

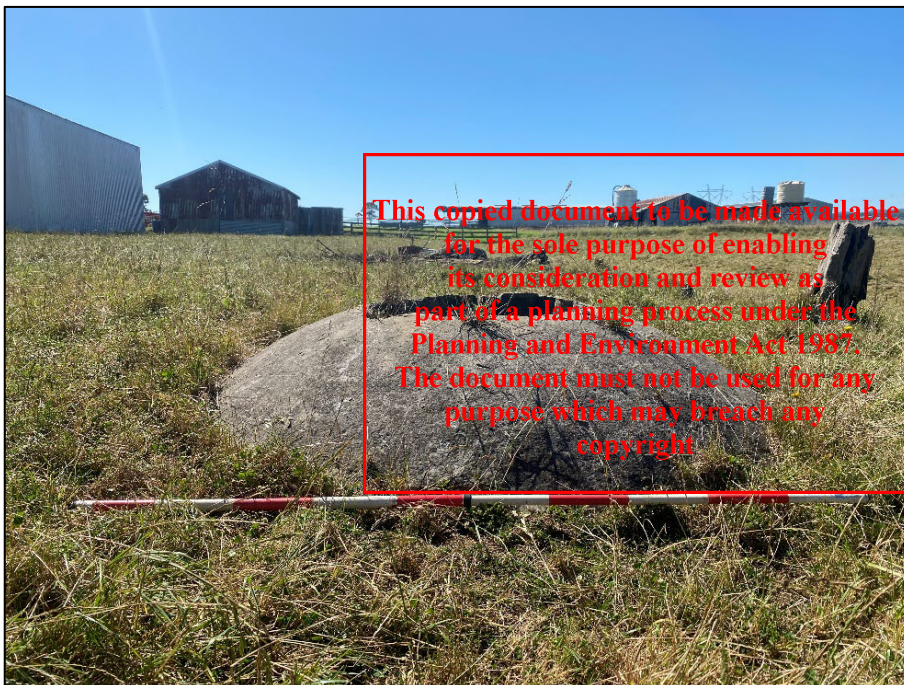
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Appendix 4

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Historical Heritage Assessment

Hazelwood East BESS – Historical Heritage Assessment



Historical Heritage Assessment

Client: AECOM Australia Pty Ltd

Author: Dr Linda Sonogo

Date of Completion: 19 May 2026

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Document HEBE_6710 – Hazelwood East BESS – Historical Heritage Assessment
Date 19 May 2026
Prepared by Dr Linda Sonogo

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Version	Date	Details	Authorised	
			Name/Position	Signature
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Frontispiece: In-situ brick cistern at H8121-0061 (Source: ALA)

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Executive summary

This Historical Heritage Assessment (HHA) has been prepared by Andrew Long and Associates Pty Ltd (ALA) on behalf of AECOM Australia Pty Ltd (AECOM).

The HHA is a desktop assessment of risks to two historical site in and near the project area: H8121-0060 (Tramway Road Former Residence) and H8121-0061 (Otterburn Farm Complex). At the time of this assessment both places were registered on the Victorian Heritage Inventory (VHI) due to their archaeological importance.

The assessment identified one place within the project boundary (H8121-0061 Otterburn Farm Complex) and one place within 200 m of the project boundary (H8121-0060 Tramway Road Former Residence). Based on the current proposed design impacts, the assessment identified risk of partial damage to H8121-0061 Otterburn Farm Complex from the proposed access track works and no risk of damage to H8121-0060 Tramway Road Former Residence as the registered place extent is outside the project boundary; however, if the project design changes, we recommend that this advice is reassessed in relation to the updated design.

H8121-0061 Otterburn Farm Complex will be impacted by the Project and is registered on the VHI. The proposed works are located immediately south of the old milking shed as seen in aerial photograph from 1935 and the proposed works intersect with approximately 4% of the registered place extent. The proposed works are minimal and therefore are unlikely to impact the overall heritage significance of the registered place; however, the proposed works do impact the registered place extent and therefore, a consent to excavate and/or a consent to damage less than 50% of a site must be obtained from Heritage Victoria (HV) prior to the commencement of works. Additional mitigation measures are recommended during the operational and decommissioning phases of the Project to ensure that maintenance and decommissioning of the access track in the area around H8121-0061 Otterburn Farm Complex does not further impact the site.

The assessment proposed the following mitigation measures for H8121-0061 Otterburn Farm Complex.

Across the life of the project:

- If there are changes to the project design, the impacts to H8121-0060 H8121-0061 should be reassessed.

Prior to the commencement of works:

- Consultation with Heritage Victoria (HV) to discuss a consent to damage and/or a consent to destroy 50% or less of a registered site from HV is required.

Operation phase:

- If maintenance works on the access track requires work extending further than the access track, HV must be consulted.

Decommissioning phase:

- If decommissioning of the access track requires more extensive disturbance than that for the construction of the access track, HV must be consulted.

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Table of contents

Revision history	2
Executive summary	3
Table of contents	4
1 Introduction	6
1.1 Background.....	6
1.2 Reference Documents	6
1.3 Limitations of this assessment	6
2 Project Description	7
2.1 Project overview.....	7
2.2 Site context.....	7
2.3 Project construction	9
2.4 Operation.....	9
2.5 Decommissioning	9
3 Legislation, policies, guidelines and standards	10
3.1 Historic (non-Aboriginal) Heritage Legislation	10
3.1.1 Environment Protection and Biodiversity Conservation Act 1999 (Cth) (EPBC Act)	10
3.1.2 Heritage Act 2017	10
3.1.3 Planning and Environment Act 1987	11
4 Existing Conditions.....	12
4.1 Study area.....	12
4.2 Determining Existing Environments	14
4.2.1 Desktop review of the Victorian Heritage Register and previous assessments.....	14
4.3 Limitations, uncertainties and assumptions.....	33
5 Heritage Outcomes	34
5.1 H8121-0060 Tramway Road Former Residence	34
5.1 H8121-0061 Otterburn Farm Complex	34
6 Impact Assessment	35
6.1 Heritage Act 2017 requirements.....	35
6.1 Construction phase.....	35
6.1.1 H8121-0060 Tramway Road Former Residence	35
6.1.2 H8121-0061 Otterburn Farm Complex.....	36
6.2 Operation and maintenance phase.....	36
6.2.1 H8121-0060 Tramway Road Former Residence	36
6.2.2 H8121-0061 Otterburn Farm Complex.....	36
6.3 Decommissioning phase.....	36
6.3.1 H8121-0060 Tramway Road Former Residence	36
6.3.2 H8121-0061 Otterburn Farm Complex.....	36
7 Recommended mitigation measures	37
8 Conclusions	38
8.1 Existing environment.....	38
8.2 Impact and risk assessment findings	38
8.3 Mitigation and contingency measures	38
References.....	39

Figures

Figure 1: Site boundary and indicative site layout	8
Figure 2: Phases of project construction	9
Figure 3: Early settler runs in and around the project area (Spreadborough & Anderson, 1983).....	13
Figure 4: 1864 survey map with approximate location of H8121-0060 Tramway Road Former Residence and H8121-0061 Otterburn Farm Complex (Department of Crown Lands and Survey, 1864).....	14

