives and Strategies outlined for Morwell and specifically the Morwell Activity Centre can begin to be realised through the development of the Morwell Activity Centre Plan.

Local policy should be strengthened to ensure the large amount of strategic work undertaken for Morwell over the past few years is consolidated and integrated into the Latrobe Planning Scheme, to ensure Morwell can continue to develop into the future as a sub-regional retail centre for Latrobe City.

Zones and Overlays

The current commercial 1 zoning within the southern precinct is considered to be generally functional, logical and in accordance with council policy direction. However, the area would benefit from clearer direction on preferred land uses, including locations which would assist with improved street activation, retail offerings and redevelopment opportunities.

The current mixed use zoning within the northern precinct is considered inappropriate, in some areas, given the historic policy direction for retail uses in certain locations, such as Church Street and Princes Drive, which may be better suited to a commercial zoning. Seemingly supported uses trigger planning permits, whilst other less supported uses do not.

The existing overlay controls are considered to not provide an appropriate level of guidance as to Councils preferred form of development, resulting in a lack of coherency between development, both private and in the public realm. This has had significant impacts on Morwell's built form thus far and could continue to result in poor outcomes as intensification of the town centre occurs.

As Morwell has remained relatively low scale, this has not yet had a significant impact on the towns form. However, as the activity centre intensifies into the future, the incorporation of some form of controls, be it Design and Development overlays or scheduling through and Activity Centre Zone, will likely be required to ensure the town centre remains a pleasant and attractive place.

Consideration of alternative zones

The application of the Activity Centre Zone should be considered for the centre. Whilst this zoning has been developed primarily for metropolitan Activity Centres, it is also intended for application in larger regional centres, and has recently been applied to the Traralgon Activity Centre.

An activity centre zoning in the town centre would need to be carefully considered, however, this zoning allows the division of the centre into different precincts which can have different requirements for use and development to achieve identified outcomes. In addition to this, objectives relating to matters such as car parking, sustainable development, public realm and signage can also be addressed under this zoning.

The activity centre zoning also allows for certain applications which meet the requirements included within the schedules to the zone to be exempt from notification, this allows a greater level of certainty for both Councils and developers.

Land Contamination

Several sites within the study area have been identified as having a high potential for contamination based on previous and current known land uses. Currently there are no sites within the study area that have the Environmental Audit Overlay (EAO) applied to them, however there are 2 sites just outside of the study area.

The presence of an EAO on a site identifies it as known or reasonably suspected of contamination or potential contamination. An environmental audit is required prior to that land being used for a 'sensitive use', such as developing housing, building a primary school or an early childhood centre. This may be because, for example, it was once used for industry, or the storage of chemicals or wastes.

The application of the EAO should be considered to those sites identified as having a high potential contamination as outlined in Appendix 3 – Potentially Contaminated Land.

10.2 Summary of Recommendations

1. Council to continue to work with Government Agencies and utility providers to ensure identified and approved greenfield areas can get to market.
2. Strengthen and consolidate local policy to ensure that the vision, objectives and strategies for Morwell align and ensure Morwell can continue to develop into the future as a sub-regional retail centre for Latrobe City.
3. Review land zonings and overlays in both the southern and northern precincts to better reflect preferred land use and built form outcomes and reduce permit triggers. This should include the investigation of utilising the Activity Centre Zone.
4. Apply the EAO (or another appropriate measure) to land identified as having a high potential for land contamination outlined in Appendix 3.
5. Continue to build upon the Morwell Branding "Town of Garden" theme and invest in upgrades to public realm, in particular around the train station and railway linear reserves, Princes Drive, Church Street, Buckley Street, McDonald Street, Commercial Road east, Hazelwood Road and George Street.
6. Investigate laneway/arcade ownership to determine interblock link opportunities and additional retail space.
7. Advocate for the reactivation of vacant and derelict buildings.
8. Continue to liaise with DJPR and Engie Australia regarding mine rehabilitation to determine future intensification of the south of Morwell.

Appendix 1 - Strategic Documents

A large number of strategic documents have been prepared, either by Latrobe City Council or consultants on Councils' behalf, which address or influence planning matters within the centre of Morwell.

The more significant of these are summarised below.

Latrobe City Council Plan 2021-2025

The vision of the Council Plan is:

In 2031 Latrobe City will be known for being smart, creative, healthy, sustainable and connected. It will be the most liveable regional city and at the forefront of innovation. Working together we are a diverse, connected and resilient community, supporting the equitable diversification of our economic base and transition towards a low emissions future. We are known as a community that is equitable, liveable and sustainable, with a continued focus on healthy lifestyles supported by high quality recreational and cultural facilities and a natural environment that is nurtured and respected.

The Council Plan is based around the five Strategic Directions of:

1. Smart

- Latrobe City has a highly skilled workforce, access to education and training and we are invested in growing the capacity of our community, supporting innovation and invention. We are focused on creating opportunities and exploring health innovation, digital industries, alternative energy and value-added advanced technology and manufacturing. We support diversification of our industrial base and the development of opportunities for highly skilled employment into the future.

2. Creative

- We have a vibrant and diverse community where there are various opportunities for arts, culture and tourism. Our City has a range of arts and creative opportunities for community to engage in creative expression and develop social connectedness. We are invested in the exceptional presentation of our City through public works across our interconnected townships and enhancement of our distinctive landscape features.

3. Healthy

- Our vision is that Latrobe has a culture and environment that promotes and supports health and wellbeing for all. We will work together to significantly improve health and wellbeing outcomes and reduce inequalities. We will celebrate the places, people and cultures that make this a distinctive, vibrant and creative community. While we continue to build on our community's recognised and proven capacity for connection, social participation, volunteerism and care for one another. Our community's health, wellbeing and safety will be assured with abundant green spaces that are accessible, inclusive and safe. We maintain our focus on preventative measures to promote positive health outcomes for all generations by ensuring Latrobe is a healthy place to live, learn and work. We continue to prioritise opportunities to overcome shared barriers we face as we focus on achieving improved health outcomes for our community.

4. Sustainable

- Our City has natural features and liveable areas that are easy to access and our beautiful environment is our heart and pride. We have provided a healthy environment for our community and for future generations while supporting meaningful employment and lifelong opportunities.

5. Connected

- A regional City which recognises the connectedness between our goals and towns and efficiently utilises the assets that we have for the benefit of our whole community while protecting the environment.

Each of the Strategic Directions have Strategies, Advocacy and Indicators to achieve the Strategic Directions.

The following strategies are considered to be directly relevant to the project:

Smart:

- Support reactivation of the local economy and deliver support to the start-up ecosystem through delivery of council's economic development program.

Creative:

- Develop new audiences seeking local arts, cultural and nature-based experiences and entertainment.
- Prioritise a range of public space improvements across the municipality.
- Improve the amenity and presentation of Latrobe City's town entrances, activity centres and public spaces through signage, art and plantings and greening of the City.
- Promote economic growth and job creation through events and recreation related tourism capitalising on our arts, cultural and sporting facilities.

Healthy:

- Delivery of the objectives in Living Well Latrobe, our community's Municipal Public Health and Wellbeing Plan by promoting community safety, mental and physical health and activity, incorporating active design principles in open space, neighbourhood design and supporting community resilience.
- Provide spaces and services that support the community's physical health and mental wellbeing for the benefit of all.
- Increase accessibility to utilise our green spaces and facilities to connect community and achieve positive health and wellbeing outcomes.
- Ensure a holistic approach to community safety in the planning and development of infrastructure, and the delivery of service to our community.

Sustainable:

- Invest in increased urban greening initiatives and increasing the City's tree canopy in appropriate sites using appropriate species in built up areas for improved amenity and reduced heat stress.

Connected:

- Facilitate appropriate urban growth, industry diversification, liveability and connectivity throughout Latrobe City.
- Connect communities by completing the Traralgon to Morwell Shared Path with the Gippsland Plains Rail Trail to where the Energy Australia Trail starts and advocate for connection of Yallourn North and Moe/ Newborough by linking to the Grand Ridge Rail Trail.
- Pursue improvements to public transport services to increase community access to employment and education.
- Promote our role as Gippsland's Regional City to support economic growth and events programming, cultural events and recreation and sporting attractions.

Latrobe 2026

Latrobe 2026 articulates the Latrobe Valley's communities' vision for the future;

In 2026 the Latrobe Valley is a liveable and sustainable region with collaborative and inclusive community leadership

The following relevant components contribute to this vision:

- *Liveable and vibrant*
 - A place where people feel safe, connected and proud of their city
- *Sustainable and enterprising*
 - A place where community life complements the environment, and diverse employment opportunities secure our future; and
- *Committed to collaborative and inclusive leadership*
 - A place where people work in partnership to facilitate local outcomes.

La Trobe Strategy Plan and the “One Valley One Future” (Structure Plans for Churchill, Moe, Morwell and Traralgon) 1997

Between 1996 and 1997 Council completed the “*La Trobe Strategy Plan*” and the “*One Valley One Future*” (Structure Plans for Churchill, Moe, Morwell and Traralgon) which informed the development of the New Format Latrobe Planning Scheme.

The *La Trobe Strategy Plan* identified Morwell as the centre:

- For regional higher order retailing
- For regional distribution (e.g. warehousing and storage); and
- As the principal centre for regional manufacturing.

Key Strategic Directions relevant to Morwell CBD included the following:

- To recognize and enforce the important contribution Morwell makes to the Networked City from its role as the major research, industrial, manufacturing, and distribution/transport centre.
- To encourage all retail and commercial development to locate in existing activity centres. In circumstances where this is not possible to locate new development within boundaries of the existing centres, locations adjacent to the activity centres may be considered.
- To encourage consolidation of the southern part of the Morwell CBD as the major multi-purpose activity centre in the urban settlement.
- To rezone that part of the Morwell CBD to the north of the railway to allow appropriate development.

Morwell Town Centre (Northern Precinct) Medium Density Housing Strategy 1999

The La Trobe Strategy Plan 1997 identified the revitalization of the Morwell CBD as a very high priority; as such the development of a medium density housing study (within the northern precinct) was undertaken and completed in September 1999.

Five sites were identified by the strategy for medium density housing, with one being the preferred site (old Council owned Buckley Street carpark) due to its central location, being large and undeveloped; providing flexibility, access to infrastructure and abutting residential development. It is noted that Council no longer own this parcel of land and to date it has not been developed for residential purposes.

It went on to identify the demand for medium density housing in Morwell as small and that a major barrier to development is the infrastructure that connects the area back to the southern commercial precinct.

The strategy also reviewed the zones and overlays within the study area. At the time the mixed use zone was considered appropriate as it allowed the consideration of a wide range of uses and development, which would assist in the formulation of options for the redevelopment of the area. The strategy considered that the mixed use zone paired with the strategic directions outlined in the MSS and Council exercising their discretion under the provisions of the zone and under Clause 65, that new commercial development, including office, service business and industrial would be located in appropriate locations having regard to the amenity and orderly planning of the area.

No overlays were discussed outside of applying a Development Plan Overlay to place medium density development plans into a schedule.

The New Format Latrobe Planning Scheme (March 2000)

The New Format Latrobe Planning Scheme was drafted and exhibited between December 1997 and February 1998. A Panel hearing took place in November 1998 to consider the amendment and submissions received. The amendment was formally approved by the Minister for Planning on 2 March 2000.

Clause 21.04-6 Retail outlined the following strategies and actions for Morwell CAD:

Element 1 Consolidation and land use mix

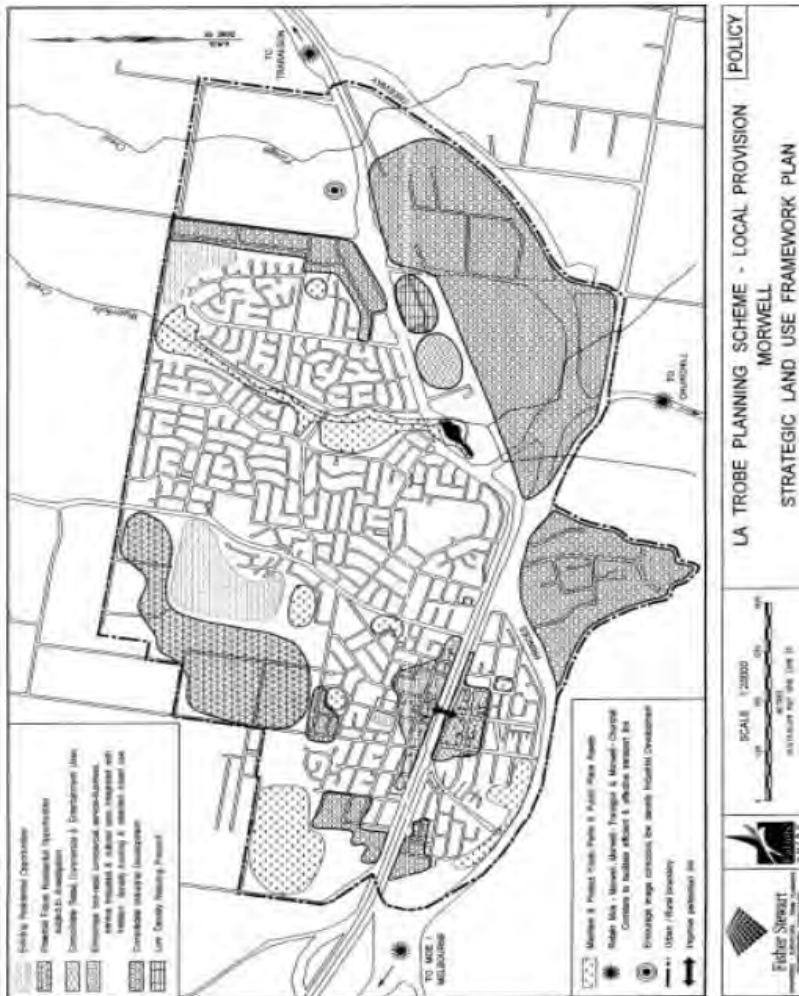
- *Encourage the area to the south of the railway to consolidate as the focal point of the CAD.*
- *Encourage retail and office uses in the Morwell CAD in the area to the south of the railway line.*
- *Encourage and maintain the specialist retailing area of Church Street to the north of the railway line.*
- *Encourage accommodation, food and drink premises, community service, service business and service industrial uses to consolidate in the northern area, along Princes Drive and Buckley Street.*
- *Encourage residential infill, to result in mixed use development, in this and surrounding areas.*

Element 2 Major commercial centres

- Prepare a town centre master plan for Morwell to examine in depth the options of:
 - Retail and office uses in the Morwell town centre focussing on the area to the south of the railway line.

- Non-retail commercial, service business and service industrial uses consolidating in the northern area, integrated with residential infill and mixed use development. – Possible sites for public facilities north of the railway to catalyse rejuvenation of the area.
- Re-zoning the town centre to the north of the railway, to facilitate appropriate redevelopment opportunities.
- Preparation of a programme of infrastructure, landscape and streetscape investment, public and private, as a key contribution to revitalising the town centre.

Figure 17 Morwell Strategic Land Use Framework Plan – As approved in the New Format Planning Scheme March 2000.



- For the south side of the CBD; Consolidate Retail, Commercial and Entertainment Uses (main activity centre location).
- For the North side of the CBD; Encourage non-retail commercial, service-businesses, service industrial and cultural uses, integrated with medium density housing and selected mixed use (Potential for peripheral sale development between Princes Drive and Buckley Street and Mixed Use further north).
- Improve pedestrian linkages between north and south CBD.

Latrobe Transit Centred Precincts 2003-2006

In 2002, Moe, Morwell and Traralgon were identified as part of the Latrobe- Warragul Transit City within Melbourne 2030. A State Government initiative, the transit centred approach sought to leverage location on the fixed rail V/Line service and encourage more intense development (particularly housing) within identified areas. It set out to promote mixed use and walkable precincts surrounding the train stations of each town, promoting new urban living opportunities.

In 2003-2004, Latrobe City Council engaged consultants to prepare the Latrobe Transit Centred Precincts Urban Renewal Frameworks and Masterplans for Traralgon, Moe and Morwell. The Latrobe Transit Centred Precincts Urban Renewal Frameworks and Masterplans provided the framework and objectives to implement the Transit Cities principles in Moe, Morwell and Traralgon. From this report, Town Summaries were produced.

The work was adopted by Council in 2004, and incorporated into the Latrobe Planning Scheme through Planning Scheme Amendment C50. The *Transit Centre Precincts Volume 1-5* and the *Transit City Master Plan: Towns Summary* now form reference documents in the Latrobe Planning Scheme.

The following key objectives were envisioned for Morwell:

- Better Public Transport
- Better Housing Options
- A New Urban Lifestyle
- A Stronger Economy
- An Improved Public Realm

Implementations thus far of this body of work include:

- Public transport interchange improvements including underpass;
- Streetscape improvements to Church Street ,Princes Drive and Buckley Street;
- Development of an Investment prospectus; and
- Ensure parking limits are enforcement.

Morwell Structure Plan 2007

The Morwell Structure Plan aimed to provide for growth and change in a planned and managed manner over a 30-year period. The Plans were intended to provide clear direction to the community, government, and the development industry about appropriate development.

At the time Morwell CAD was identified as having an oversupply of retail floor space and was guided by the Latrobe Transit Precinct Study of 2004 which offered an opportunity to formulate strategies to encourage new commercial and residential activity within Morwell's Town Centre.

Objectives and Strategies relevant to the Morwell CBD were:

- Create a vibrant and active town centre.

- Strengthen the Morwell Town Centre in accordance with the Transit Cities Precinct Study (Area 3).
 - In the northern precinct (i.e. north of Princes Drive) encourage the development of the following goods and services - food and drink premises, accommodation, community services, business services and industrial services.
 - In the southern precinct (i.e. south of Princes Drive) encourage the development of the following goods and services – retail and office precinct.
- Improve transport routes and ease of movement.
 - Complete the transport network for all modes of transport within the existing urban area, in order to provide a continuous and seamless network (Existing Urban Areas (Transport Structure Plan Maps)).
 - Introduce bus services to southern Morwell.
 - Focus on establishing east-west on-road bike routes that feed into the existing north south routes.
 - Clearly mark bike lanes for their purpose.
 - Complete off-road paths.
 - Complete the transport network for all modes of transport to new growth areas, in order to provide a continuous and seamless network (Urban Growth Areas (Transport Structure Plan Maps))
 - Introduce bus services to the north-west and north-east of Morwell as urban development proceeds.
 - Focus on expanding the north-south on-road bike paths to new growth areas, and clearly mark lanes for this purpose.
- Improve and protect visual amenity.
 - Minimise the conflicts between neighbouring land uses
 - Provide residents with a high amenity environment.
 - Protect industry from residential encroachment that may impact on industry operations.

Latrobe City Council Retail Strategy Review 2007

The Retail Strategy Review estimated future demand for retail uses in Latrobe City based on future demand for residential, industrial and commercial uses. Discussion is made on the desirability of locating retail facilities in the designated retail and community centres. The report reviewed, and where appropriate made recommendations for future retail floor space within the Latrobe City Council.

At the time, the modelling suggested that an additional 32,000 sqm of convenience, supermarket and specialty floor space is available until 2021. This floor space was to be provided with a focus on increasing the vibrancy of town centres in Morwell and Traralgon, to continue their role to complement each other in the retail hierarchy.

Morwell was identified as contributing the majority of traditional retail format, whilst Traralgon, servicing the emerging wealthier market, with a higher percentage of white collar workers.

Latrobe City Bicycle Plan 2007-2010

The 2007 Latrobe City Bicycle Plan was developed to review the success of the previous 1998 Latrobe Bicycle Strategy Plan and made recommendations to update and improve the plan based on modern cycling standards and practices.

It provided a network of suitable cycling facilities and education programs to increase cyclist safety, encourage cycling as an activity for the health, well-being and social benefits and to promote the Latrobe City as a tourist and competition cycling destination.

The Bicycle Plan is currently going through another revision.

Latrobe City Heritage Study 2008

This study was undertaken in 2008 to identify, assess and document places of cultural significance within Latrobe City and to make recommendations for their future conservation. The study comprised three volumes which covered the environmental themes which formed the context, a volume which addressed the key findings and recommendations, and a third volume which detailed the place and precinct citations. Council implement the findings of the study through Amendment C14.

Latrobe City Council Bulky Goods Retail Sustainability Assessment 2009

The Bulky Goods Retail Assessment focused on the competitive framework for bulky goods retail in the three main urban centres of Moe, Morwell and Traralgon. In general terms, bulky goods retail refers to land uses as described under the Victorian Planning Policy as “Restricted Retail Premises”.

The assessment included the identification of appropriate sites for bulky goods development within Latrobe City.

Although a potential bulky goods site was identified within the CBD of Morwell it was not considered a suitable site due to the underutilisation of the current business 1 zoned land, historical and existing policy which supports the consolidation of the CAD for a range of retail functions.

It further identified that the mixed use zoned land to the north had some capacity to accommodate bulky goods retail, which is best suited to land located along Princes Drive.

Latrobe City Public Toilet Strategy 2010-2014

This strategy guides the future maintenance and development of public toilet facilities across Latrobe City.

Latrobe City Tracks, Trails and Paths Strategy 2016

The Latrobe City Tracks, Trails and Paths Strategy is a municipal wide strategy to guide planning, development, management and promotion of tracks, trails and paths.

The municipality already has a successful network of paths, tracks and trails that connect a majority of locations, yet usage in places is very low. The strategy not only looks to fill gaps in the network and ensure links to destinations but to examine ways to promote greater use.

A main objective was to establish principal pedestrian networks in the four major towns of Traralgon, Morwell, Moe and Churchill based around key activity centres.

Car Parking Overlay 2014 (Amendment C94 & C99)

In 2014, to support the implementation of a Parking Overlay for Traralgon and Morwell, the *Car Parking Framework Review- Traralgon and Morwell* was completed (Traffix Group Pty Ltd). This report consolidated and built upon several documents previously prepared for Council. Amendment C94 followed (2016) which introduced a Parking Overlay in the Traralgon and Morwell CBD's and prescribed parking rates and cash-in-lieu contributions as relevant.

Car Parking Framework Review - Morwell and Traralgon 2014

A consolidated Car Parking Framework Review for Traralgon and Morwell which consolidated and peer reviewed three previously completed documents (Traralgon Activity Centre Plan Car Parking Assessment 2010, the Morwell Activity Centre Car Parking Strategy 2013 and the TACP & Morwell Car Parking Peer Review 2013) and made recommendations for additional work to be undertaken.

Complementary Parking Measures Assessment 2017

The purpose of the study was to provide recommendations that ensure the most efficient use of the currently provided public parking assets in the centres of Moe, Morwell and Traralgon.

Municipal Public Health and Wellbeing Plan 2017-2021 (currently being reviewed)

The Health and Wellbeing Plan includes the main areas Latrobe City Council will focus on to support the community's current and future health and wellbeing.

Relevant areas of focus for this project include:

- Build environments that create opportunities to move and build physical health
- Invest in infrastructure that provides low cost physical activity that can be used by all members of the community
- Improve low cost physical activity facilities to promote walking, cycling and use of public transport with an aim to reduce our community's carbon footprint
- Consider innovative ways to reinvigorate empty shop fronts to add brightness and vibrancy to our street scapes
- Work with neighbourhood centres, houses and hubs to build local connections and support school and neighbourhood renewal projects
- Address pedestrian and transport safety needs— consider pedestrian crossings, bike and walking paths, hoorn behaviour, lighting and community prevention activities

Latrobe City Road Safety Strategy 2019-2024

Council manages an infrastructure network that consists of over 1669 km of road and 685 km of footpaths. This network requires regular review to ensure current standards are maintained, and any significant areas of risk are identified and rectified. The Strategy provides information on the Injury Crashes and Fatal and Serious Injury Crashes in Latrobe City, identifies potential areas of improvement and nominates an Action Plan to overcome some of these issues.

Healthy by Design

Healthy by Design has been developed in response to local government requests for practical guidance in designing walkable, and ultimately more liveable, communities. Healthy by Design supported the Neighbourhood Principles in Melbourne 2030. This strategy emphasised fostering healthy lifestyles through walkable neighbourhoods, where it is easy and attractive to walk or cycle to facilities and services. Many of the design considerations in Healthy by Design build on the Victoria Planning Provisions (VPP).

Appendix 2 - Other Relevant Work

Public Open Space Strategy 2013

The Public Open Space Strategy provided an easily understood strategic vision for the future planning and improvement of public open spaces across Latrobe City. Analysis of Morwell revealed that the majority of open space sites are classified as Parkland – General Use.

The Morwell Centenary Rose Garden and the Morwell Recreation Reserve were classified as regional level open space sites, whilst the Morwell Town Common was classified as a district level open space. Morwell had the second lowest proportion of 'low' use reserves at 66%.

Findings for Morwell relevant to Study:

- Morwell has less open space (10.72ha/1,000 people) than the average within residential areas of the City (i.e. 17.62ha/1000 people).
- Open space appears appropriately distributed across Morwell. However, there are gaps in linkages connecting to the CBD.
- There are opportunities to establish defined walking trails / open space corridors around the town.

Recommendations for Morwell relevant to Study:

- Use the proposed Pathway Strategy to identify and address gaps in current open space linkages and define a preferred route for establishment of a network of open space pathways around the entire township (refer to map below).
- Consider opportunities to implement the recommendations of the *Morwell-Traralgon Shared Pathway Feasibility Study*, in order to achieve an off-road connection between the two townships.
- Develop site specific Master Plans to guide the future use and development of the following reserves:
 - Morwell Recreation Reserve (including the former Caravan Park site, Eric Lubke Yarra Gum Conservation Reserve and Keegan Street oval).

Morwell Recreation Reserve Precinct Master Plan 2014

The Morwell Recreation Reserve Precinct Master Plan sought to establish a 'precinct scale' vision and direction for the future planning and provision of sport and community infrastructure across the multi-facility and sporting site.

The Morwell Recreation Reserve Precinct is defined in Council's Public Open Space Strategy as a 'Regional' reserve comprising of the Morwell Recreation Reserve, Keegan Street Reserve, the old Morwell Caravan Parkland the Eric Lubcke Yarra Gum Conservation Reserve. Recognised as the premier AFL facility in Gippsland, the overall precinct provides opportunity for not only participation in Australian Rules football, but alternate sporting codes including cricket, netball and croquet. The reserve is also used frequently by local residents for passive recreation pursuits including walking, jogging, dog walking and community events.

\$9 million upgrades were completed in early 2020 and included:

- AFL Football Centre of Excellence
- Multi-use synthetic oval
- New netball courts
- Upgraded change rooms
- New cricket and netball pavilion
- Keegan Street Oval re-alignment

Latrobe City Economic Development Strategy 2016-2020

Latrobe City Council is committed to supporting businesses and industry to start up, grow and prosper. Council is also committed to attracting and developing new industries in the municipality. This will be achieved by a focus on diversification of industry so that there is less reliance on the traditional industries and Latrobe City can move to take advantage of new industry opportunities, such as advanced manufacturing or additive manufacturing industries. The focus of the Economic Development Strategy will position Latrobe City as the Engineering Capital of Australia.

Latrobe City Council – Wood Encouragement Policy 2014

The wood encouragement policy generally requires responsibly sourced wood to be considered, where feasible, as the primary construction material in all new-build and refurbishment projects. This is usually limited to public sector buildings but could be applied across residential and commercial.

Appendix 3 – Potentially contaminated land

MORWELL ACTIVITY CENTRE PLAN

Appendix 3

Potentially Contaminated Land

December 2021 (updated Feb 2022)

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1. Introduction

Development of land provides an opportunity to address contamination and mitigate any risks posed to human health, the environment, and building and structures. Contaminated land can often be safely used and developed following appropriate remediation, provided any necessary controls to manage residual contamination are implemented. It should also be noted that although the planning system plays an important role in dealing with land contamination it is not a catch all; many parties have obligations in managing potentially contaminated land, including duties under the Environment Protection Act 2017 and the Environmental Protection Regulations 2021.

The Planning Regulatory Framework exists to regulate land use and development, this includes the management of risks and hazards such as potentially contaminated land. Below is a list of the relevant parts of the framework in relation to land contamination:

- Planning & Environment Act 1987;
- Ministerial Direction No 1 – Potentially Contaminated Land;
- Ministerial Direction 19 - Preparation and content of amendments that may significantly impact the environment, amenity and human health;
- Victorian Planning Provisions - Clause 13.04-1S Contaminated and Potentially Contaminated Land;
- Victorian Planning Provisions (VPP) - Clause 45.03 Environmental Audit Overlay;
- Victorian Planning Provisions (VPP) - Clause 65.01 Approval of an Application or Plan; and
- Victorian Planning Provisions (VPP) - Clause 73.01 General Terms.

Section 12 of the *Planning and Environment Act 1987* requires a planning authority, when preparing a planning scheme or planning scheme amendment to *'take into account any significant effects which it considers the scheme or amendment might have on the environment or which it considers the environment might have on any use or development envisaged in the scheme or amendment'*.

Ministerial Direction No. 1 – Potentially Contaminated Land defines contaminated land as land that:

- has been used or known to have been used for industry or mining;
- has been used or known to have been used for the storage of chemicals, gas, waste or liquid fuel (other than minor above-ground storage that is ancillary to another use of the land); or
- where a known past or present activity or event (occurring on or off the land) may have caused contamination on the land.

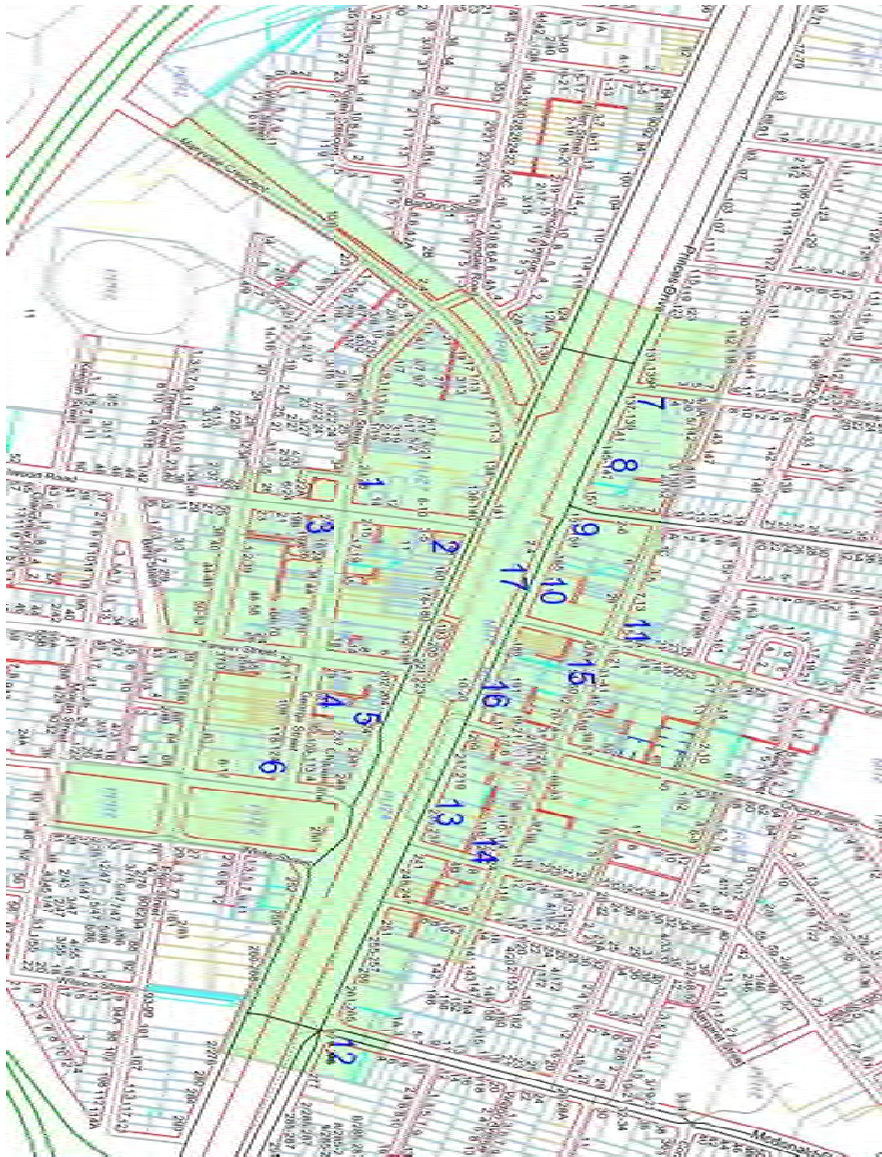
Ministerial Direction No. 1 requires that when preparing an amendment which would have the effect of allowing (whether or not subject to the grant of a permit) potentially contaminated land to be used for a sensitive (defined as residential use, kindergarten, pre-school centre, primary school, even if ancillary to another use), children's playground or secondary school, agriculture or public open space, a planning authority must satisfy itself whether or not the land, or parts of the land, are potentially contaminated.