Figure 5: 1883 Hazelwood Parish Plan, with the approximate location of H8121-0061 Otterburn Farm Complex highlighted in red (Department of Crown Lands and Survey, 1883).....	17
Figure 6: 1935 aerial photograph showing H8121-0061 The Otterburn Farm Complex place extent (Source: GeoVic)	18
Figure 7: 1945 aerial photograph showing H8121-0061 The Otterburn Farm Complex place extent (Source: GeoVic)	18
Figure 8: 1955 aerial photograph showing H8121-0061 The Otterburn Farm Complex place extent (Source: GeoVic)	19
Figure 9: 1964 aerial photograph showing H8121-0061 The Otterburn Farm Complex place extent (Source: GeoVic)	19
Figure 10: 1974 aerial photograph showing H8121-0061 The Otterburn Farm Complex place extent (Source: GeoVic)	20
Figure 11: 1984 aerial photograph showing H8121-0061 The Otterburn Farm Complex place extent (Source: GeoVic)	20
Figure 12: 2006 aerial photograph showing H8121-0061 The Otterburn Farm Complex place extent (Source: GeoVic)	21
Figure 13: 1883 Hazelwood Parish Plan, with the approximate location of H8121-0060 Tramway Road Former Residence highlighted in red	27
Figure 14: 1951 Hazelwood Parish Plan showing the approximate location of H8121-0060 Tramway Road Former Residence.....	27

Tables

Table 1: Legislation, policy, guidelines and standards to the assessment	11
Table 2: Level of impact and consent required	35
Table 3: Mitigation measures relevant to historical heritage	37

Plates

Plate 1: In situ brick cistern, looking west	23
Plate 2: In situ brick cistern filled with modern refuse	23
Plate 3: Concrete conglomerate foundations, looking north.....	24
Plate 4: Concrete conglomerate foundations, looking south.....	24
Plate 5: H8121-0060 Tramway Road Former Residence, view from Tramway Road.....	26
Plate 6: 1935 aerial photograph of H8121-0060 Tramway Road Former Residence place extent.....	28
Plate 7: 1945 aerial photograph of H8121-0060 Tramway Road Former Residence place extent.....	28
Plate 8: 1955 aerial photograph of H8121-0060 Tramway Road Former Residence place extent.....	29
Plate 9: 1964 aerial photograph of H8121-0060 Tramway Road Former Residence place extent.....	29
Plate 10: 1974 aerial photograph of H8121-0060 Tramway Road Former Residence place extent.....	30
Plate 11: 1984 aerial photograph of H8121-0060 Tramway Road Former Residence place extent.....	30
Plate 12: 2006 aerial photograph of H8121-0060 Tramway Road Former Residence place extent.....	31

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1 INTRODUCTION

1.1 Background

Voyager Renewables Pty Ltd (Voyager) is proposing to develop, construct and operate the Hazelwood East Battery Energy Storage System (BESS) in response to significant changes in Australia's energy market and policy settings, including the rapid growth of variable renewable energy generation and the progressive retirement of coal-fired power stations. Large-scale battery storage presents an opportunity to enhance grid flexibility and reliability by enabling renewable energy to be stored and dispatched when it is most needed, supporting the ongoing transition of Victoria's energy system.

Hazelwood East is strategically located within the Latrobe Valley, a region with established electricity infrastructure and a long history of energy generation. The proposed Project would leverage existing transmission capacity associated with the former Hazelwood Power Station, reducing the need for new transmission lines. This development approach minimises potential environmental impacts and supports the continued evolution of the Latrobe Valley as a key energy precinct.

Voyager's objective for the Project is to provide large-scale energy storage that supports grid stability during periods of peak demand. The facility would store excess electricity generated from renewable sources, such as wind and solar, and dispatch this energy where demand exceeds supply or when generation is constrained. In doing so, the Project would contribute to the reliability of Victoria's energy grid and support local economic outcomes through construction employment and supplier engagement, while continuing the area's legacy as a critical contributor to Victoria's electricity supply.

The purpose of this report is to assess the potential historical heritage impacts associated with the construction, operation, and decommissioning of the Project to inform the preparation of the planning permit required for the Project.

1.2 Reference Documents

The following reference documents were consulted in preparation of this HHA:

- H8121-0060 Tramway Road Former Residence VHI Site Card
- H8121-0061 Otterburn Farm Complex VHI Site Card

1.3 Limitations of this assessment

The following limitations and assumptions apply to this HHA:

- ALA has prepared this HHA on the basis of information provided by AECOM and Voyager.
- The HHA was not exhaustive and was desktop assessment only. No consultation with Heritage Victoria (HV) was undertaken as part of this assessment.
- This HHA was undertaken to assess the risks to historical heritage known to be present in the project area from the project works.

2 PROJECT DESCRIPTION

2.1 Project overview

Voyager Renewables Pty Ltd (Voyager) is proposing to develop, construct and operate a Battery Energy Storage System (BESS) of approximately 500 MW/ 2,000 MWh capacity, at 545 Tramway Road, Hazelwood North. The Hazelwood East BESS (the Project) would connect to Hazelwood Terminal Station on the adjacent site and would comprise a BESS to store excess energy from the grid during periods of low demand, releasing it back to the grid during high demand periods.

The project includes the construction, operation, and maintenance of a BESS with a 500 MW maximum power output capacity with 4-hour duration (i.e. 2,000 MWh) and associated infrastructure.

The BESS will consist of:

- Approximately 432 containerised battery units and approximately 144 inverters and two main power transformers to step up from 33 kV to 500kV
- 33kV underground cable connection from the battery units to the project collector substation
- A project collector substation comprising 33 kV switchgear, main power transformers, protection and control systems, control rooms and switchrooms, 500 kV high-voltage switchgear (including switchyard) and associated harmonic filtering equipment
- 500 kV underground cable connection from the electrical substation to the Hazelwood Terminal Station (Point of Connection), including underground cables crossing Tramway Road.
- Operations and maintenance (O&M) compound including O&M building, amenities, car parking sufficient for employees and contractors during operation
- Stormwater management infrastructure, firewater management devices including water tanks and hydrants, internal access tracks and acoustic barriers.
- Upgrades to existing, and construction of new access track and crossover from Tramway Road.

2.2 Site context

The site is approximately 4.2 kilometres south of Morwell and 1.5 kilometres north of Churchill, within the City of Latrobe local government area. The site is approximately 140.23 hectares and is primarily used for grazing within the Farming Zone (FZ) . The Hazelwood Terminal Station is located in the western part of the site boundary. Surrounding areas include Jeeralang Power Station and Wooreen BESS to the west and farmland with rural properties to the north, east and south.

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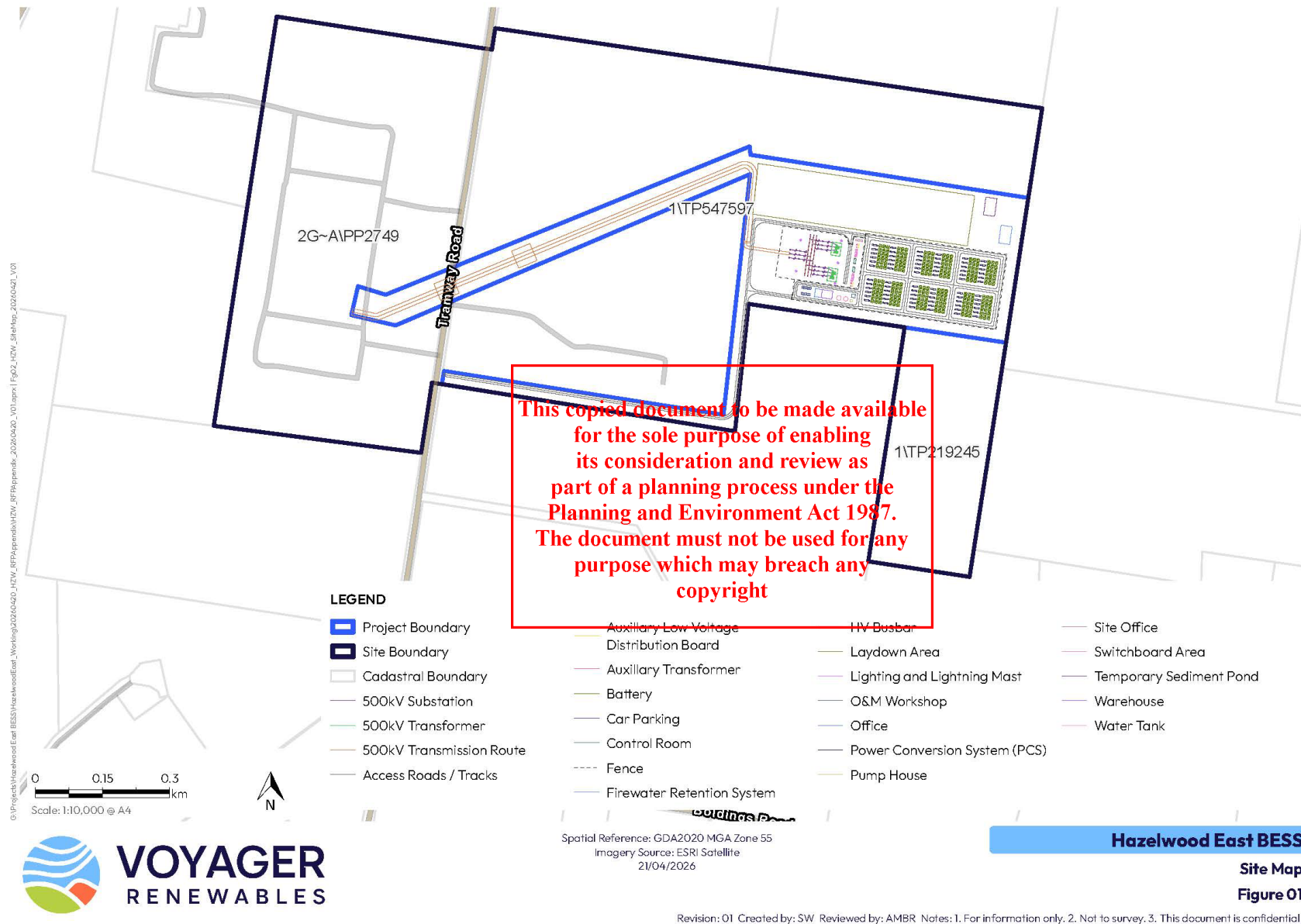
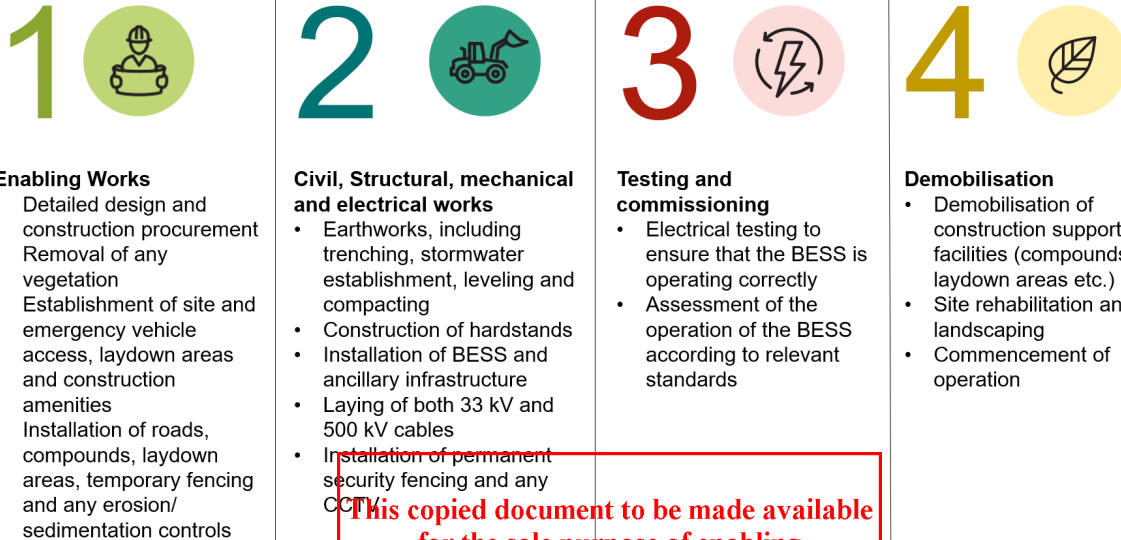


Figure 1: Site boundary and indicative site layout

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2.3 Project construction

The Project will move through various phases during construction. Figure 1 highlights what these different phases will be and the key activities within each phase.



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2.4 Operation

The operational life of the BESS is indicatively estimated at 40 years, contingent on component replacement and ongoing asset management. The Project would operate 24 hours a day, seven days a week as an unmanned facility. The BESS would be managed remotely and staffed by up to two (2) full time equivalent staff as well as ad hoc contractors, as required during both planned and unplanned maintenance periods. It would be anticipated no more than 10 people would be on site an anytime.

During operation, key activities would include:

- Environmental monitoring in accordance with the conditions of approvals and management plans.
- Service and repair of any onsite infrastructure.
- Maintenance of internal access tracks, drainage and culverts, fencing/gate and other civil works.
- Maintenance of BESS, electrical reticulation system, substation and control systems.

2.5 Decommissioning

The operational life of the BESS is indicatively estimated at 40 years, after which time the project would commence decommissioning. During decommissioning above ground components would be removed and recycled where possible, and land rehabilitated. The battery units would either be disposed of, repurposed or recycled at a licensed disposal facility. The decommissioning timeframe is expected to be approximately 12 months post operation phase.

3 LEGISLATION, POLICES, GUIDELINES AND STANDARDS

3.1 Historic (non-Aboriginal) Heritage Legislation

3.1.1 Environment Protection and Biodiversity Conservation Act 1999 (Cth) (EPBC Act)

The EPBC Act provides a legal framework for the protection and management of Matters of National Environmental Significance (MNES). The EPBC Act provides for the protection of cultural heritage places that have been included on the World Heritage List (WHL), National Heritage List (NHL), or the Commonwealth Heritage List (CHL) and sets out requirements for the management of heritage places on these lists. One of these requirements is an obligation for a project proponent to refer the project to the Commonwealth under the EPBC Act for a determination of whether the project's potential impacts on the heritage values of a place on the WHL, NHL, and CHL should be assessed and approved.

Places can only be included on the CHL if they are situated on Commonwealth land or are overseas.

The Protected Matter Search Tool was copied and used on 20 March 2026. Neither H8121-0060 or H8121-0061 are on the WHL, NHL, or CHL. Further, neither are located within Commonwealth land (GeoVic, 2026).

3.1.2 Heritage Act 2017

A key purpose of the *Heritage Act 2017* (the Act) is to provide for the protection and conservation of (non-Aboriginal) places and objects of cultural heritage significance within Victoria. The Act is administered by the Executive Director, Heritage Victoria within the Department of Transport and Planning (DTP).

The Act also establishes the Heritage Council of Victoria, an independent statutory body that operates separately from Heritage Victoria and is the main appeals body under the Act.

The *Heritage Act 2017* establishes two registers the VHR for State significant places and objects, and the VHI for archaeological sites. Places, objects, and sites on the VHR and VHI are uniquely numbered. There are no registered places on the VHR. There is one pre-existing archaeological site listed on the VHI within the project area at the outset of this study: H8121-0061 Otterburn Farm Complex; and one site on the VHI located approximately 180 m south of the project area: H8121-0060 Tramway Road Former Residence.

The Act provides blanket protection for archaeological sites including those that are unknown and not included in the VHI. Archaeological sites are defined by the Act as a place which contains an artefact, deposit or feature that is more than 75 years old (this includes all archaeological sites other than those which are determined to be of low archaeological value). Further, the *Heritage Act 2017* defines an archaeological site as one that is not associated with Aboriginal occupation of the place.

Heritage Victoria and the Heritage Council of Victoria both publish a range of guidelines related to the registration and permit processes for the VHR and for the investigation and management of historical archaeology. There are no historical places within the project area.