In considering the above a review of all land within the study area has been undertaken to attempt to identify potentially contaminated land based on current and previous land uses and is further informed by Planning Practice Note 30 – Potentially Contaminated Land July 2021.

The study area has been broken up into 15 areas to assist with the scale of the precinct wide assessment. A total of 17 sites have been identified as having potential for contamination within the study area (see Figure 1 below).

A further site history review has been undertaken on each of the 17 sites to better understand the type and potential scale of land contamination.

Figure 18 – Sites identified with potential for contamination



2. Study Area

The study area contains all of the commercially zoned land to the south and the majority of the mixed use zoned land to the north. The Gippsland regional railway dissects the CBD, effectively dividing the centre into two separate precincts: a northern precinct and a southern precinct. Although the two halves are connected by an underpass, the main retailing centre has historically been located south of the railway line while shops on the northern side have catered primarily for office and service business.

The spectacular Morwell Centenary Rose Garden can be found at the western entrance to the southern precinct. Further south west is the Morwell Recreation Reserve, which has recently been redeveloped as Gippsland's AFL Centre of Excellence. The CBD is generally surrounded by residential land to the north, south, east and west.

Figure 19 - Morwell Activity Centre Plan - Study Area



3. Area Overviews

Due to the scale of the study area, it has been broken up into 15 separate areas to assist with the desktop review and identification of potentially contaminated land. Each site identified as having potential for land contamination has then had a more detailed site history review undertaken; these can be found within Section 4 of this report.

Sources of information have included:

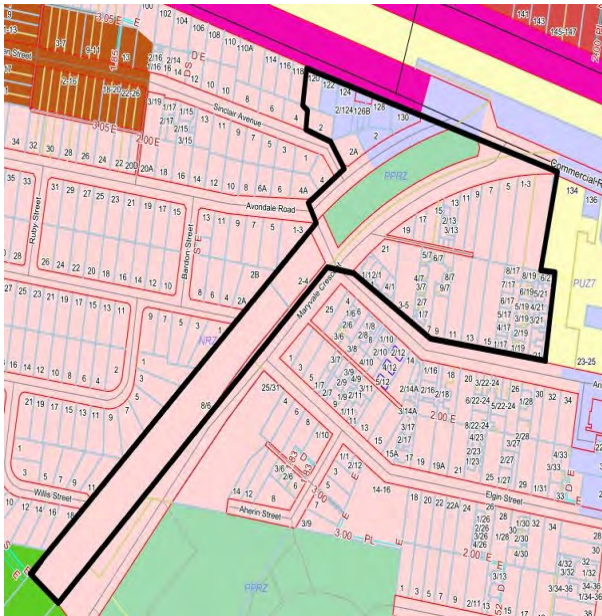
- Review of land uses (current and historical);
- Review of land zoning and overlays (current and historical);
- Latrobe City Council building and planning permit registers (current and historical);
- Latrobe City Council property database, electronic and hard copy records and resources, aerial photographs and historical planning schemes;
- Visual site inspections;
- Internet searching – Facebook, TROVE etc;
- Morwell Historical Society;
- Victorian Unearthed;
- EPA public registers; and
- Sands and McDougall 1905.

All reviews have been conducted by Leah Misiurka – Strategic Planner for Latrobe City Council with this assistance of others.

Undertaking an assessment or study of the on-site conditions may reduce the potential for exposure to the presence of contaminated land. All reports and conclusions that deal with sub-surface conditions are based on interpretation and judgment. It should be noted that this report contains interpretations and conclusions which are uncertain, due to the nature of the investigations. No study can eliminate risk, and even a rigorous assessment and sampling program may not detect all problem areas within the study area.

The report is based on an interpretation of factual information available and the professional opinion and judgment of Latrobe City Council.

Area 1 Morwell South West (incl Maryvale Crescent)



Overview of Area 1

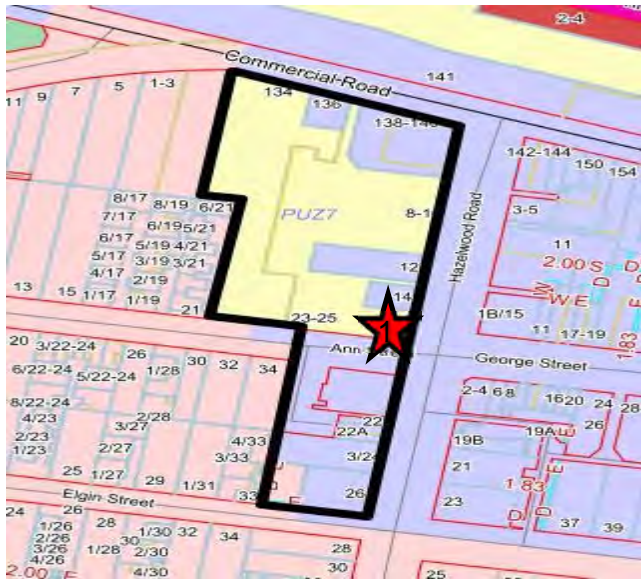
Land within Area 1 is zoned Neighbourhood Residential Zone, Commercial 1 Zone and Public Park and Recreation Zone. The area consists mainly of single dwellings, units (including social housing), rooming houses, aged care, accommodation (motels), open space/gardens and a small cluster of commercial (office, service and retail) buildings on the far west edge.

Land zoning in Area 1 has changed very little since 1954 with the exception of:

- A strip of land running the length of Maryvale Crescent was rezoned Public Open Space in 1988.
- The lower portion of public open space land in Maryvale Crescent (current DHS land – housing flats) was rezoned between 1991 and 2000 to residential 1 zone. The Maryvale Crescent Preschool was built 2002
- The top portion of public open space land in Maryvale Crescent remained and in 1992 the Morwell Centenary Rose Garden was established to celebrate the centenary of Morwell Shire/City.
- A small portion of land fronting Commercial Rd on the far west edge (west of current rose garden) was rezoned to Office Zone in 1988 and then Commercial 4 Zone in 1991 and is now zoned Commercial 1.

There are no former or current land uses identified that contribute to potential land contamination within Area 1.

Area 2 Justice Precinct & South of Ann Street



Overview of Area 2

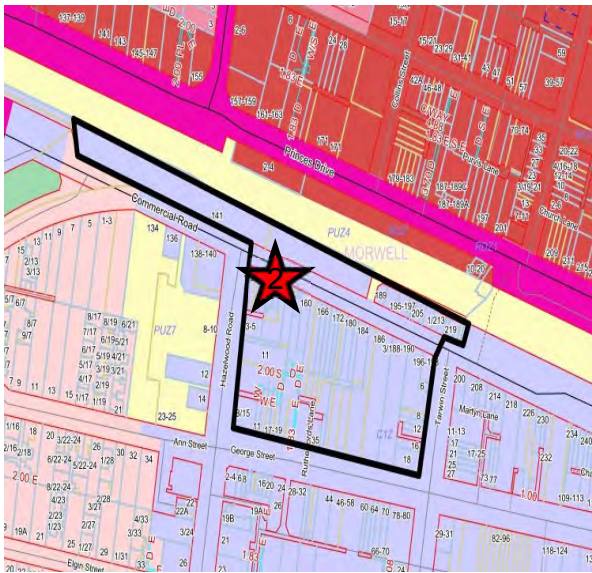
Land within Area 2 is zoned Neighbourhood Residential Zone, Commercial 1 Zone and Public Use Zone. The area consists of commercial premises mainly office/service based including the Justice Precinct which contains the Morwell Magistrates Court, Morwell Police Station and Department of Justice. The Latrobe Regional Art Gallery is located on the corner of Commercial Rd and Hazelwood Road.

The Morwell Masonic Lodge tenanted by the Morwell Historical Society is located further south along Hazelwood Rd and is Heritage Listed. There is a single dwelling located at 14 Hazelwood Rd which has been refitted out as a solicitor’s office. There are two other dwellings located at 26 Hazelwood Rd and 35 Elgin Street.

Land zoning in Area 2 has remained relatively unchanged since 1954 when it was zoned Public Use (Police Station, Shire Hall & Offices and Municipal buildings) and Commercial “B”.

Properties of Interest	Former or Current Use	Site History Review No
23-25 Anne Street Morwell (parcel# 44422)	Former Land Use - Service Station as part of the Morwell Co-operative Store opened in 1959.	1

Area 3 CBD block 1 plus rail strip



Overview of Area 3

Land within Area 3 is zoned Commercial 1 Zone. The area consists of commercial premises within the block of Commercial Rd, Hazelwood Rd, George St and Tarwin St. Uses consist of a mix of office, service business, retail, restaurants, cafes and Manny’s Market. It also includes the Latrobe City Morwell Headquarters building and car parks and the small strip of commercial premises on the north side of Commercial Road. There are some large land parcels tenanted with offices such as Anglicare, Department of Human Services, Latrobe Valley Express and Headspace.

Land zoning in Area 3 has changed slightly since 1954. Only the small area to the east, on the north side of Commercial Road was zoned Commercial the rest remained zoned for railway. In 2000 the area remained Commercial and Public Use Zone 4. The area to the west was rezoned in 2002 to Commercial to facilitate the development of the new Latrobe City Morwell Headquarters.

Properties of Interest	Former or Current Use	Site History Review No
148-152 Commercial Road Morwell (parcel# 10500,10501,10502)	Former Les Hare Motor Garage Approx. 1925-1958. Included the sale of petrol.	2

Area 4 CBD block 2



Overview of Area 4

Land within Area 4 is zoned Commercial 1 Zone. The area consists of commercial premises within the block of George St, Hazelwood Rd, Elgin St and Tarwin St. Uses consist of a mix of office, service business, retail, food & drink, supermarket. Larger land parcel tenants include Cheap as Chips and NQR.

Land zoning in Area 4 has remained relatively unchanged since 1954 when it was zoned Commercial “B” and Residential.

Properties of Interest	Former or Current Use	Site History Review No
14 George Street Morwell (parcel# 10879)	Former Dry Cleaner – ‘Leslies’ in 1982 changed names to Country Care Dry Cleaning in 1998/99. Close date unknown. Premises now used for Office (Member for Morwell Russell Northe MP)	3

Area 5 CBD block 3



Overview of Area 5

Land within Area 5 is zoned Commercial 1 Zone. The area consists of commercial premises within the block of Commercial Rd, Tarwin St, George St and Chapel St.

Uses consist of a mix of office, service business/industry, retail (including bulky), food & drink. Larger land parcel tenants include Harvey Norman, former Gippsland Furniture House and Bank Australia.

Land zoning in Area 5 has remained relatively unchanged since 1954 when it was zoned Commercial 'B'.

Properties of Interest	Former or Current Use	Site History Review No
77 George Street Morwell (parcel# 10866)	Former Dry Cleaners – 'Searles' 1982.	4
220 Commercial Road Morwell (parcel# 10533)	Existing Dry Cleaners – Morwell Dry Cleaners established sometime in the 1990's. Have newspaper add from 1995. (https://twitter.com/sebth/status/1248201063456362497)	5

Area 6 CBD Block 4



Overview of Area 6

Land within Area 6 is zoned Commercial 1 Zone. The area consists of commercial premises within the block of George St, Chapel St, Elgin St and Tarwin St. Uses consist mainly of a mix of office, service business, retail (including bulky), service station and food & drink. Larger land parcel tenants include tenants such as Coles Supermarket and carpark, Centrelink, Medicare and Latrobe City Library.

Land zoning in Area 6 has changed slightly since 1954:

- Land fronting George Street was zoned Commercial “B” while land fronting Elgin Street was zoned Residential. There was also a small section set aside for Public Purposes - Car Park which allowed an access way between George and Elgin Streets, this remains today however is simply also zoned commercial.
- By 1988 the Residential land was rezoned to Commercial B and between 1991 and 2000 was rezoned again to Commercial 2.
- The entire area is now zoned Commercial 1.

Properties of Interest	Former or Current Use	Site History Review No
134 George Street Morwell (parcel# 10919)	Current Petrol Station – Liberty (formally Caltex). Identified as an EPA priority site.	6

Area 7 South East



Overview of Area 7

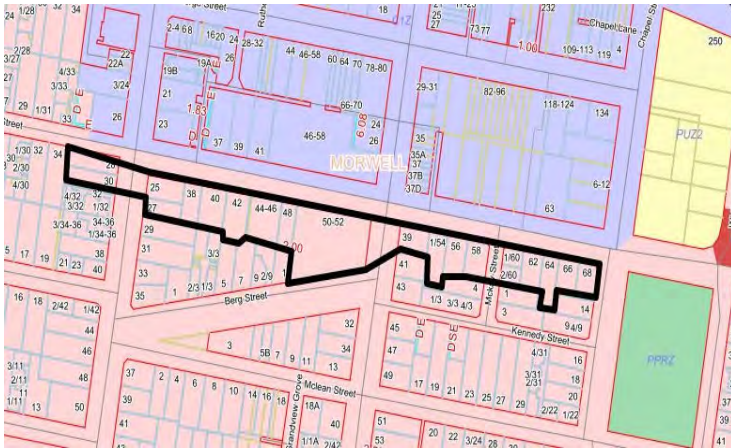
Land within Area 7 is zoned Commercial 1 Zone, Public Use Zone Schedule 2 and Public Park and Recreation Zone. The area consists of land within the block of Commercial Rd. White St, McLean St and Chapel St. The small section of commercial premises fronting Commercial Road to the west is also included.

Land uses include the old Commercial Road Primary School now tenanted by Kurnai College Flexible Learning Centre, the Town Common and playground, child Care Centre and office.

Land zoning in Area 7 has remained relatively unchanged since 1954 when it was zoned Public Purposes, Public Open Space and Residential. The Residential area was rezoned to Office in 1988 and Commercial 4 in 1991 and now zoned Commercial 1.

There are no former or current land uses identified that contribute to potential land contamination within Area 7.

Area 8 Residential South



Overview of Area 8

Land within Area 8 is zoned Neighbourhood Residential Zone Schedule 4. The area includes all the properties to the south side of Elgin Street generally between Hazelwood Rd and Chapel Street.

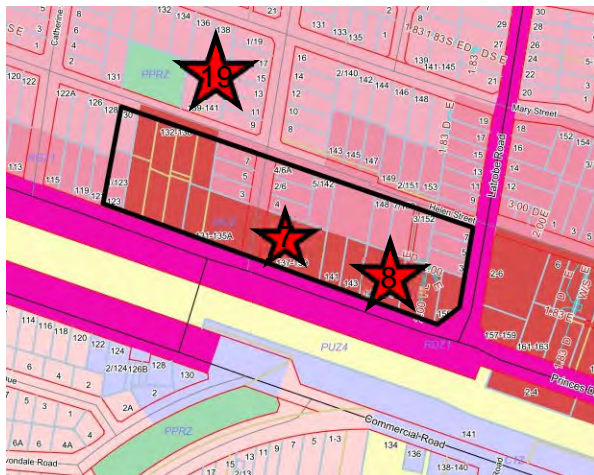
Although zoned residential there are a mix of uses as is expected on the periphery of a CBD. These include single dwellings, units, offices, medical centres/services, Church and a large land parcel which houses the Morwell RSL.

Land zoning in Area 8 has remained relatively unchanged since 1954 when it was zoned Residential with the exception of:

- the current RSL site which was rezoned to Special Uses in 1988 and remained in a Special Use Zone in 1988. It was rezoned to Residential between 1991 and 2000.
- Land on the corner of Elgin and Tarwin which was rezoned to Commercial B in 1988 then Commercial 2 in 1991 and was rezoned back to Residential between 1991 and 2000.

There are no former or current land uses identified that contribute to potential land contamination within Area 8.

Area 9 Princes Drive West of Latrobe Rd



Overview of Area 9

Land within Area 9 is zoned Mixed Use Zone, Residential Growth Zone Schedule 3 and General Residential Zone Schedule 1. The area consists of residential and commercial properties fronting Princes Drive (generally between Catherine St & Latrobe Rd) and directly abutting land at the rear fronting Helen St. Land uses include single dwellings, offices, retail, warehouse, service station, motel and accommodation and a large land parcel dedicated to the Morwell Club and car park.