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3.1.3 Planning and Environment Act 1987

The *Planning and Environment Act 1987* establishes a legal framework for planning the use, development, and protection of land in Victoria through the Victoria Planning Provisions (VPP) and planning schemes. The VPP is a state-wide reference used to prepare municipal planning schemes. The VPP includes a heritage overlay that sets out the requirements for planning permit applications to develop places that are identified by planning schemes as having heritage significance. The heritage overlay is a planning scheme control that can apply to places or objects that have been determined to be of heritage significance. All municipalities are required to identify heritage places, including buildings, objects, and precincts and to protect these places through planning schemes with a heritage overlay control. The purpose of the heritage overlay includes ensuring that development does not adversely affect the significance of heritage places and defines when planning permits are, and aren't required, prior to proposed works.

At the time of preparing this assessment, there was no heritage overlays within the project area or immediate surrounds listed in the Latrobe City Council Planning Scheme.

3.2 Summary

A summary of the legislation, policy, guidelines and standards alongside their relevance to the project, are included in in Table 1

Table 1: Legislation, policy, guidelines and standards to the assessment

Document title	Summary	Relevance to the Project
Commonwealth government		
None		
Victorian government		
<i>Heritage Act 2017</i>	One historical site is registered inside the project area: • Otterburn Farm Complex (H8121-0061) A second historical site is registered within 180m of the project area • Tramway Road Former Residence (H8121-0060).	H8121-0061 may be impacted by the project works. Consent must be obtained from Heritage Victoria prior to impacting the VHI site.
Local government		
None		

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4 EXISTING CONDITIONS

4.1 Study area

Below is a succinct summary of the history of Hazelwood North, and in particular, a history of the Otterburn Farm Complex and the Tramway Road Former Residence.

European contact with the Morwell area began as early as 1841 when the 'Clonmel' wrecked enroute from Sydney to Melbourne at Corner Inlet, near Port Albert (Fletcher, Helms, & Gruber, 2010). Angus McMillan was one of the first European settlers to the Gippsland region, establishing a station at the Avon River (Fletcher, Helms, & Gruber, 2010). McMillan sought a port where he could transport his cattle to the markets and reached Port Albert a month after the 'Clonmel' had wrecked. In 1849 Paul de Strzelecki and his party attempted to reach Port Phillip, taking a similar route to McMillan. The party crossed the Latrobe River, travelled up Traralgon Creek to the headwaters of the Morwell River (Legg, 1992; Fletcher, Helms, & Gruber, 2010).

With reports from the passengers and crew of the 'Clonmel' as well as the Strzelecki party, the Gipps Land Company was formed. Members of the newly formed company sailed to Port Albert to look at the grazing potential of the area. A group of people, led by Aboriginal guide Charlie Tarra, followed the Latrobe River westward **This project document is to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright.** Additional parties continued to search for a good inland stock route in 1852, however the terrain made this difficult (Fletcher, Helms, & Gruber, 2010).

The Gippsland region began to be settled in 1843, after the area was proclaimed a squatting district. Squatting runs were large and initial infrastructure would have been limited. Morgan describes the three phases of the squatters' homestead. In the first few years squatters lived in small, hastily constructed huts, often wattle and daub style with plaster or mud floor. An improved home was constructed once the squatter had their run more under control. These homes typically comprised several rooms, slab walls, a clay chimney, floors and a kitchen. A garden, orchard and vegetable plot were also established and fenced off surrounding the home. The third stage came much later, often after decades, once prosperity and security were guaranteed. This house was larger and was surrounded by a variety of farm buildings, including worker's quarters, office and store, stockyards, shearing and wool sheds, stables, forge, buggy shed and water tanks (Morgan, 1997). Clearly not all squatters would reach this level of prosperity.

The earliest European occupation of the two sites is represented by its settlement by pastoral squatters, with the Hazelwood pastoral run being established by Albert Brodribb in 1844 (Legg 1992:15). The location of the Hazelwood pastoral run within the wider area is depicted in Figure 2. The locations of H8121-0060 Tramway Road Former Residence and H8121-0061 Otterburn Farm Complex in the centre of the eastern section of the Hazelwood pastoral run are shown in Figure 3. The Hazelwood pastoral run was subsequently opened for selectors in the 1870s (Legg 1992: 35).

The runs in and around the project area consisted of the Maryville, Hazelwood and Merton Rush runs, with the project being located in the middle of the old Hazelwood run (Figure 2). The Hazelwood run was the first to be established in 1844 by Albert Brodribb and his brother-in-law William Bennett. The Morwell River was a natural boundary that divided the Merton Rush run from the Hazelwood and Maryville runs (Legg, 1992; Fletcher, Helms, & Gruber, 2010).

The discovery of gold in the region during the 1860s was the impetus for better infrastructure to the Morwell area. Farmers began to move to the area in the 1870s. During this time, the runs were opened up for selection. However, some of the early squatters took up their pre-emptive right and continued to farm the land (Monash University; The University of Queensland, 2015). In 1860, the Hazelwood

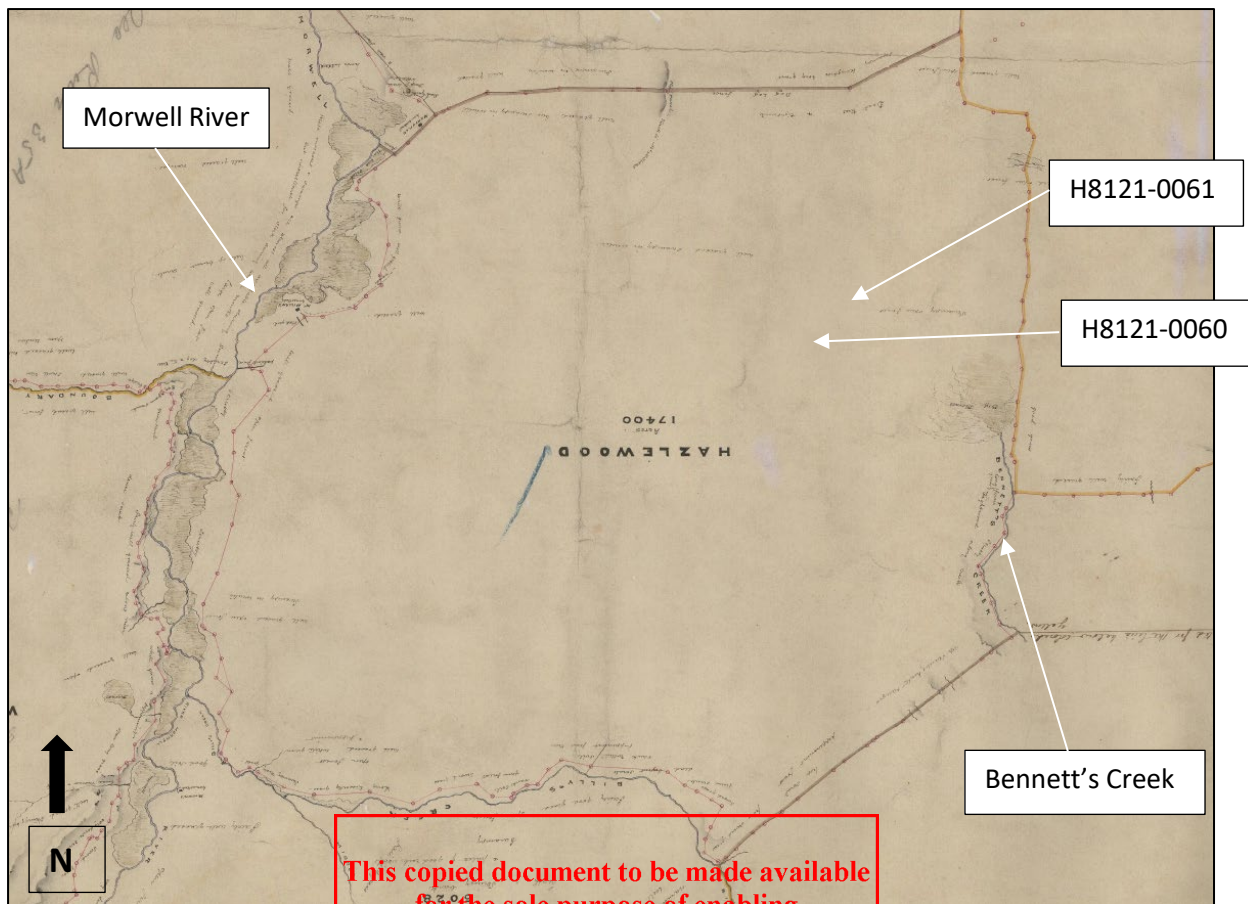


Figure 4: 1864 survey map with approximate location of H8121-0060 Tramway Road Former Residence and H8121-0061 Otterburn Farm Complex (Department of Crown Lands and Survey, 1864)