Land zoning in Area 9 has changed somewhat since 1954 when it was originally zoned Commercial fronting Princes Drive and Residential fronting Helen St. In 1988 the current Morwell Club was rezoned Special Use and was rezoned again between 1991 and 2000 to Mixed Use Zoe along with the rest of the commercial premises fronting Princes Drive.

Properties of Interest	Former or Current Use	Site History Review No
137-139 Princes Drive Morwell (parcel# 11957)	Current Petrol Station – Coles Express Service Station.	7
145-147 Princes Drive Morwell (parcel# 11960)	Former Mobil Mid Town Service Station. Identified as an EPA priority Site. Service Station demolished 2004, Wells decommissioning in 2010.	8

Area 10 Princes Drive West of Collins



Overview of Area 10

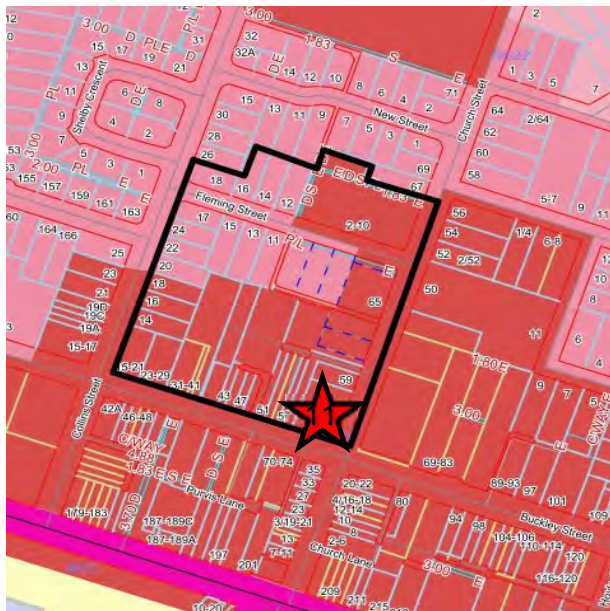
Land within Area 10 is zoned Mixed Use Zone and Residential Growth Zone Schedule 3. The area consists of commercial properties fronting Princes Drive (between Latrobe Rd and Collins St) and directly abutting commercial properties at the rear fronting Buckley St. It also includes a portion of land on the north side of Buckley Street and further north along Collins St.

Uses consist of single dwellings, offices, retail, service business, workshop, medical, child care, Church and a large land parcel dedicated to the new CFA currently under construction.

Land zoning in Area 10 has changed somewhat since 1954 when it was originally zoned Commercial and Residential. The Commercial area was rezoned between 1991 and 2000 to Mixed Use Zone.

Properties of Interest	Former or Current Use	Site History Review No
157-159 Princes Drive Morwell (parcel# 11963)	Current used for Mechanical Repairs (previous use was Beaurepaires until approx. 2010)	9
171 Princes Drive Morwell (formally known as 167-171 Princes Drive Morwell) Parcel# (57797)	Former Service Station, workshop and car wash – Demolished BP 2016/55144 New CFA – BP 2020/59933 PP2018/128	10

Area 11 GovHub block



Overview of Area 11

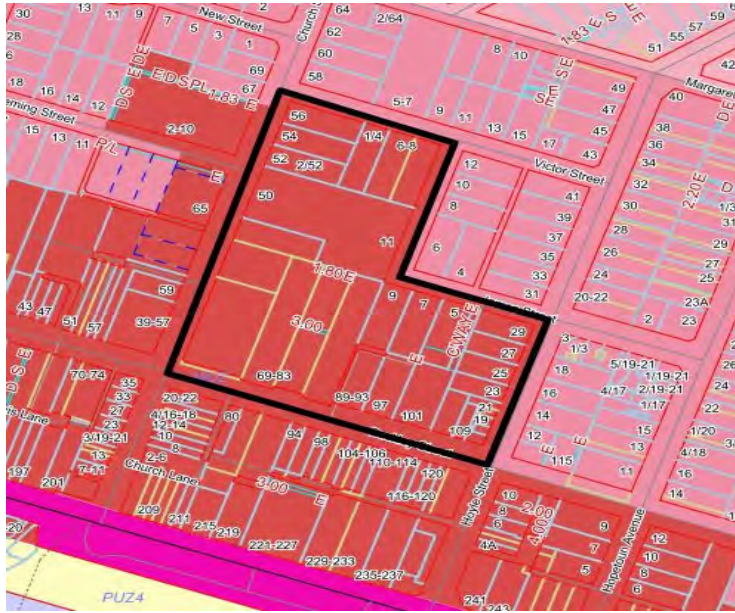
Land within Area 11 is zoned Mixed Use Zone and Residential Growth Zone Schedule 3. The area is generally bounded within the block of Buckley, Church, Fleming and Collins Streets. It also includes the lots on the north side of Fleming Street.

Uses consist of single dwellings, offices, retail, service business, warehouse and a large land parcel dedicated to the new Latrobe Valley GovHub office and car park on the corner of Church and Fleming St.

Land zoning in Area 11 has changed somewhat since 1954 when it was originally zoned Commercial and Residential. In 1988 the entire area was rezoned to Commercial A with a small area designated for Public Purposes. The area was rezoned again in 1991 to Commercial 1 Zone and Public Purposes 1 (municipal services). The area was rezoned again between 1991 and 2000 to the current Mixed Use and Residential zoning.

Properties of Interest	Former or Current Use	Site History Review No
39-57 Church Street Morwell (10366)	Former Petrol Station – ESSO Australia Limited. Demolished in 1996. Currently vacant.	11

Area 12 CBD North East



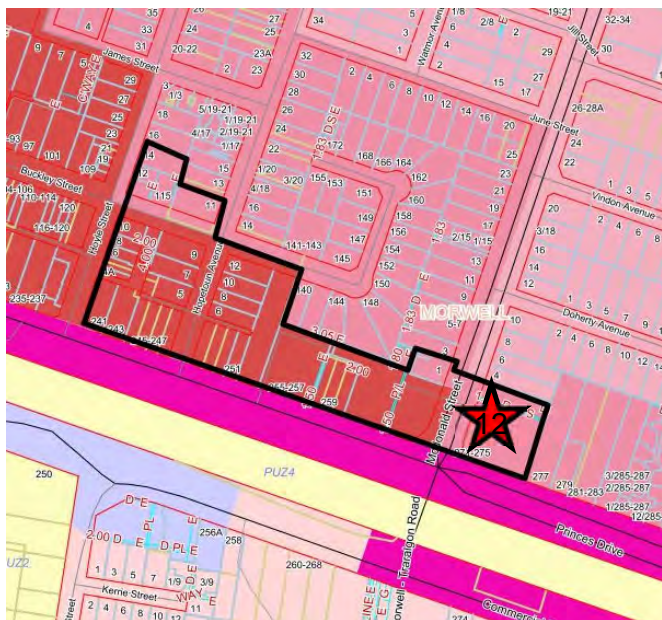
Overview of Area 12

Land within Area 12 is zoned Mixed Use Zone and consists of properties generally within the block of Buckley St, Hoyle St, Victor St and Church St. Uses consist of single dwellings, units, churches, offices, retail, Indigenous community centre, and a large land parcel dedicated to the Latrobe Health Services and car park on the corner of Church and Buckley St.

Land zoning in Area 12 has changed somewhat since 1954 when it was originally zoned Commercial and Residential. In 1988 the entire area was rezoned to Commercial A with three small areas designated for Public Purposes. The area was rezoned again in 1991 to Commercial 1 Zone and Public Purposes 2, 9 & 10 (government offices, CFA & Telecom Aus). The area was rezoned again between 1991 and 2000 to the current Mixed Use and Residential zoning.

There are no former or current land uses identified that contribute to potential land contamination within Area 12.

Area 13 Princes Drive East



Overview of Area 13

Land within Area 13 is zoned Mixed Use Zone and Residential Growth Zone Schedule 3 and consists of properties fronting Princes Drive between Hoyle and McDonald Street and adjoining properties at the rear fronting Buckley Street. It also includes the lot to the east of McDonald Street which accommodates the existing United Service Station.

Uses consist of dwellings, offices, restaurants, accommodation, retail, service businesses, social housing, supermarket, fast food outlet and church.

Land zoning in Area 13 has changed somewhat since 1954 when it was originally zoned Residential. In 1988 land fronting Princes Drive was rezoned to Commercial A and two small areas designated for Public Purposes. The area was rezoned again in 1991 to Commercial 1 Zone, Public Purposes 25 (police & emergency), Special Use Zone 3 & 4 (Tertiary Institution & Medical Centre) and Commercial 4. The area was rezoned again between 1991 and 2000 to the current Mixed Use and Residential zoning.

Properties of Interest	Former or Current Use	Site History Review No
271-275 Princes Drive Morwell (parcel# 17369)	Current Service Station – United. Established approx. 1995 (BP 1995/26404)	12

Area 14 Princes Drive and Church Street central



Overview of Area 14

Land within Area 14 is zoned Mixed Use Zone and consists of properties within the block of Princes Drive, Hoyle, Buckley and Collins Streets.

Land uses consist of offices, retail, medical centre, service business, gym, post office, workshops, restaurants and one single dwelling.

Land zoning in Area 14 has changed somewhat since 1954 when it was originally zoned Commercial and Residential. In 1988 the entire area was rezoned to Commercial A with one small area designated for Public Purposes. The area was rezoned again in 1991 to Commercial 1 Zone and Public Purposes 5 (Australia Post). The area was rezoned again between 1991 and 2000 to the current Mixed-Use zoning.

Properties of Interest	Former or Current Use	Site History Review No
229-233 Princes Drive Morwell (parcel# 17345)	Former Petrol Station – Total Australia Ltd/Ampol Horizon Food Stores. Use ceased sometime before 1997.	13
122-124 Buckley Street Morwell (parcel# 16291)	Currently operating as Gippsland Automotive Services and has done so since at least 2008.	14
54-60 Buckley Street Morwell (parcel# 53571)	Former BWG Transmissions Mechanical Repairs.	15
199-201 Princes Drive Morwell (11976 & 11977)	Former Gude's Garage, Trembath's Garage and Henderson's Garage with petrol bowsers out the front (1946).	16

Area 15 Rail Reserve MUZ



Overview of Area 15

Land within Area 15 consists of a linear strip of land running on the northern side the railway line.

Uses consist of a used car yard and car parking for the Morwell Train Station.

Land zoning in Area 15 has changed slightly since 1954 when it was originally for rail with a small portion of Special Use to the east. In 1988 the special use area was rezoned commercial and remained commercial until 1991. Between 1991 and 2000 the area was rezoned to the current Mixed-Use zoning.

Properties of Interest	Former or Current Use	Site History Review No
6-8 Princes Drive Morwell (parcel# 11985)	Former Ampol/Caltex Service Station. Demolished approx. 2014. Site now vacant.	17

4. Site History Reviews

Property Index

Area No	Site History Review No	Property Address	Page Number
2	1	23-25 Ann Street Morwell	23-25
3	2	148-152 Commercial Road Morwell	26-28
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5	4	77 George Street Morwell	31-32
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Site Number	1
Site Number	N/A
Site Address	23-25 Anne Street Morwell
Council Property Number	44422
Land use of interest	Morwell Co-Operative Service Station
Zoning	Public Use Zone Schedule 7
Current Land Use	State Government Offices
Chemicals that cause the potential contamination:	<p>The main contaminants of potential concern which are typically associated with a service station:</p> <ul style="list-style-type: none"> • Petroleum hydrocarbon fractions • BTEX- benzene, toluene, ethylbenzene and xylenes • Naphthalene • Fuel additives, such as ethanol, MTBE and lead • Other volatile organic compounds such as hexane, heptane, cyclohexane and trimethylbenzene
CURRENT or FORMER LAND USE	
Supporting documents/comments/evidence of potential contamination:	
<p>The Morwell Co-op was established in May and began trading in July 1955. The first premises were located in a small shed at the S.E.C. works area in Wallace Street. In October 1959 the co-op opened a new brick building at 27 Ann Street, on the corner of Hazelwood Road.</p> <p>Records indicate that as part of the Morwell Co-operative Store opened in 1959 (new brick building) also contained a service station. Council records indicated that in 2008 there was removal of underground storage tanks and ground water monitoring.</p> <p>Aerial images from 1988 show the canopy of the service station on the corner of Ann Street and Hazelwood Rd. Images from 2021 show the existence of the concrete drive through still present allowing access and egress to the site.</p>	



Image: LCC Aerial Image from 1988



Image: LCC 30 Nov 2021



Image: LCC 30 Nov 2021 Water Well



Image: Morwell Historical Society Facebook

Research & Data Sources:

- The Morwell Historical Society – Facebook and Morwell on the March - Retail
- Latrobe Valley Heritage Study 1991 by Chris Johnston
- Interviews: LCC Staff
- LCC aerial imagery 1988
- LCC pathways database

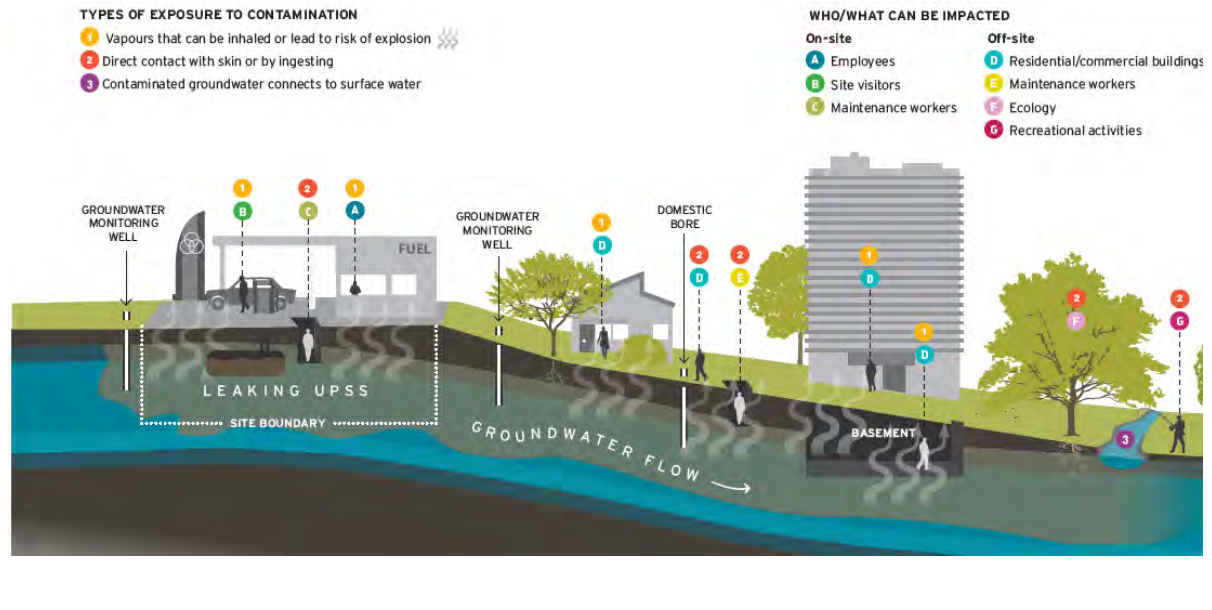
Potential for contamination:
*(as per Planning Practice Note
 'Potentially Contaminated Land' July
 2021)*

The land meets the definition of potentially contaminated land. Service stations/fuel storage is listed as having a high potential for contamination.

Implications of potential contamination from previous/current land use:

Some of the components of petroleum are very toxic and carcinogenic, for example benzene. The release of petroleum-based substances into the environment poses significant risks to the health of human and ecosystems (see below chart).

How leaking underground petroleum storage systems affect our environment



Site Number	2
Site Address	148-152 Commercial Road Morwell
Council Property Number	10500,10501,10502
Land use of interest	Motor Garage with Petrol Browsers
Zoning	Commercial 1 Zone (C1Z)
Current Land Use	Food and Drink Premises, Restaurant and Medical Service
Chemicals that cause the potential contamination:	<p>The main contaminants of potential concern which are typically associated with the handling and storage of fuels include:</p> <ul style="list-style-type: none"> • Petroleum hydrocarbon fractions • BTEX- benzene, toluene, ethylbenzene and xylenes • Naphthalene • Fuel additives, such as ethanol, MTBE and lead • Other volatile organic compounds such as hexane, heptane, cyclohexane and trimethylbenzene <p>The main contaminants of potential concern which are typically associated with Repair Garages include:</p> <p>Lubricating oils - used oils containing heavy metals such as lead from fuel, copper from engine bearings, a range of metals from other parts of the engine, unburnt fuel, products of combustion such as polycyclic aromatic hydrocarbons (PAHs).</p> <p>Other contaminated:</p> <ul style="list-style-type: none"> • Ethylene glycol, methanol (Anti-Freeze) • Polymerised glycols (brake fluid) • Solvents (chlorinated hydrocarbons, carbon tetrachloride) • Paints (lead, ethyl acetate, butyl acetate, glycol ethers, styrenated alkyds, chromates, methyl isobutyl ketone, methyl ethyl ketone, cyclohexanone, ethyl acetate)

CURRENT or FORMER LAND USE

Supporting documents/comments/evidence of potential contamination:

Les Hare Garage and Engineering Works was established in the early 1900's. Photographs obtained from 1925-1958 show 2 petrol bowsers out the front of the building. Although there is no address with the photos, the building to the left (previously known as the Colonial/National Bank) which is still standing in its original form today which makes it easy to identify the location.

As seen in the photos, the building changes business names multiple times over the years but the location of the bowsers remain the same. The subject site has since been subdivided into 3 smaller shops- 148, 150 and 152 Commercial Road Morwell. It is unknown if the tanks were removed.



Image: Photo from Museums Victoria Collection 1925



Image: Advertisement from Broadbent's official road guide Melbourne to Sydney eighth edition 1930's



Commercial Road c. 1955

Image: Morwell Historical Society



1958

Image: Traralgon Historical Society collection 1958

Research & Data Sources:

- Interviews: LCC Staff
- Morwell Historical Society - Facebook

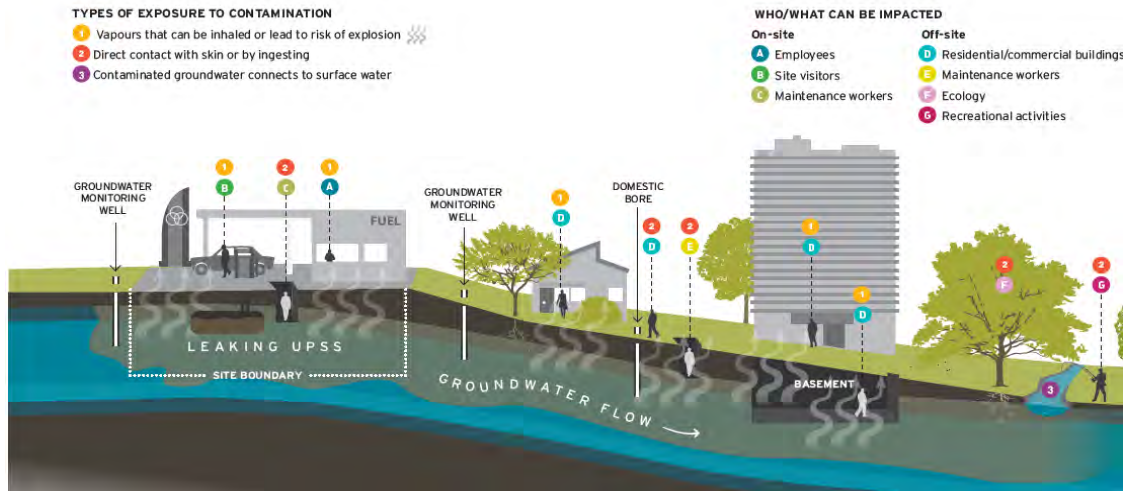
Potential for contamination:
*(as per Planning Practice Note
 'Potentially Contaminated Land' July
 2021)*

The land meets the definition of potentially contaminated land. Service stations/fuel storage and Automotive repair/engine works are listed as having a high potential for contamination.

Implications of potential contamination from previous/current land use:

Some of the components of petroleum are very toxic and carcinogenic, for example benzene. The release of petroleum-based substances into the environment poses significant risks to the health of human and ecosystems (see below chart).

How leaking underground petroleum storage systems affect our environment



The migration and persistence of contaminants can often be found in soil and ground water. Vapour may also diffuse into the soils and or accumulate in poorly ventilated spaces and present a fire and explosion hazard.

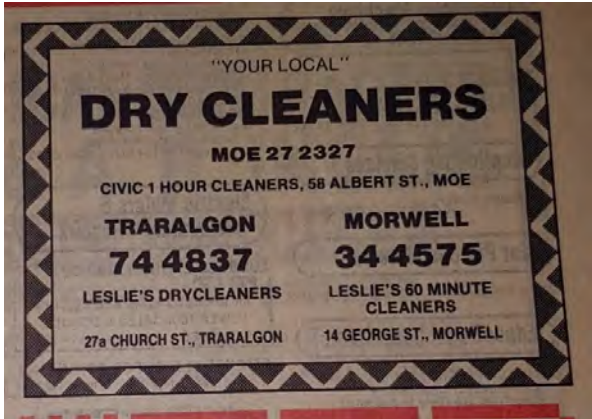
Site Number	3
Site Address	14 George Street Morwell
Council Property Number	10879
Land use of interest	Dry Cleaners
Zoning	Commercial 1 Zone (C1Z)
Current Land Use	Office
Chemicals that cause the potential contamination:	<p>The main contaminants of potential concern which are typically associated with drycleaners;</p> <ul style="list-style-type: none"> • Tetrachloroethene (perchloroethylene) <i>-better known as PCE or perc</i> • Benzene • White spirit (mixed hydrocarbons) • Carbon tetrachloride • Trichloroethylene • Chlorofluorocarbons • Trichlorofluoromethane • Ammonia • Hydrogen peroxide
CURRENT or FORMER LAND USE	
Supporting documents/comments/evidence of potential contamination:	
<p>Research indicates that a Dry Cleaners, known as ‘Leslie’s 60 Minute Cleaners’ was previously located at 14 George Street Morwell. Dates suggest that the dry cleaners operated at least between 1982 and 1999.</p>	
	
<p>Image: Phone directory advertisement 1982</p>	



Image: Phone directory advertisement 1998/99

Research & Data Sources:

- Victoria Unearthed
- The Morwell Historical Society

Potential for contamination:
*(as per Planning Practice Note
 'Potentially Contaminated Land' July
 2021)*

The land meets the definition of potentially contaminated land. Dry Cleaning is listed as having a high potential for contamination.

Implications of potential contamination from previous/current land use:

- Perchloroethylene, or Perc, is the dominant chemical solvent used in dry cleaning today. The extent of any human effects from perc exposure depends on the amount of perc and how long the exposure lasts.
- Perc can get into the air, water and ground during the cleaning, purification, and waste disposal phases of dry cleaning.
 - Outdoor air: once perc escapes outdoors, it can remain in the atmosphere for several weeks
 - Ground: Perc is known to be toxic to plants. It can enter the ground in liquid form through spills, leaky pipes, leaky tanks, machine leaks, and from improperly handled waste.
 - Water: at the end of the cleaning process, the cleaning fluid is separated from waste water by distillation. In the past, the waste water was often poured down floor drains. Now days, the waste water *should* be collected and evaporated, or removed by hazardous waste handlers.
- Perc can seep through the ground and contaminate surface water, groundwater, and potentially drinking water. A small amount can contaminate a large amount of water which people are then exposed to through drinking or using the water.

Waste that is likely to contain residues of:	What characteristics can make this waste hazardous?
<ul style="list-style-type: none"> • Perc² • Hydrocarbon solvent • Siloxane (e.g. GreenEarth®) • Acetal (e.g. Solvon K4) • Other solvents • Oil, grease, dirt, other residues (from garments) 	<ul style="list-style-type: none"> • Potential contaminant concentrations above EPA Victoria thresholds • Toxic substance • Waste may be liquid
Site Number	4
Site Address	77 George Street Morwell
Council Property Number	10866
Land use of interest	Dry Cleaners
Zoning	Commercial 1 Zone (C1Z)
Current Land Use	Office
Chemicals that cause the potential contamination:	<p>The main contaminants of potential concern which are typically associated with drycleaners;</p> <ul style="list-style-type: none"> • Tetrachloroethene (perchloroethylene) <i>-better known as PCE or perc</i> • Benzene • White spirit (mixed hydrocarbons) • Carbon tetrachloride • Trichloroethylene • Chlorofluorocarbons • Trichlorofluoromethane • Ammonia • Hydrogen peroxide
CURRENT or FORMER LAND USE	
<p>Supporting documents/comments/evidence of potential contamination:</p> <p>Research indicates that a Dry Cleaners, known as ‘Searles Dry Cleaners’ was previously located at 77 George Street Morwell. Dates suggest that the dry cleaners operated from approx. 1982. Closure date is unknown.</p>	



Image: Phone directory advertisement 1982

Research & Data Sources:

- Victoria Unearthed
- The Morwell Historical Society

Potential for contamination:
(as per Planning Practice Note 'Potentially Contaminated Land' July 2021)

The land meets the definition of potentially contaminated land. Dry Cleaning is listed as having a high potential for contamination.

Implications of potential contamination from previous/current land use:

- Perchloroethylene, or Perc, is the dominant chemical solvent used in dry cleaning. The extent of any human effects from perc exposure depends on the amount of perc and how long the exposure lasts.
- Perc can get into the air, water and ground during the cleaning, purification, and waste disposal phases of dry cleaning.
 - Outdoor air: once perc escapes outdoors, it can remain in the atmosphere for several weeks
 - Ground: Perc is known to be toxic to plants. It can enter the ground in liquid form through spills, leaky pipes, leaky tanks, machine leaks, and from improperly handled waste.
 - Water: at the end of the cleaning process, the cleaning fluid is separated from waste water by distillation. In the past, the waste water was often poured down floor drains. Now days, the waste water *should* be collected and evaporated, or removed by hazardous waste handlers.

- Perc can seep through the ground and contaminate surface water, groundwater, and potentially drinking water. A small amount can contaminate a large amount of water which people are then exposed to through drinking or using the water.

Waste that is likely to contain residues of:	What characteristics can make this waste hazardous?
<ul style="list-style-type: none"> • Perc² • Hydrocarbon solvent • Siloxane (e.g. GreenEarth®) • Acetal (e.g. Solvon K4) • Other solvents • Oil, grease, dirt, other residues (from garments) 	<ul style="list-style-type: none"> • Potential contaminant concentrations above EPA Victoria thresholds • Toxic substance • Waste may be liquid

Site Number	5
Site Address	220 Commercial Road Morwell
Council Property Number	10533
Land use of interest	Dry Cleaners
Zoning	Commercial 1 Zone (C1Z)
Current Land Use	Dry Cleaners
Chemicals that cause the potential contamination:	<p>The main contaminants of potential concern which are typically associated with drycleaners;</p> <ul style="list-style-type: none"> • Tetrachloroethene (perchloroethylene) -better known as PCE or perc • Benzene • White spirit (mixed hydrocarbons) • Carbon tetrachloride • Trichloroethylene • Chlorofluorocarbons • Trichlorofluoromethane • Ammonia • Hydrogen peroxide
CURRENT or FORMER LAND USE	

Supporting documents/comments/evidence of potential contamination:

Existing Dry Cleaners, known as ‘Morwell Dry Cleaners’ is located at 220 Commercial Road Morwell. Research suggests that the business has been established on site in the 1990’s. **Check with owner**



Images x 2: Yellow pages online advertisement- viewed 26 November 2021

About Morwell Dry Cleaners Pty Ltd

Morwell Dry Cleaners handles all kind of dry cleaning services in Traralgon and surrounding areas.

Morwell Dry Cleaners provides commercial and domestic dry cleaning services. We have experienced and professional staff which leaves your clothing sparkling clean and well stacked. You will always want to choose our services once you avail of our services. We believe in long term relationship with our clients and hence provide 100% customer satisfaction.

Services
Our wide range of services includes:

- Ironing
- Pressing
- Advice
- Delicate garments
- Dyeing
- Evening wear
- Repairs

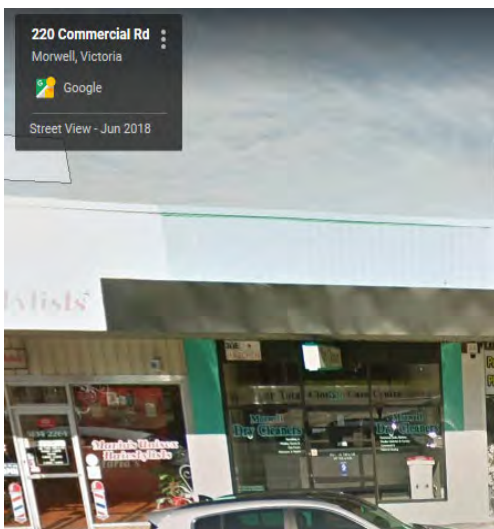


Image: Nearmap June 2018



Image: Twitter - LV Express Ad 1995

Research & Data Sources:

- Victoria Unearthed
- The Morwell Historical Society
- Internet searching - <https://twitter.com/sebth/status/1248201063456362497>
- Online Yellow Pages

<p>Potential for contamination: <i>(as per Planning Practice Note 'Potentially Contaminated Land' July 2021)</i></p>	<p>The land meets the definition of potentially contaminated land. Dry Cleaning is listed as having a high potential for contamination.</p>
<p>Implications of potential contamination from previous/current land use:</p> <ul style="list-style-type: none"> • Perchloroethylene, or Perc, is the dominant chemical solvent used in dry cleaning. The extent of any human effects from perc exposure depends on the amount of perc and how long the exposure lasts. • Perc can get into the air, water and ground during the cleaning, purification, and waste disposal phases of dry cleaning. <ul style="list-style-type: none"> ▪ Outdoor air: once perc escapes outdoors, it can remain in the atmosphere for several weeks ▪ Ground: Perc is known to be toxic to plants. It can enter the ground in liquid form through spills, leaky pipes, leaky tanks, machine leaks, and from improperly handled waste. ▪ Water: at the end of the cleaning process, the cleaning fluid is separated from waste water by distillation. In the past, the waste water was often poured down floor drains. Now days, the waste water <i>should</i> be collected and evaporated, or removed by hazardous waste handlers. • Perc can seep through the ground and contaminate surface water, groundwater, and potentially drinking water. A small amount can contaminate a large amount of water which people are then exposed to through drinking or using the water. 	
<p>Waste that is likely to contain residues of:</p> <ul style="list-style-type: none"> • Perc² • Hydrocarbon solvent • Siloxane (e.g. GreenEarth®) • Acetal (e.g. Solvon K4) • Other solvents • Oil, grease, dirt, other residues (from garments) 	<p>What characteristics can make this waste hazardous?</p> <ul style="list-style-type: none"> • Potential contaminant concentrations above EPA Victoria thresholds • Toxic substance • Waste may be liquid

Site Number	6
Site Address	134 George Street Morwell
Council Property Number	10919
Land use of Interest	Service Station & Automotive Repair
Zoning	Commercial 1 Zone (C1Z)
Current Land Use	Service Station
Chemicals that cause the potential contamination:	<p>The main contaminants of potential concern which are typically associated with the handling and storage of fuels include:</p> <ul style="list-style-type: none"> • Petroleum hydrocarbon fractions • BTEX- benzene, toluene, ethylbenzene and xylenes • Naphthalene • Fuel additives, such as ethanol, MTBE and lead • Other volatile organic compounds such as hexane, heptane, cyclohexane and trimethylbenzene <p>The main contaminants of potential concern which are typically associated with Repair Garages include:</p> <p>Lubricating oils - used oils containing heavy metals such as lead from fuel, copper from engine bearings, a range of metals from other parts of the engine, unburnt fuel, products of combustion such as polycyclic aromatic hydrocarbons (PAHs).</p> <p>Other contaminated:</p> <ul style="list-style-type: none"> • Ethylene glycol, methanol (Anti-Freeze) • Polymerised glycols (brake fluid) • Solvents (chlorinated hydrocarbons, carbon tetrachloride) • Paints (lead, ethyl acetate, butyl acetate, glycol ethers, styrenated alkyds, chromates, methyl isobutyl ketone, methyl ethyl ketone, cyclohexanone, ethyl acetate)

CURRENT or FORMER LAND USE

Supporting documents/comments/evidence of potential contamination:

Existing Service Station currently known as 'Liberty' is located at 134 George Street Morwell. (Previously known as a private business of Petrol and Gas, then bought by Shell in around 2015, changing names/ownership again to Caltex in 2019). Research suggests that a service station has been on the site since at least 1988. Identified as an EPA priority site, requiring assessment and/or clean up - (notice number: 90012593)