4.2 Determining Existing Environments

A literature review was undertaken to identify relevant existing conditions and inform the risk assessment of the Project on historical heritage, including:

- Desktop review of the Victorian Heritage Register (VHR) and Victorian Heritage Inventory (VHI) datasets.
- Previous reports undertaken by ALA in and near the project area.

4.2.1 Desktop review of the Victorian Heritage Register and previous assessments

The desktop review identified two known historical places that are in and near the project area. H8121-0061 Otterburn Farm Complex is located inside the project area at 545 Tramway Road and H8121-0060 Tramway Road Former Residence is located approximately 180 m south of the project area west of Tramway Road. Both places are described in more detail below.

4.2.1.1 H8121-0061 - Otterburn Farm Complex

Place description

The historic Otterburn Farm Complex is located within the southern section of the project area at 545 Tramway Road, Hazelwood North. It is located within a modern homestead paddock on an active pastoral property. The site extent registered on the VHI incorporates the location of the former homestead buildings and a 1935 farm building (Map 1). Several additional farm buildings can be identified in a 1935 aerial photograph; however, the later construction of the current farm buildings and a driveway suggests there is unlikely to be archaeological deposits remaining at these locations.



The registered site has been recorded an in-situ brick and mortar round-domed cistern currently filled with modern refuse and covered in a thin layer of concrete. Architectural foundations of a former farm building manufactured from concrete conglomerate extending approximately 40 m in the north-south orientation and a width between 4 m and 12 m were also recorded. No visible architectural evidence of the two homestead buildings was recorded. Additionally, no surface artefacts were recorded at the location of the homestead or the 1935 farm building; however, this was interpreted as likely being a result of very poor ground surface visibility rather than an actual absence of artefacts. An isolated handmade brick was located within the site extent, as was a fragment of concrete conglomerate building material.

Place history

The Otterburn farm was originally a large 320 acre/129.5 ha rectangular lot owned by Donald Shaw and was first depicted in an 1883 Hazelwood Parish Plan (Figure 4). Shaw migrated to Australia from Scotland in 1850 at the age of 18 and while he originally migrated to Adelaide from Plymouth, England with his family in 1851, Shaw moved to Hazelwood in 1872 to capitalise on the selection of former pastoral runs. He was remembered in his obituary as being one of the earliest European settlers in the Shire of Morwell (Morwell Advertiser, 1911).

The below history of Otterburn and Donald Shaw has been taken directly from the Victorian Heritage Register site card prepared by ALA.

Shaw and his brother Colin purchased a 640-acre block of land, which the brothers named 'Otterburn' (Shaw & Place, 2005; Legg, 1992, p. 106). The 1883 parish plan depicts two rectangular 320-acre properties located immediately adjacent to one another, with Colin Shaw owning the northern lot and Donald Shaw the southern one. Colin Shaw shortly afterwards departed to Western Australia, leasing the northern lot to an aspiring farmer by the name of Mr Watson (The Australasian, 1888). Donald Shaw had constructed a second homestead at Otterburn by 1888, although the original residence was still "held in honour" (Australasian, 1888, p. 18).

Donald Shaw's parents Archibald and Ann moved to Otterburn in 1875, with Ann dying there in 1882 and Archibald in 1890 (The Morwell Advertiser, 1890). The Shaw family was also related to New South Wales governor Lachlan Macquarie, with his nephew Murdoch Macquarie living with the Shaws at Otterburn for "many years" (Madden, 1964, pp. 12-13). Murdoch Macquarie is recorded as having died at Otterburn in 1904, at the age of 84 (The Argus, 1904).

In addition to establishing and running the Otterburn farm, Donald Shaw's accomplishments included being the first President of the Morwell Shire Council, founding the North Hazelwood Presbyterian Church and serving as its treasurer, as well being one of the founders of the Morwell Agricultural Society (Morwell Advertiser 1911: 2). He was also described as a man of "superior intelligence" (The Australasian 1888: 18).

Donald Shaw and his wife Lily had eight children, who were expected to assist in everyday dairying activities at Otterburn (Shaw & Place 2005: 12). A 1905 newspaper essay by 11-year old Alec Shaw described the daily process of milking the cows, straining the milk, separating the cream and sending it to be processed into butter at Morwell (Leader, 1905, p. 42). Donald Shaw also held cattle sales at Otterburn, with the price per head reaching £6 10s (The Morwell Advertiser, 1894, p. 3). Otterburn was described as "one of the best managed dairies in the district", with its success partially attributed to Donald Shaw crossbreeding local dairy cattle with Scottish Ayrshire cattle (The Australasian 1888: 18).

Oat was also farmed at Otterburn, with over 30 bushels produced per acre using rotational cropping (Traralgon Record and Morwell, Mirboo, Toongabbie, Heyfield, Tyers and Callignee Advertiser, 1884a, p. 2). On the morning of 12 March 1883, two oat stacks at Otterburn, with an estimated value of £80, were destroyed by fire (Traralgon Record and Morwell, Mirboo, Toongabbie, Heyfield, Tyers and Callignee Advertiser, 1884b, p. 3) (Gippsland Mercury, 1884; Traralgon Record and Morwell, Mirboo, Toongabbie, Heyfield, Tyers and Callignee Advertiser, 1884a, p. 2). A neighbouring farmer, William Northway, was accused of arson based on boot tracks

leading from the scene of the crime to his house and an ongoing land-use dispute with Donald Shaw, although a jury ultimately decided that there was insufficient evidence for a conviction (Gippsland Mercury 1884: 3). The animosity between Donald Shaw and William Northway continued for years afterwards, with Shaw in 1892 refusing to hear a deputation of ratepayers to the Morwell Shire Council that was headed by Northway, leading to “great uproar” within the Morwell council chambers (The Age, 1892, p. 8).

In addition to farming cattle and oat, Donald Shaw is also mentioned as having established an orchard at Otterburn (Traralgon Record and Morwell, Mirboo, Toongabbie, Heyfield, Tyers and Callignee Advertiser, 1884a, p. 2). Otterburn is also recorded as serving a community function to an extent, with Donald Shaw hosting a meeting of the local football team at his residence with a “large attendance”, wherein a new team captain was elected (The Morwell Advertiser, 1910, p. 2).

Four of Donald Shaw’s children (Archibald, Don, Charles and Alec) served in World War 1, while his fifth son William stayed behind in Hazelwood to assist Lily Shaw with running Otterburn (Immigration Place Australia, 2024). Wiliam is recorded as later leading a proficient life, serving as a councillor between 1921-1924, establishing the Morwell Iceworks and assisting in the development of steam-powered ‘Ridd’ milking machines (Shaw & Place, 2005, p. 12).

The historically significant buildings within the Otterburn Farm Complex are first depicted in a 1935 aerial photograph (Figure 5). In this capture, the farm complex comprises five main structures, with several smaller buildings also visible across the site. Two of the main structures are situated immediately adjacent to one another in the north-western corner of the complex and appear to be residential in nature. These buildings are likely to be the two homestead buildings mentioned in a 1888 newspaper article (The Australasian, 1888: 18), the first dating to the establishment of the farm in 1872 and the second having been built shortly before 1888. The other three structures are positioned at intervals of 30 – 50 m along the eastern edge of the complex and likely represent sheds, barns or other farm buildings.

Lily Shaw survived her husband Donald by several decades, eventually dying in June 1937 (The Morwell Advertiser, 1937a, p. 3). The Otterburn farm was subsequently put up for sale in September that same year, in which it is said to have remained within the Shaw family for over half a century, being noted as “one of the few original selections that have not changed hands” (The Morwell Advertiser, 1937b, p. 9).

The site is next depicted in a 1945 aerial photograph (Figure 6). In this capture, the middle structure on the eastern side of the complex has been demolished, while the other four structures appear unchanged from the 1935 image. A smaller structure located to the east of the homestead complex also appears to have been razed in this capture. The Otterburn Farm Complex is known to have been partially impacted by the 14 February 1944 Yallourn Bushfire (Steven Darling, personal communication 2024), suggesting that these structures were destroyed during this event.

The site is subsequently depicted in a 1955 aerial photograph (Figure 7). In this capture, the northeastern-most structure has either been demolished or relocated, with the outline of the former 1935 structure visible on the ground. It is possible that this structure was simply relocated slightly to the west, as a structure of similar size is visible here in this image. The site appears largely unchanged in a 1964 aerial photograph (Figure 8), aside from a new, slightly smaller structure that has been constructed near the location of the shed structure demolished in 1945, partially overlapping with its footprint. The route of the driveway has also been realigned in this photograph, now covering the footprint of two of the 1935 farm buildings.

Several changes to the farm layout are notable in the 1974 aerial capture (Figure 9). Most notably, the two 1935 homestead buildings have been demolished in this capture, having been replaced by a new residence located approximately 20 m to the west. The southeastern-most 1935 building has also been demolished and replaced by a new corrugated iron shed located immediately to its east. The current landowner, Steven Darling, indicated that his family purchased Otterburn in the

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1970s (Steven Darling, personal communication 2024), suggesting that these modifications corresponded with the acquisition of the property by the Darling family. The site is next depicted in a 1984 aerial photograph (Figure 10), wherein the site layout appears unchanged aside from the construction of a shed towards the north-eastern corner of the former 1935 homestead site.

The site continues to serve a dairying function into the twenty first century, with a 2005 newspaper article mentioning the former Otterburn farm as being owned by dairy farmer Steven Darling and his family (Shaw & Place, 2005, p. 12). Steven Darling continues to reside at the property as of 2024, while the ongoing use of the property for a dairying function is further supported by cattle being visible in a 2006 satellite images of the site (Figure 11).

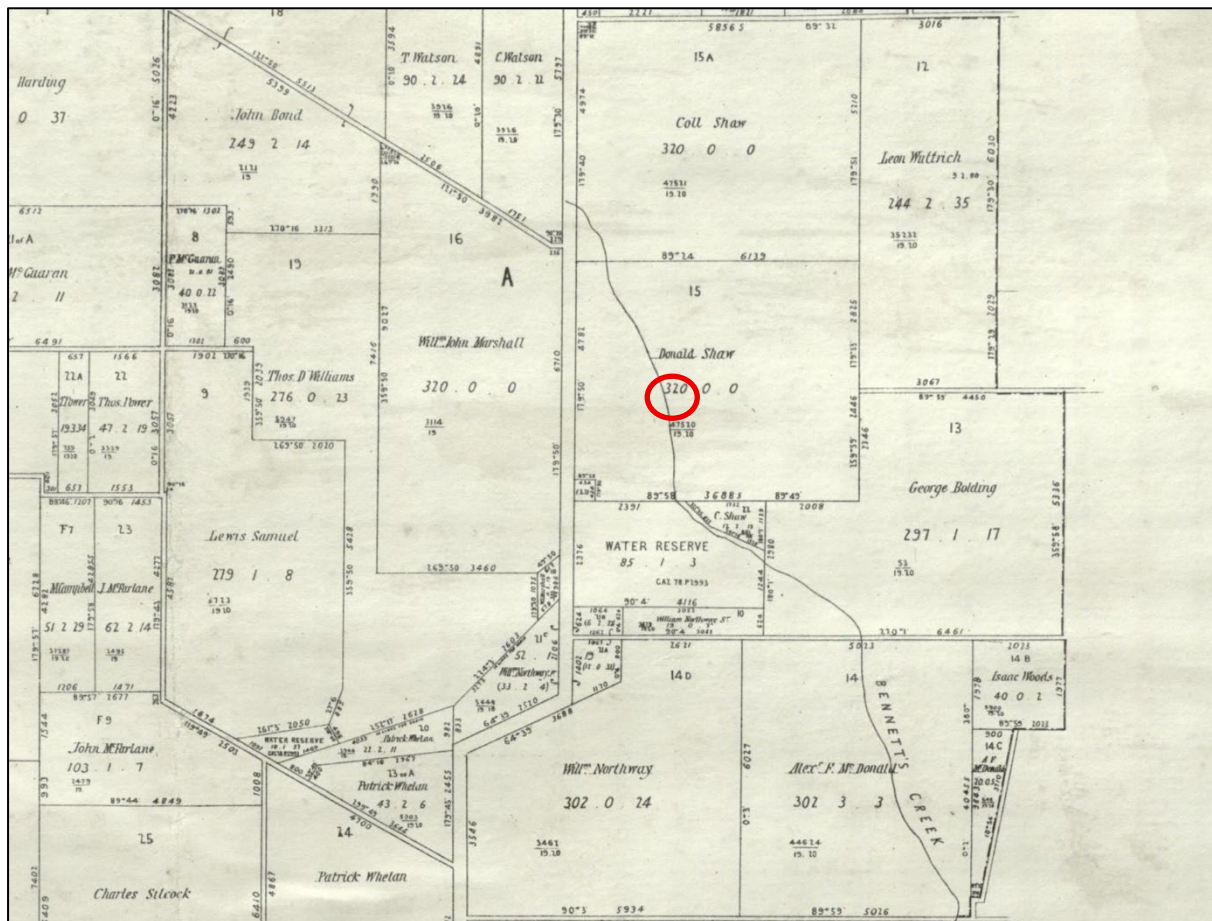


Figure 5: 1883 Hazelwood Parish Plan, with the approximate location of H8121-0061 Otterburn Farm Complex highlighted in red (Department of Crown Lands and Survey, 1883)

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Figure 6: 1935 aerial photograph showing H8121-0061 The Otterburn Farm Complex place extent (Source: GeoVic)



Figure 7: 1945 aerial photograph showing H8121-0061 The Otterburn Farm Complex place extent (Source: GeoVic)



Figure 8: 1955 aerial photograph showing H8121-0061 The Otterburn Farm Complex place extent (Source: GeoVic)



Figure 9: 1964 aerial photograph showing H8121-0061 The Otterburn Farm Complex place extent (Source: GeoVic)

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Figure 10: 1974 aerial photograph showing H8121-0061 The Otterburn Farm Complex place extent (Source: GeoVic)



Figure 11: 1984 aerial photograph showing H8121-0061 The Otterburn Farm Complex place extent (Source: GeoVic)