LCC Aerial Image: 1988



Nearmap: January 2008



Image: LCC April 2019

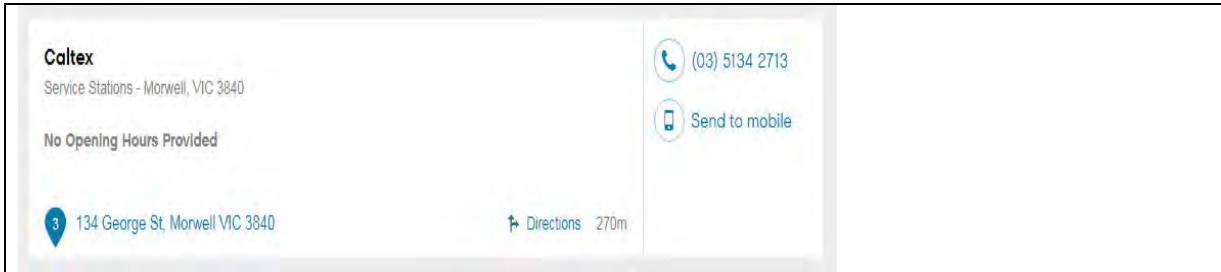


Image: Yellow pages online advertisement- viewed 8th April 2019

Research & Data Sources:

- Victoria Unearthed
- Internet searching
- Online Yellow Pages
- Nearmap
- LCC aerial imagery 1988

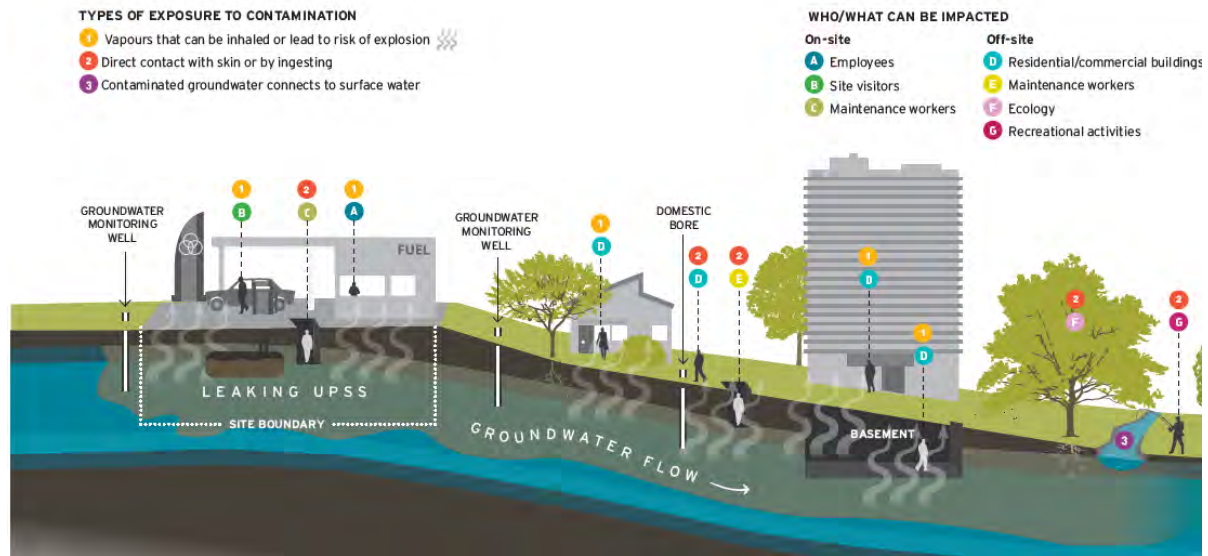
Potential for contamination:
*(as per Planning Practice Note 30
 'Potentially Contaminated Land' July
 2021)*

The land meets the definition of potentially contaminated land. Service stations/fuel storage and Automotive repair/engine works are listed as having a high potential for contamination.

Implications of potential contamination from previous/current land use:

Some of the components of petroleum are very toxic and carcinogenic, for example benzene. The release of petroleum-based substances into the environment poses significant risks to the health of human and ecosystems (see below chart).

How leaking underground petroleum storage systems affect our environment



Site Number	7
Site Address	137-139 Princes Drive Morwell
Council Property Number	11957
Land use of Interest	Service Station
Zoning	Mixed Use Zone (MUZ)
Current Land Use	Coles Express Service Station
Chemicals that cause the potential contamination:	<p>The main contaminants of potential concern which are typically associated with the handling and storage of fuels include:</p> <ul style="list-style-type: none"> • Petroleum hydrocarbon fractions • BTEX- benzene, toluene, ethylbenzene and xylenes • Naphthalene • Fuel additives, such as ethanol, MTBE and lead • Other volatile organic compounds such as hexane, heptane, cyclohexane and trim ethylbenzene
CURRENT or FORMER LAND USE	
Supporting documents/comments/evidence of potential contamination:	
Existing Service Station currently known as 'Coles Express' is located at 137-139 Princes Drive Morwell established in 2018. Previously land was used as a car sales yard. Back to at least 1988.	



Image: Nearmap Street View April 2019

Research & Data Sources:

- Victoria Unearthed
- Internet searching
- Online Yellow Pages
- Nearmap

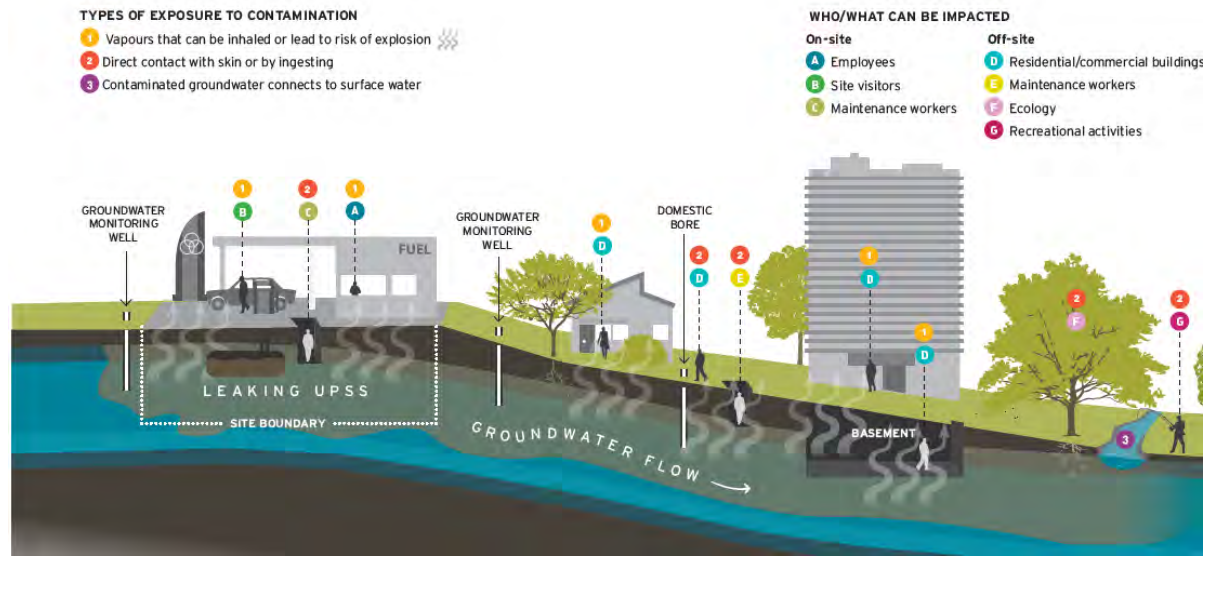
Potential for contamination:
*(as per Planning Practice Note 30
'Potentially Contaminated Land' July
2021)*

The land meets the definition of potentially contaminated land. Service stations/fuel storage are listed as having a high potential for contamination.

Implications of potential contamination from previous/current land use:

Some of the components of petroleum are very toxic and carcinogenic, for example benzene. The release of petroleum-based substances into the environment poses significant risks to the health of human and ecosystems (see below chart).

How leaking underground petroleum storage systems affect our environment



Site Number	8
Site Address	145-147 Princes Drive Morwell
Council Property Number	11960
Land use of Interest	Service Station
Zoning	Mixed Use Zone (MUZ)
Current Land Use	Vacant Land
Chemicals that cause the potential contamination:	<p>The main contaminants of potential concern which are typically associated with the handling and storage of fuels include:</p> <ul style="list-style-type: none"> • Petroleum hydrocarbon fractions • BTEX- benzene, toluene, ethylbenzene and xylenes • Naphthalene • Fuel additives, such as ethanol, MTBE and lead • Other volatile organic compounds such as hexane, heptane, cyclohexane and trimethylbenzene
CURRENT or FORMER LAND USE	
Supporting documents/comments/evidence of potential contamination:	
<p>Former Service Station currently known as 'Mobil Mid Town' is located at 145-147 Princes Drive Morwell. Service Station demolished 2004, Well decommissioning in 2010. Identified as an EPA priority site, requiring assessment and/or clean up - (notice number: 90008958)</p> <p>Current Planning Application: 2016/230/B, Use and Development of land for an Office, Display of associated Business Identification Signage and Alterations to a Road Zone Category 1.</p> <p>EPA Condition on permit:</p> <p>Prior to the commencement of buildings and works associated with the use the permit holder must provide either:</p> <p>a) A Certificate of Environmental Audit in accordance with Section 53Y of the Environment Protection Act 1970; or</p>	

- b) A Statement of Environmental Audit under Section 53Z of the Environment Protection Act 1970. A Statement must state that the site is suitable for the use and development allowed by this permit; or
- c) An environmental audit statement under Part 8.3 of the Environment Protection Act 2017. A Statement must state that the site is suitable for the use and development allowed by this permit.

Remediation Status Report Former (sic) Mobil Morwell Midtown (VO1457) 145-147 Princes Drive Morwell Victoria' prepared by Coffey Environments Australia Pty Ltd dated 23 April 2013 which identifies groundwater contamination by light non-aqueous phase liquid (LNAPL), benzene, toluene, ethylbenzene, total xylenes, cadmium, copper, lead, nickel and zinc above guideline values. As such, the land is constituted as being contaminated. As such, EPA recommends (letter dated 19 April 2021) an environmental audit in accordance with Section 53X of the Environment Protection Act 1970 (53X Audit). A 53X Audit evaluates the suitability of the land for all beneficial uses and where necessary determines the specific suitability of the land for its intended use or a range of uses consistent with the current zoning and proposed development.



Image: LCC Aerial image from 1988 shows service station.



Image: Nearthed Sep 27, 2021

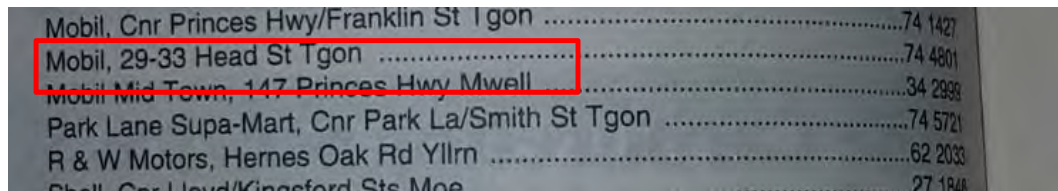


Image: Phone directory advertisement 1998/99

Research & Data Sources:

- Victoria Unearthed
- Morwell Historical Society
- LCC Aerial Imagery 1988
- Nearthed

Potential for contamination:
*(as per Planning Practice Note 30
 'Potentially Contaminated Land' July 2021)*

The land meets the definition of potentially contaminated land. Service stations/fuel storage are listed as having a high potential for contamination.

Implications of potential contamination from previous/current land use:

Some of the components of petroleum are very toxic and carcinogenic, for example benzene. The release of petroleum-based substances into the environment poses significant risks to the health of human and ecosystems (see below chart).

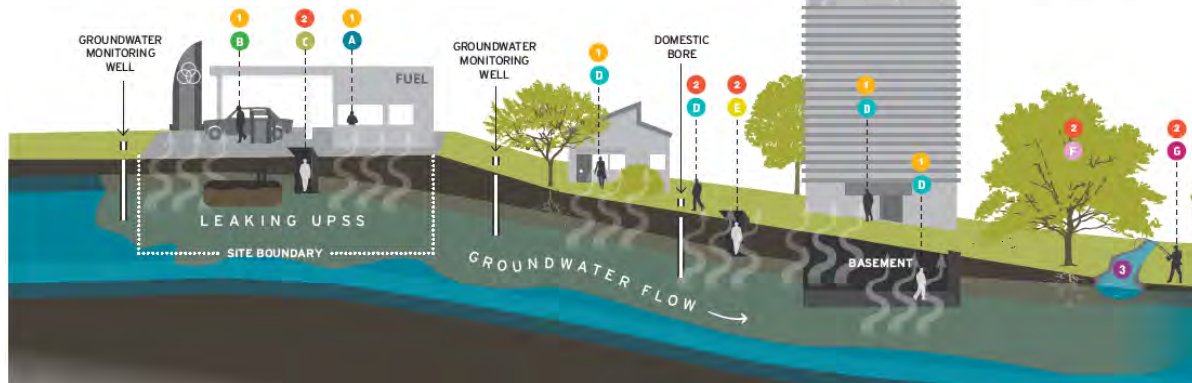
How leaking underground petroleum storage systems affect our environment

TYPES OF EXPOSURE TO CONTAMINATION

- 1 Vapours that can be inhaled or lead to risk of explosion
- 2 Direct contact with skin or by ingesting
- 3 Contaminated groundwater connects to surface water

WHO/WHAT CAN BE IMPACTED

- | | |
|-----------------------|------------------------------------|
| On-site | Off-site |
| A Employees | D Residential/commercial buildings |
| B Site visitors | E Maintenance workers |
| C Maintenance workers | F Ecology |
| | G Recreational activities |



Site Number	9
Site Address	157-159 Princes Drive Morwell
Council Property Number	11963
Land use of Interest	Automotive Repairs
Zoning	Mixed Use Zone (MUZ)
Current Land Use	WRW Mechanical Repairs
Chemicals that cause the potential contamination:	<p>The main contaminants of potential concern which are typically associated with Repair Garages include:</p> <p>Lubricating oils - used oils containing heavy metals such as lead from fuel, copper from engine bearings, a range of metals from other parts of the engine, unburnt fuel, products of combustion such as polycyclic aromatic hydrocarbons (PAHs).</p> <p>Other contaminated:</p> <ul style="list-style-type: none"> • Ethylene glycol, methanol (Anti-Freeze) • Polymerised glycols (brake fluid) • Solvents (chlorinated hydrocarbons, carbon tetrachloride) • Paints (lead, ethyl acetate, butyl acetate, glycol ethers, styrenated alkyds, chromates, methyl isobutyl ketone, methyl ethyl ketone, cyclohexanone, ethyl acetate)
CURRENT or FORMER LAND USE	
Supporting documents/comments/evidence of potential contamination:	
<p>Existing Mechanical Repair Business known as 'WRW Mechanical Repairs is located at 157-159 Princes Drive Morwell established in between 2010 and 2015. Previously land was used as a Beaufort Tyre business which operated back to at least 2008.</p>	



Image: Nearmap Street view Feb 2008



Image: Nearmap Street view June 2018 (still current)

Research & Data Sources:

- Nearmap
- LCC Mapping and Databases

Potential for contamination:
 (as per Planning Practice Note 30
 'Potentially Contaminated Land' July
 2021)

The land meets the definition of potentially contaminated land. Automotive repairs/engine works are listed as having a high potential for contamination.

Implications of potential contamination from previous/current land use:

The migration and persistence of contaminants can often be found in soil and ground water. Vapour may also diffuse into the soils and or accumulate in poorly ventilated spaces and present a fire and explosion hazard.

Site Number	10
Site Address	171 Princes Drive Morwell
Council Property Number	57797
Land use of Interest	Service Station
Zoning	Mixed Use Zone (MUZ)
Current Land Use	New CFA currently under construction
Chemicals that cause the potential contamination:	<p>The main contaminants of potential concern which are typically associated with the handling and storage of fuels include:</p> <ul style="list-style-type: none"> • Petroleum hydrocarbon fractions • BTEX- benzene, toluene, ethylbenzene and xylenes • Naphthalene • Fuel additives, such as ethanol, MTBE and lead • Other volatile organic compounds such as hexane, heptane, cyclohexane and trimethylbenzene
CURRENT or FORMER LAND USE	
Supporting documents/comments/evidence of potential contamination:	
<p>Former Service Station was located at 171 Princes Drive Morwell, more recently known as 'United'. Research indicate that a service station has been on the site since at least 1988. The buildings were demolished in 2016 (BP 2016/55144). The site is currently under construction and will be the new home of the Morwell CFA (along with 3 neighbouring sites). (BP 2020/59933 & PP2018/128)</p> <p>As part of the Planning Permit process an Environmental Site Assessment (ESA) was undertaken on 27 August 2018 prepared by Senserva and Independently reviewed by Coffey Environments Australia Pty Ltd dated 15 November 2019, who concluded that the ESA had been conducted in accordance with the NEPM, and has reached appropriate conclusions about site risks and</p>	

appropriate ways to manage those risks, in the context of the proposed non-sensitive use of the site for a Fire Station.