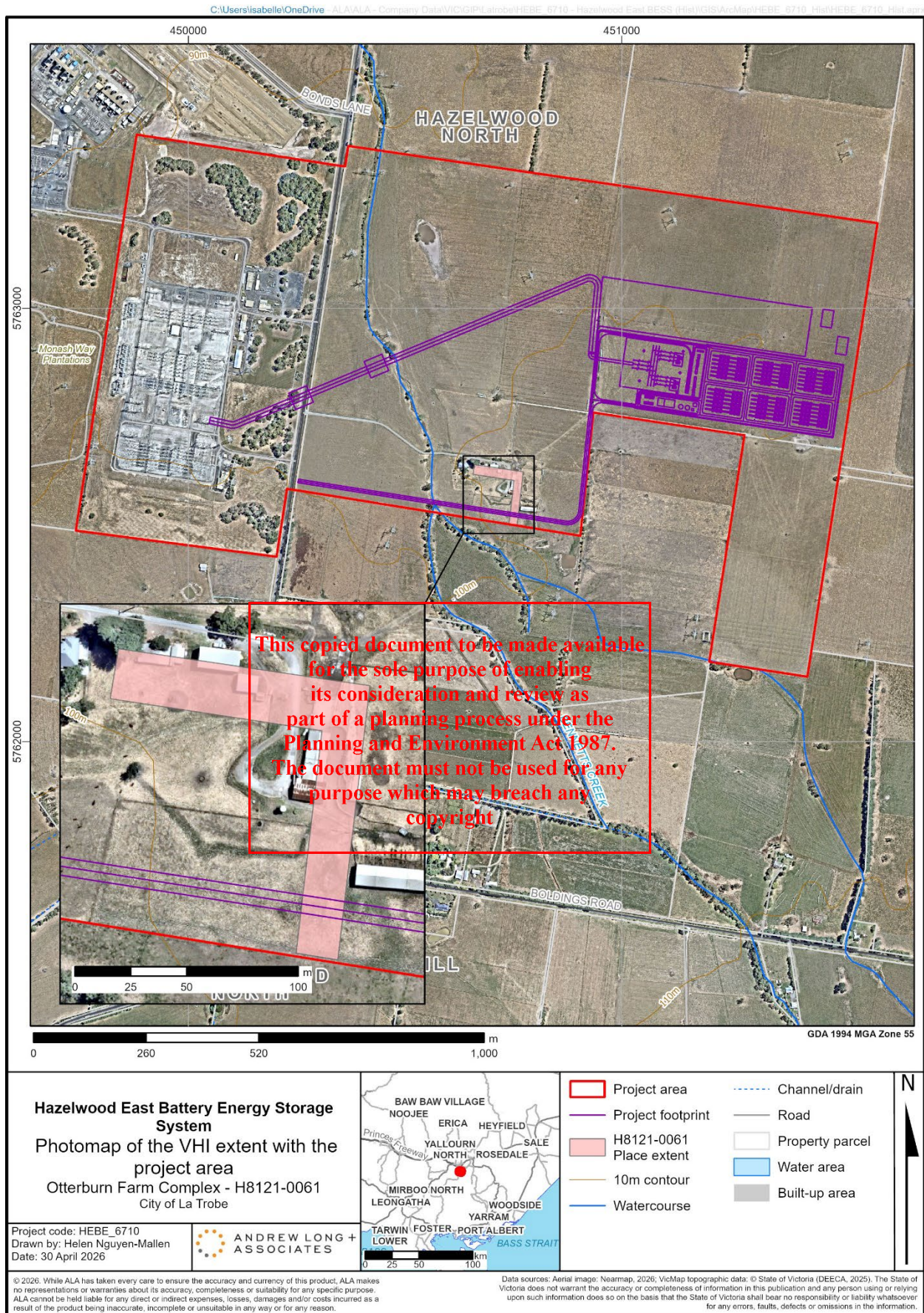
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Figure 12: 2006 aerial photograph showing H8121-0061 The Otterburn Farm Complex place extent (Source: GeoVic)

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Map 1: H8121-0061 Otterburn Farm Complex place extent

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Current place condition

A site inspection of H8121-0061 (Otterburn Farm Complex) was undertaken by ALA on 12 February 2024 as part of a separate project. Two features were identified during the survey, a brick cistern (Plate 1 and Plate 2) and the concrete foundation of the former milking shed (Plate 3 and Plate 4). No additional structural evidence of the former residence was observed.

Based on the information from the background research and survey, a site card was submitted to HV on 5 March 2024 recommending the site be included in the VHI. As a result, the place was registered on the VHI on 27 March 2024.



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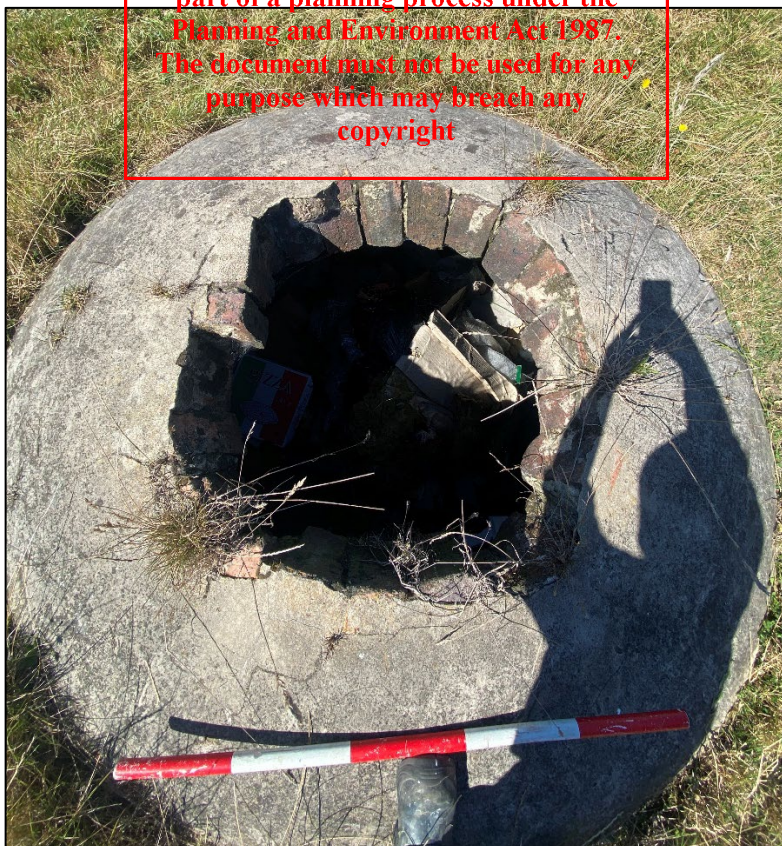


Plate 2: In situ brick cistern filled with modern refuse

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Plate 3: Concrete conglomerate foundations, looking north



Plate 4: Concrete conglomerate foundations, looking south

Statement of significance

The following statement of significance for H8121-0061 Otterburn Farm Complex has been taken directly from the VHI site registration.

What is significant?

The Otterburn Farm Complex comprises the remains of three historically significant buildings associated with late 19th and early to mid-20th century residential, farming and dairying activity. The site comprises the location of two residences and a farm building which are first depicted in a 1935 aerial photograph, with the residences likely corresponding with two houses built by Donald Shaw in the 1870s and 1880s. A domed cistern remains at the location of the former residential buildings, while concrete building foundations exist at and immediately to the south of the 1935 farm building.

How is it significant?

The Otterburn Farm Complex is of local historical and archaeological significance.

Why is it significant?

The Otterburn Farm Complex is of historical significance for its association with Donald Shaw, the first President of the Morwell Shire Council and a notable public figure associated with the development of Morwell. Otterburn represents one of the earliest farming estates in Hazelwood, having been purchased by Donald Shaw in 1872 and continuing to be operated by his wife Lily Shaw after his death in 1911. This site is further notable for its continuous use as a dairy farm for over 150 years, having served this function from 1872 through to the present day.