Image: LCC Aerial Image 1988



Image: Nearmap October 2012



Image: Nearmap Street view May 2015

Research & Data Sources:

- Nearmap
- LCC Aerial Imagery 1988

- LCC Mapping, ECM and Databases

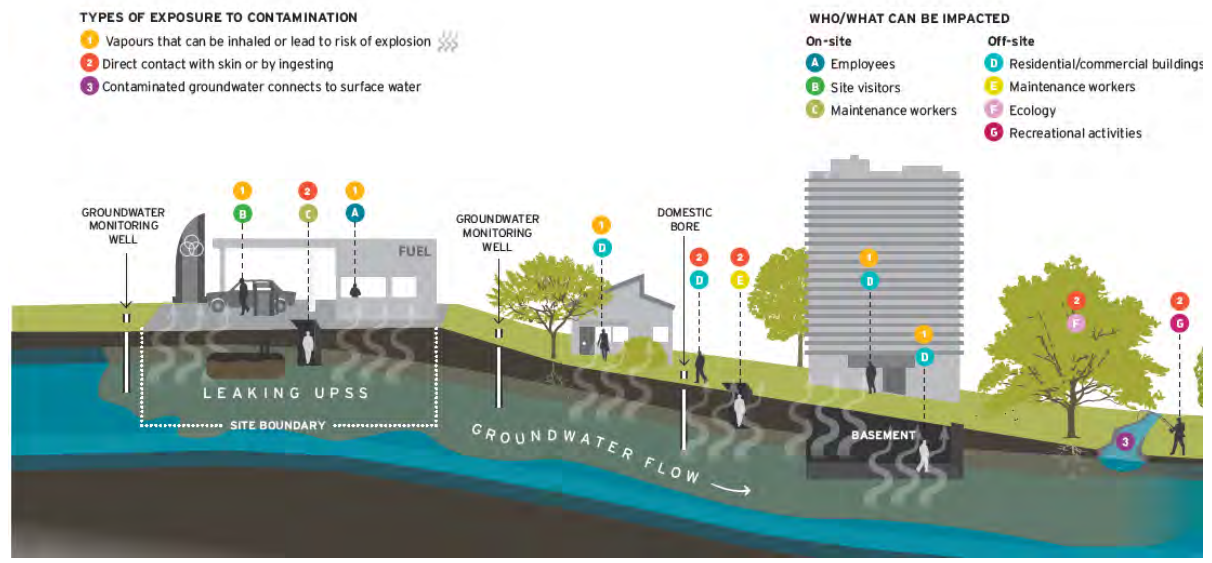
Potential for contamination:
(as per Planning Practice Note 30 'Potentially Contaminated Land' July 2021)

The land meets the definition of potentially contaminated land. Service stations/fuel storage are listed as having a high potential for contamination.

Implications of potential contamination from previous/current land use:

Some of the components of petroleum are very toxic and carcinogenic, for example benzene. The release of petroleum-based substances into the environment poses significant risks to the health of human and ecosystems (see below chart).

How leaking underground petroleum storage systems affect our environment



Site Number	11
Site Address	39-57 Church Street Morwell
Council Property Number	10366
Land use of Interest	Service Station
Zoning	Mixed Use Zone (MUZ)
Current Land Use	Vacant Land
Chemicals that cause the potential contamination:	<p>The main contaminants of potential concern which are typically associated with the handling and storage of fuels include:</p> <ul style="list-style-type: none"> • Petroleum hydrocarbon fractions • BTEX- benzene, toluene, ethylbenzene and xylenes • Naphthalene • Fuel additives, such as ethanol, MTBE and lead • Other volatile organic compounds such as hexane, heptane, cyclohexane and trimethylbenzene

CURRENT or FORMER LAND USE

Supporting documents/comments/evidence of potential contamination:

Former Service Station was located at 39-57 Church Street Morwell, previously known as 'ESSO Australia Limited'. Research indicate that a service station has been on the site since at least 1987. The buildings were demolished in 1996.



Image: LCC Aerial Image 1988

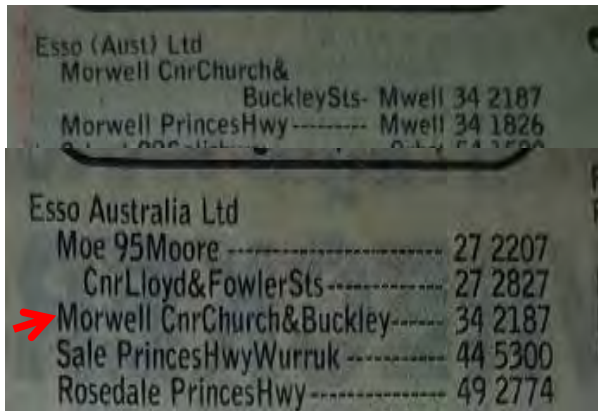


Image: Phone directory advertisement

Image: Nearthmap September 2021



Image: Morwell Historical Society – Newsletter October 2011 – showing the 'ESSO' logo.

Research & Data Sources:

- Nearthmap
- LCC Aerial Imagery 1988
- LCC Mapping, ECM and Databases
- Morwell Historical Society

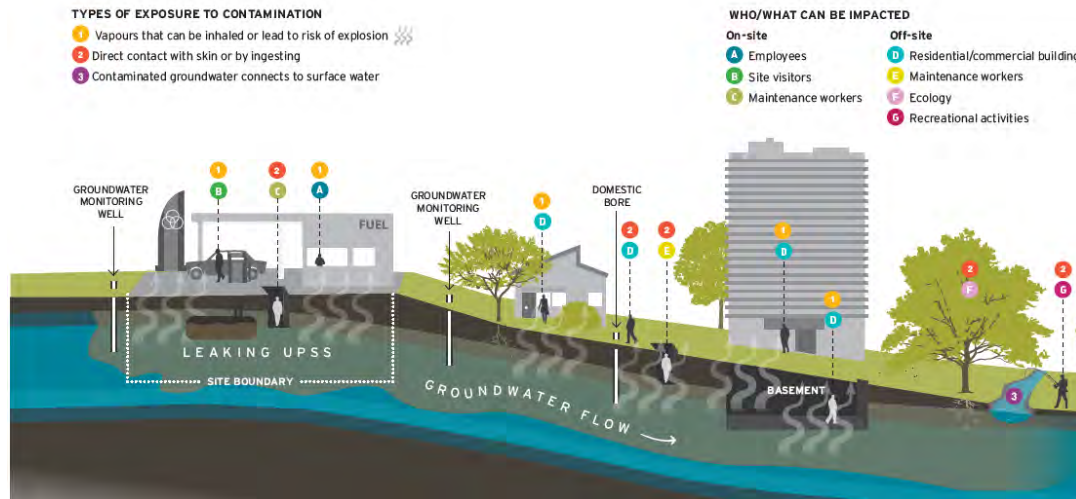
Potential for contamination:
 (as per Planning Practice Note 30
 'Potentially Contaminated Land' July
 2021)

The land meets the definition of potentially contaminated land. Service stations/fuel storage are listed as having a high potential for contamination.


Implications of potential contamination from previous/current land use:

Some of the components of petroleum are very toxic and carcinogenic, for example benzene. The release of petroleum-based substances into the environment poses significant risks to the health of human and ecosystems (see below chart).

How leaking underground petroleum storage systems affect our environment



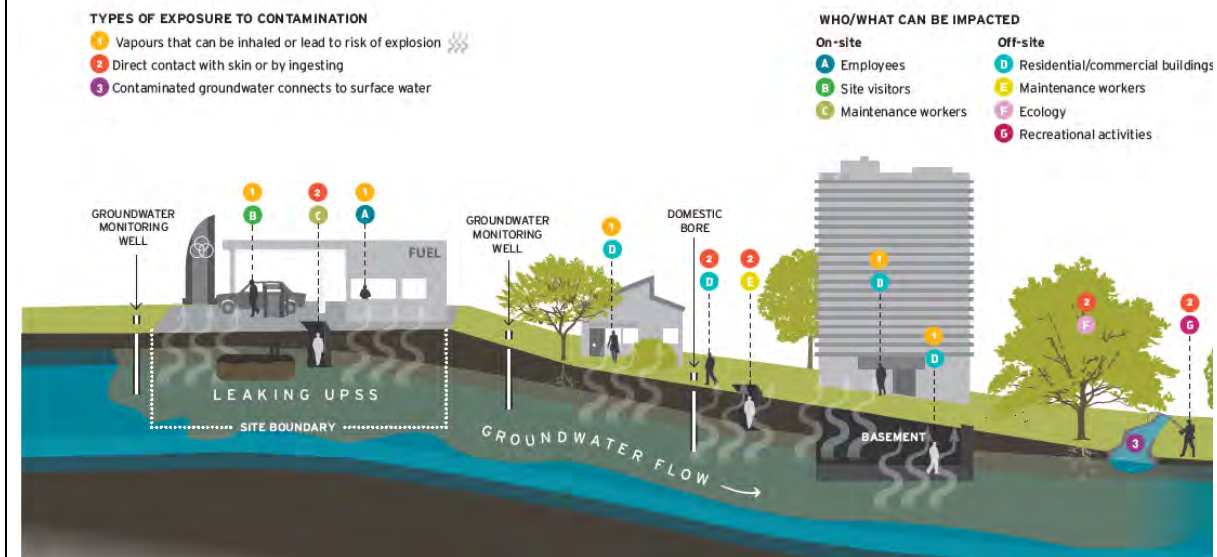
Site Number	12
Site Address	271-275 Princes Drive Morwell
Council Property Number	17369
Land use of interest	Service Station
Zoning	General Residential Zone 1 (GRZ1)
Current Land Use	Service Station
Chemicals that cause the potential contamination:	<p>The main contaminants of potential concern which are typically associated with the handling and storage of fuels include:</p> <ul style="list-style-type: none"> • Petroleum hydrocarbon fractions • BTEX- benzene, toluene, ethylbenzene and xylenes • Naphthalene • Fuel additives, such as ethanol, MTBE and lead

	<ul style="list-style-type: none"> • Other volatile organic compounds such as hexane, heptane, cyclohexane and trimethylbenzene
<p>CURRENT or FORMER LAND USE</p>	
<p>Supporting documents/comments/evidence of potential contamination:</p> <p>Existing Service Station currently known as ‘United’ is located at 271-275 Princes Drive Morwell established in approx. 1995 according to building permit records (BP 1995/26404). See 1988 image from office</p>  <p>Image: Nearmap Street view June 2018 (still current)</p>	
<p>Research & Data Sources:</p> <ul style="list-style-type: none"> • Nearmap • LCC Aerial Imagery 1988 • LCC Mapping, ECM and Databases 	
<p>Potential for contamination: <i>(as per Planning Practice Note 30 ‘Potentially Contaminated Land’ July 2021)</i></p>	<p>The land meets the definition of potentially contaminated land. Service stations/fuel storage are listed as having a high potential for contamination.</p>

Implications of potential contamination from previous/current land use:

Some of the components of petroleum are very toxic and carcinogenic, for example benzene. The release of petroleum-based substances into the environment poses significant risks to the health of human and ecosystems (see below chart).

How leaking underground petroleum storage systems affect our environment



Site Number	13
Site Address	229-233 Princes Drive Morwell
Council Property Number	17345
Land use of Interest	Service Station
Zoning	Mixed Use Zone (MUZ)
Current Land Use	Derelict building and car park
Chemicals that cause the potential contamination:	<p>The main contaminants of potential concern which are typically associated with the handling and storage of fuels include:</p> <ul style="list-style-type: none"> • Petroleum hydrocarbon fractions • BTEX- benzene, toluene, ethylbenzene and xylenes • Naphthalene • Fuel additives, such as ethanol, MTBE and lead • Other volatile organic compounds such as hexane, heptane, cyclohexane and trimethylbenzene
CURRENT or FORMER LAND USE	
Supporting documents/comments/evidence of potential contamination:	
<p>Former Service Station was located at 229-233 Princes Drive Morwell, previously known as 'Ampol Horizon'. Research indicates that a service station has been on the site since at least 1988. The service station ceased operation sometime before 1997 and was repurposed as a Horse Supplies retail premises (Horse & Country Saddlery) between 2006 and 2011. Site currently derelict and utilised as a car park for Latrobe Regional Health Services (assuming through a private lease arrangement).</p>	

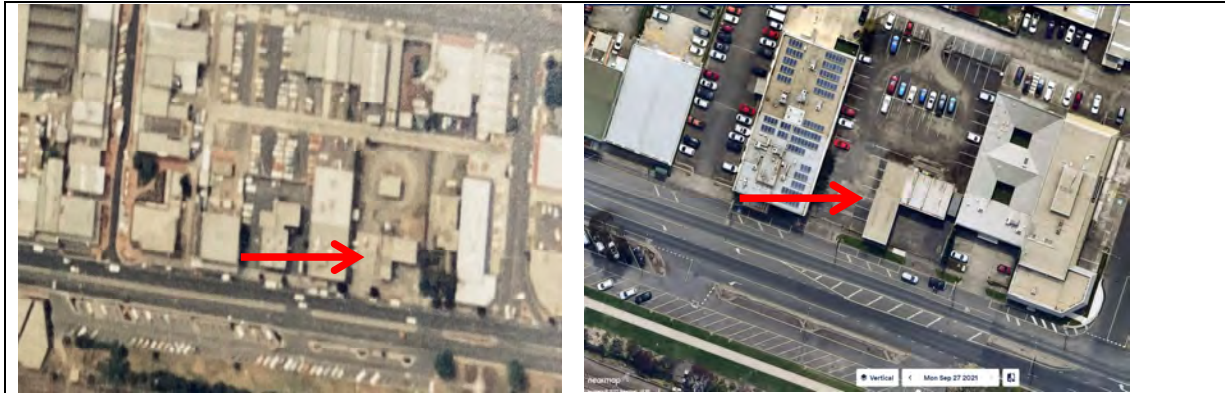
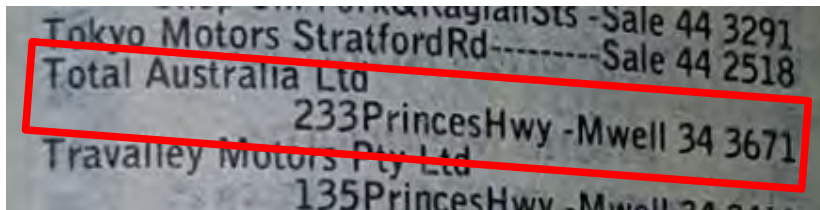


Image: LCC Aerial Image 1988

Image: Nearmap September 2021



MOTOR SERVICE STATIONS & GARAGES	
Ampol Horizon Food Stores, 22 Breed St Tgon	76 1148
Ampol Horizon Food Stores, 10 Lloyd St Moe	27 7841
Ampol Horizon Food Stores, 16 Shakespeare St Tgon	74 1310
Ampol Horizon Food Stores, 233 Princes Hwy Mwell	34 3671
Ampol Horizon Petroleum P/L, Swan Rd Mwell	34 6944
Ampol Horizon Petroleum P/L, McMahon St Tgon	74 6365
	69 6213

Images x 2: Phone directory – Morwell Historical Society

Research & Data Sources:

- Nearmap
- LCC Aerial Imagery 1988
- LCC Mapping, ECM and Databases
- Morwell Historical Society

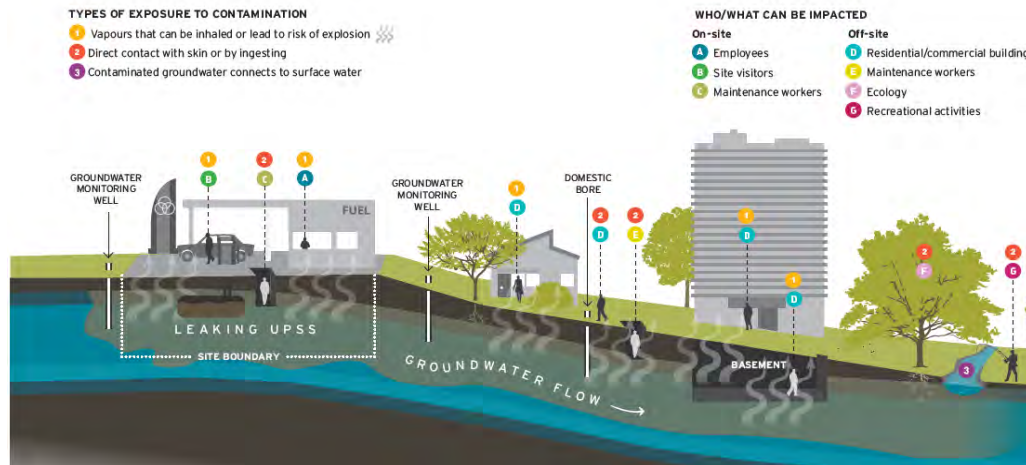
Potential for contamination:
 (as per Planning Practice Note 30
 'Potentially Contaminated Land' July
 2021)

The land meets the definition of potentially contaminated land. Service stations/fuel storage are listed as having a high potential for contamination.

Implications of potential contamination from previous/current land use:

Some of the components of petroleum are very toxic and carcinogenic, for example benzene. The release of petroleum-based substances into the environment poses significant risks to the health of human and ecosystems (see below chart)

How leaking underground petroleum storage systems affect our environment



Site Number	14
Site Address	122-124 Buckley Street Morwell
Council Property Number	16291
Land use of Interest	Automotive Repair Business
Zoning	Mixed Use Zone (MUZ)
Current Land Use	Automotive Repair Business
Chemicals that cause the potential contamination:	<p>The main contaminants of potential concern which are typically associated with Repair Garages include:</p> <p>Lubricating oils - used oils containing heavy metals such as lead from fuel, copper from engine bearings, a range of metals from other parts of the engine, unburnt fuel, products of combustion such as polycyclic aromatic hydrocarbons (PAHs).</p> <p>Other contaminated:</p> <ul style="list-style-type: none"> • Ethylene glycol, methanol (Anti-Freeze) • Polymerised glycols (brake fluid) • Solvents (chlorinated hydrocarbons, carbon tetrachloride)

- Paints (lead, ethyl acetate, butyl acetate, glycol ethers, styrenated alkyds, chromates, methyl isobutyl ketone, methyl ethyl ketone, cyclohexanone, ethyl acetate)

CURRENT or FORMER LAND USE

Supporting documents/comments/evidence of potential contamination:

Existing Automotive Service Business known as 'Gippsland Automotive' is located at 122-124 Buckley Street Morwell and was established in 1985.



Image: LCC Aerial Image 1988 – showing current workshop



Image: Nearmap Street view February 2008



Image: GippsAuto Website December 2021

Research & Data Sources:

- Nearmap
- LCC Aerial Image 1988
- LCC Mapping and Databases
- Internet searching

Potential for contamination:
*(as per Planning Practice Note 30
 'Potentially Contaminated Land' July
 2021)*

The land meets the definition of potentially contaminated land. Automotive repair/engine works is listed as having a high potential for contamination.

Implications of potential contamination from previous/current land use:

The migration and persistence of contaminants can often be found in soil and ground water. Vapour may also diffuse into the soils and or accumulate in poorly ventilated spaces and present a fire and explosion hazard.

Site Number	15
Site Address	54-60 Buckley Street Morwell
Council Property Number	53571
Land use of Interest	Automotive Repairs
Zoning	Mixed Use Zone (MUZ)
Current Land Use	Premises is currently empty
Chemicals that cause the potential contamination:	<p>The main contaminants of potential concern which are typically associated with Repair Garages include:</p> <p>Lubricating oils - used oils containing heavy metals such as lead from fuel, copper from engine bearings, a range of metals from other parts of the engine, unburnt fuel, products of combustion such as polycyclic aromatic hydrocarbons (PAHs).</p> <p>Other contaminated:</p> <ul style="list-style-type: none"> • Ethylene glycol, methanol (Anti-Freeze) • Polymerised glycols (brake fluid) • Solvents (chlorinated hydrocarbons, carbon tetrachloride) • Paints (lead, ethyl acetate, butyl acetate, glycol ethers, styrenated alkyds, chromates, methyl isobutyl ketone, methyl ethyl ketone, cyclohexanone, ethyl acetate)
CURRENT or FORMER LAND USE	
Supporting documents/comments/evidence of potential contamination:	
Existing Automotive Service Business known as 'BWG Transmissions/Mechanical Repairs' is located at 54-60 Buckley Street Morwell. Unknown when business was established. Site currently untenanted.	



Image: Nearmap Street view February 2008

Research & Data Sources:

- Nearmap
- LCC Mapping and Databases
- Internet searching


Potential for contamination:
*(as per Planning Practice Note 30
 'Potentially Contaminated Land' July
 2021)*

The land meets the definition of potentially contaminated land. Automotive repair/engine works is listed as having a high potential for contamination.

Implications of potential contamination from previous/current land use:

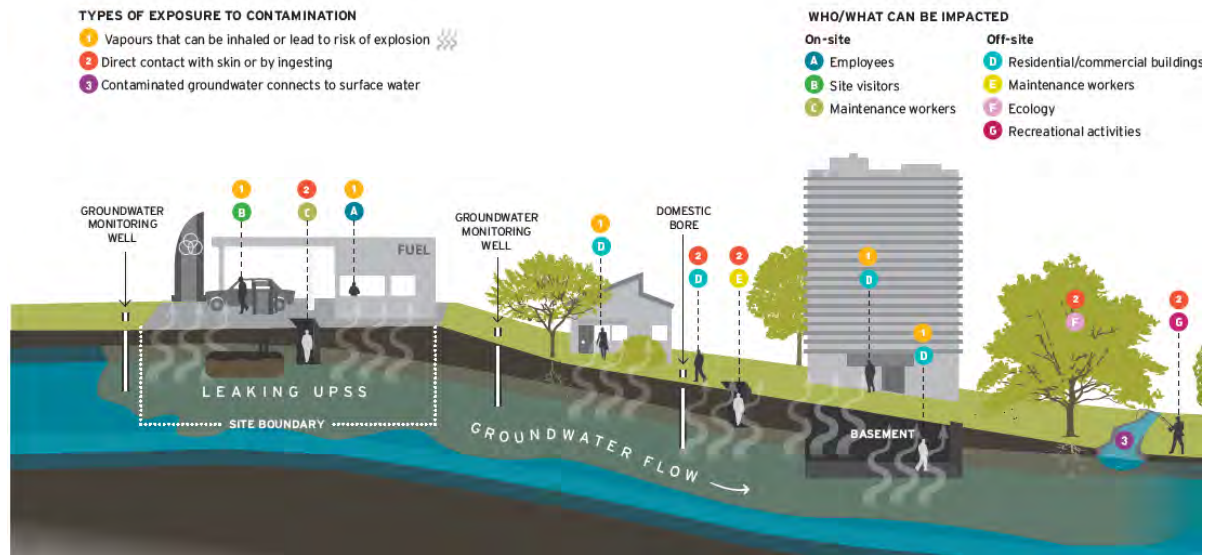
The migration and persistence of contaminants can often be found in soil and ground water. Vapour may also diffuse into the soils and or accumulate in poorly ventilated spaces and present a fire and explosion hazard.

Site Number	16
Site Address	199-201 Princes Drive Morwell
Council Property Number	11976 & 11977
Land use of Interest	Garage/Service Station x 2
Zoning	Mixed Use Zone (MUZ)
Current Land Use	Vacant retail Premises, Office/NAB Bank
Chemicals that cause the potential contamination:	<p>The main contaminants of potential concern which are typically associated with the handling and storage of fuels include:</p> <ul style="list-style-type: none"> • Petroleum hydrocarbon fractions • BTEX- benzene, toluene, ethylbenzene and xylenes • Naphthalene • Fuel additives, such as ethanol, MTBE and lead • Other volatile organic compounds such as hexane, heptane, cyclohexane and trimethylbenzene <p>The main contaminants of potential concern which are typically associated with Repair Garages include:</p> <p>Lubricating oils - used oils containing heavy metals such as lead from fuel, copper from engine bearings, a range of metals from other parts of the engine, unburnt fuel, products of combustion such as polycyclic aromatic hydrocarbons (PAHs).</p> <p>Other contaminated:</p> <ul style="list-style-type: none"> • Ethylene glycol, methanol (Anti-Freeze) • Polymerised glycols (brake fluid) • Solvents (chlorinated hydrocarbons, carbon tetrachloride) • Paints (lead, ethyl acetate, butyl acetate, glycol ethers, styrenated alkyds, chromates, methyl isobutyl ketone, methyl ethyl ketone, cyclohexanone, ethyl acetate)

<p>CURRENT or FORMER LAND USE</p>	
<p>Supporting documents/comments/evidence of potential contamination:</p> <p>Three former Garage/Service Stations were located at 199-201 Princes Drive Morwell, previously known as ‘Gude’s Garage’, ‘Trembath Garage’ and ‘Henderson’s Garage’. Research indicates that the garages/service stations have been on the sites since the early 1940’s. Photographs obtained from the 1940’s show multiple petrol bowsers out the front of the buildings. It is unknown if the tanks have been removed.</p> <div data-bbox="850 648 1370 827" style="border: 1px solid black; padding: 5px; margin: 10px auto; width: fit-content;"> <p>Image: Gude’s Garage, Trembath Garage and Henderson’s Garage - Princes Highway (now Princes Drive) Morwell, 1946.</p> </div> 	
<p>Research & Data Sources:</p> <ul style="list-style-type: none"> • Morwell Historical Society (‘Glimpses of our Past – ‘Early Morwell and District’ book) 	
<p>Potential for contamination: <i>(as per Planning Practice Note 30 ‘Potentially Contaminated Land’ July 2021)</i></p>	<p>The land meets the definition of potentially contaminated land. Service stations/fuel storage and Automotive repair/engine works are listed as having a high potential for contamination.</p>
<p>Implications of potential contamination from previous/current land use:</p>	

Some of the components of petroleum are very toxic and carcinogenic, for example benzene. The release of petroleum-based substances into the environment poses significant risks to the health of human and ecosystems (see below chart).

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The migration and persistence of contaminants can often be found in soil and ground water. Vapour may also diffuse into the soils and or accumulate in poorly ventilated spaces and present a fire and explosion hazard.

Site Number	17
Site Address	6-8 Princes Drive Morwell
Council Property Number	11985
Land use of Interest	Service Station
Zoning	Mixed Use Zone (MUZ)
Current Land Use	Vacant Land
Chemicals that cause the potential contamination:	<p>The main contaminants of potential concern which are typically associated with the handling and storage of fuels include:</p> <ul style="list-style-type: none"> • Petroleum hydrocarbon fractions • BTEX- benzene, toluene, ethylbenzene and xylenes • Naphthalene • Fuel additives, such as ethanol, MTBE and lead • Other volatile organic compounds such as hexane, heptane, cyclohexane and trimethylbenzene

CURRENT or FORMER LAND USE

Supporting documents/comments/evidence of potential contamination:

Former Service Station was located at 6-8 Princes Drive Morwell, previously known as 'Ampol' then 'Caltex' from 1995. Research indicates that a service station has been on the site since at least 1988. The service station ceased operation in approx. 2015 and was demolished. Site is currently vacant.



Image: SuperPages West Gippsland and The Valley 2009/10



Image: LCC Aerial Image 1988



Image: LCC Aerial Image 2006



Image: Nearmap Street view February 2010



Image: Nearmap Aerial Image September 2021

Research & Data Sources:

- Nearmap

- LCC Aerial Image 1988
- LCC Mapping and Databases
- Internet searching
- Morwell Historical Society

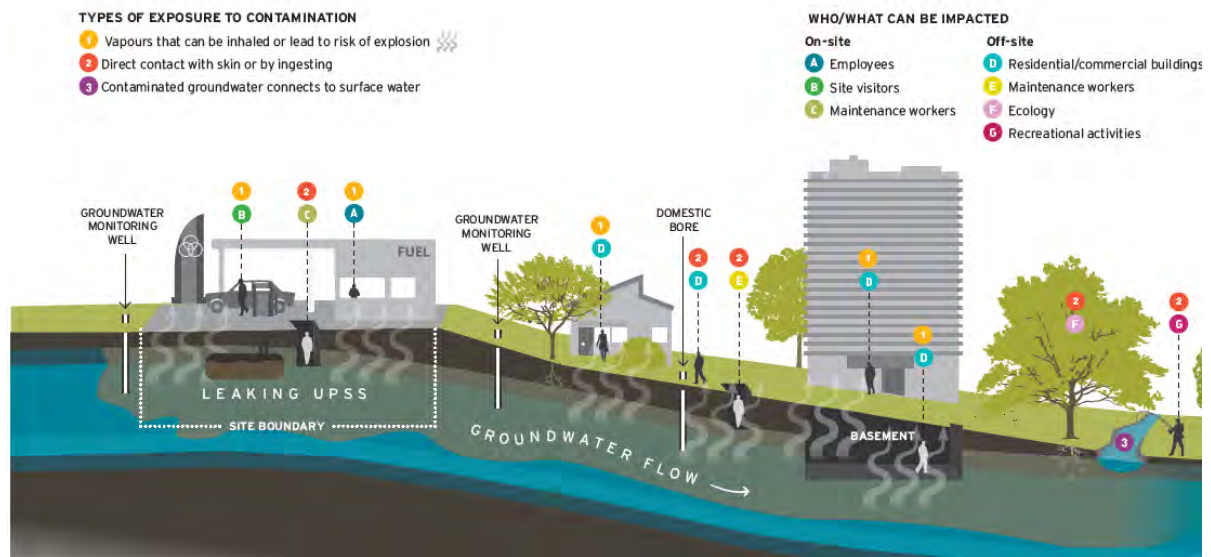
Potential for contamination:
(as per Planning Practice Note 30 'Potentially Contaminated Land' July 2021)

The land meets the definition of potentially contaminated land. Service stations/fuel storage are listed as having a high potential for contamination.

Implications of potential contamination from previous/current land use:

Some of the components of petroleum are very toxic and carcinogenic, for example benzene. The release of petroleum-based substances into the environment poses significant risks to the health of human and ecosystems (see below chart).

How leaking underground petroleum storage systems affect our environment



5. Conclusion

Detailed site history reviews undertaken on the 17 sites, identified as having potential for land contamination, have concluded that based on previous and current land uses (as outlined in Table 2 of Planning Practice Note 30 – Potentially Contaminated Land July 2021) that all 17 sites meet the definition of contaminated land and all have a high potential for contamination.

Ministerial Direction 1 is triggered if the amendment would have the effect of allowing (whether or not subject to the grant of a permit) potentially contaminated land to be used for a sensitive (defined as residential use, kindergarten, pre-school centre, primary school, (even if ancillary to another use), children's playground or secondary school, agriculture or public open space

In satisfying the requirements of Ministerial Direction 1, an environmental audit requirement prior to amendment is preferred, however it does acknowledge that in some instances this will be difficult or inappropriate, for example where the rezoning relates to a large strategic planning exercise or involves multiple sites in separate ownership. Deferring these audit requirements through application of an Environmental Audit Overlay (EAO) or other appropriate measure are considered satisfactory.

The EAO is a mechanism provided in the VPP and planning schemes to ensure that requirements under Ministerial Direction No. 1 are met before a sensitive (defined as residential use, kindergarten, pre-school centre, primary school, even if ancillary to another use), children's playground or secondary school, agriculture or public open space commences or before the construction or carrying out of buildings and works in association with a sensitive use commences.

Applying the overlay ensures the requirements will be met in the future but does not prevent the assessment and approval of a planning scheme amendment which would have the effect of allowing (whether or not subject to the grant of a permit) potentially contaminated land to be used for a sensitive (defined as residential use, kindergarten, pre-school centre, primary school, even if ancillary to another use), children's playground or secondary school, agriculture or public open space

The requirements of the EAO operate for both existing and new sensitive uses. Alternative options which address the risk of potentially contaminated land should be exhausted before an EAO is applied to land with established sensitive uses.

Whether the audit system requirements are met at the time of amendment or deferred, the determination of whether land is potentially contaminated must always be made at the time of the amendment and be documented in the Explanatory Report.