The site is of archaeological significance due to the moderate likelihood of archaeological deposits remaining at the site. Archaeological deposits and features are moderately likely to exist in a subsurface context at the location of the two homestead buildings, as well as around the edges of the concrete foundations of the 1935 farm building. There is also a high potential for archaeological deposits to exist at the base of the cistern, beneath more recent accumulations of refuse. Any archaeological deposits or features are anticipated to shed light on farming activities undertaken by the Shaw family in the late 19th to early 20th century, as well as assist in more conclusively determining the age of the residences and farm building. Additionally, archaeological deposits associated with the residence are likely to shed light on everyday farming life in late 19th to mid-20th century Hazelwood North.

4.2.1.2 H8121-0060 – Tramway Road Former Residence

Place description

The Tramway Road Former Residence is located west of Tramway Road at 600 Tramway Road Hazelwood North and approximately 180 m south of the project area. The registered place extent is located within an agropastoral paddock and the site comprises the existing weatherboard residence in addition to the location of an earlier residence and outbuilding. The registered site extent is shown in Map 2. The site condition and registration was assessed from the boundary of the property as the place was not accessible during the field survey. It was noted during the survey that the residence is a mid-20th century weatherboard house with garden containing small trees and/or shrubbery to the east of the residence.

Place history

As with H81221-0061 Otterburn Farm Complex, the earliest European occupation of the site was by pastoral squatters, specifically those occupying the Hazelwood pastoral run, which was established in 1844 (VicPlaces 2015). The location of H8121-0060 Tramway Road Former Residence within the Hazelwood pastoral run is in the centre of the eastern section of the run and is shown in Figure 3.

The below history of the Tramway Road Former Residence has been taken directly from the VHI site card prepared by ALA.

The Hazelwood pastoral run was subsequently opened for selectors in the 1870s (VicPlaces 2015). A later 1951 Hazelwood Parish plan indicates that section 16 was owned by William John Marshall from at least 1890 (Figure 5). Likewise, his 1908 obituary states that Marshall had selected land in North Hazelwood in 1876 (West Gippsland Gazette 1908), indicating that he was one of the first selectors of land within the former Hazelwood pastoral run. Marshall is known to have operated a creamery from this property, with his son noted as having been severely scalded by steam in 1894 whilst running its engine (Traralgon Record, 1894, p. 2). Marshall is reported to have lived at Hazelwood for 23 years, before selling his farm and moving to Ellinbank in either 1899 or 1900 (The West Gippsland Gazette, 1908, p. 2). The ownership of the property is unclear after Marshall sold his farm, with no other names listed on the 1951 parish plan (Figure 5).

The site is first depicted in a 1935 aerial photograph (Figure 6). Two rectilinear buildings are visible in this capture, with the larger of the two structures, likely a residential building, fronting Tramway Road. The second building is approximately a third of the size of the larger structure and is located roughly 60 m to its west.

The site is next depicted in a 1945 aerial photograph (Figure 7). Both of the 1935 structures have been demolished by this point in time, being replaced by a new structure erected immediately to the west of the eastern 1935 building. Notably, the locations of both 1935 buildings appear to be lacking surface vegetation, indicating that they had been demolished relatively recently in the 1945 capture.

The 1945 structure is also depicted in a 1955 aerial photograph (Figure 8), in which a small outbuilding, possibly an outhouse, is visible immediately to its north-west. A second residential building has also been constructed within the property, approximately 100 m north of the site. The 1945 residence subsequently depicted, sans the small outbuilding, in a 1964 aerial photograph (Figure 9).

The site is next depicted in a 1974 aerial photograph (Figure 10). In this image, the 1945 structure appears to have been extended to the south-east, giving it an L-shaped layout. This building layout is also visible in a 1984 aerial photograph (Figure 11). Several additional extensions to the west and north-west are depicted in a subsequent 2006 aerial photograph (Figure 12). The layout of the site as of September 2023 is depicted in Figure 13, along with a broad layout of the varying architectural phases.



Plate 5: H8121-0060 Tramway Road Former Residence, view from Tramway Road

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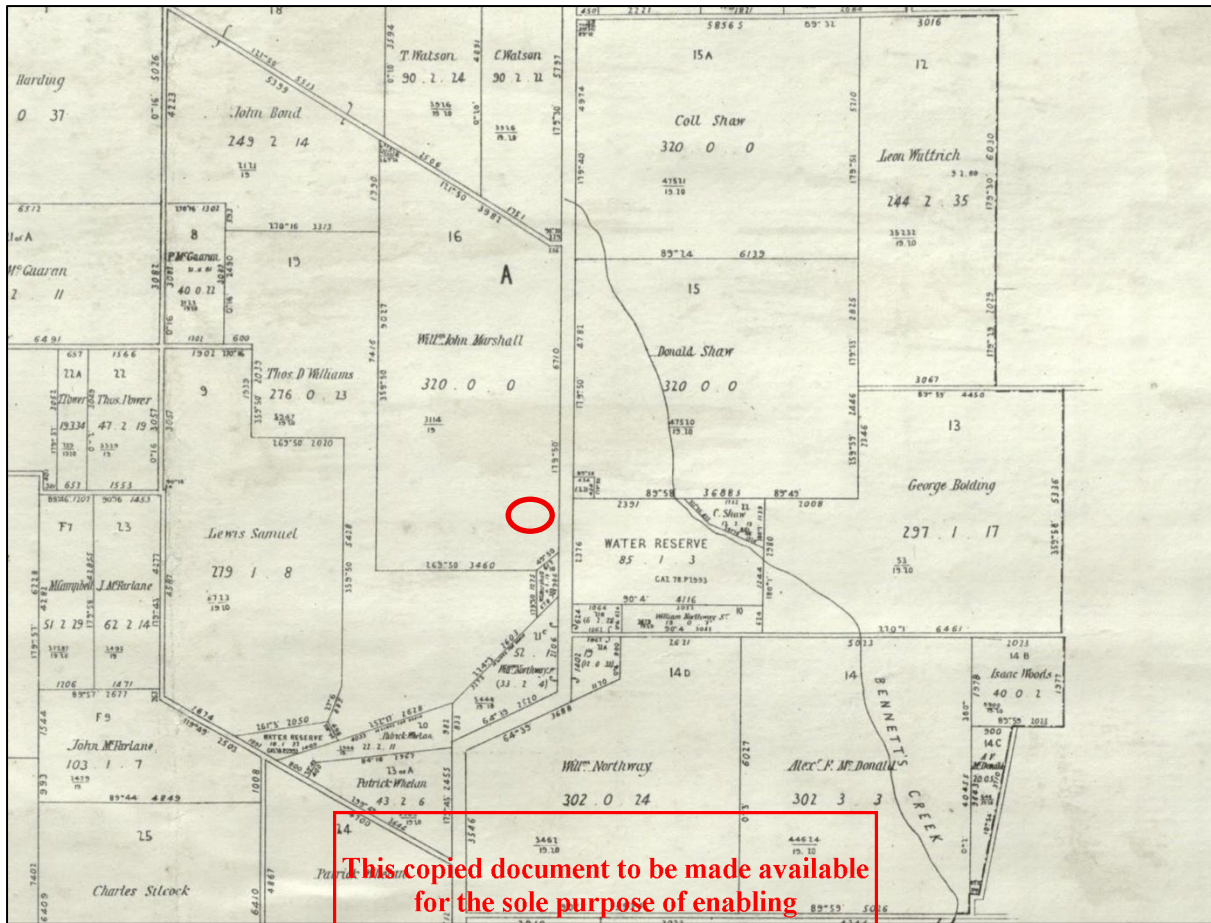


Figure 13: 1883 Hazelwood Parish Plan, with the approximate location of H8121-0060 Tramway Road Former Residence highlighted in red

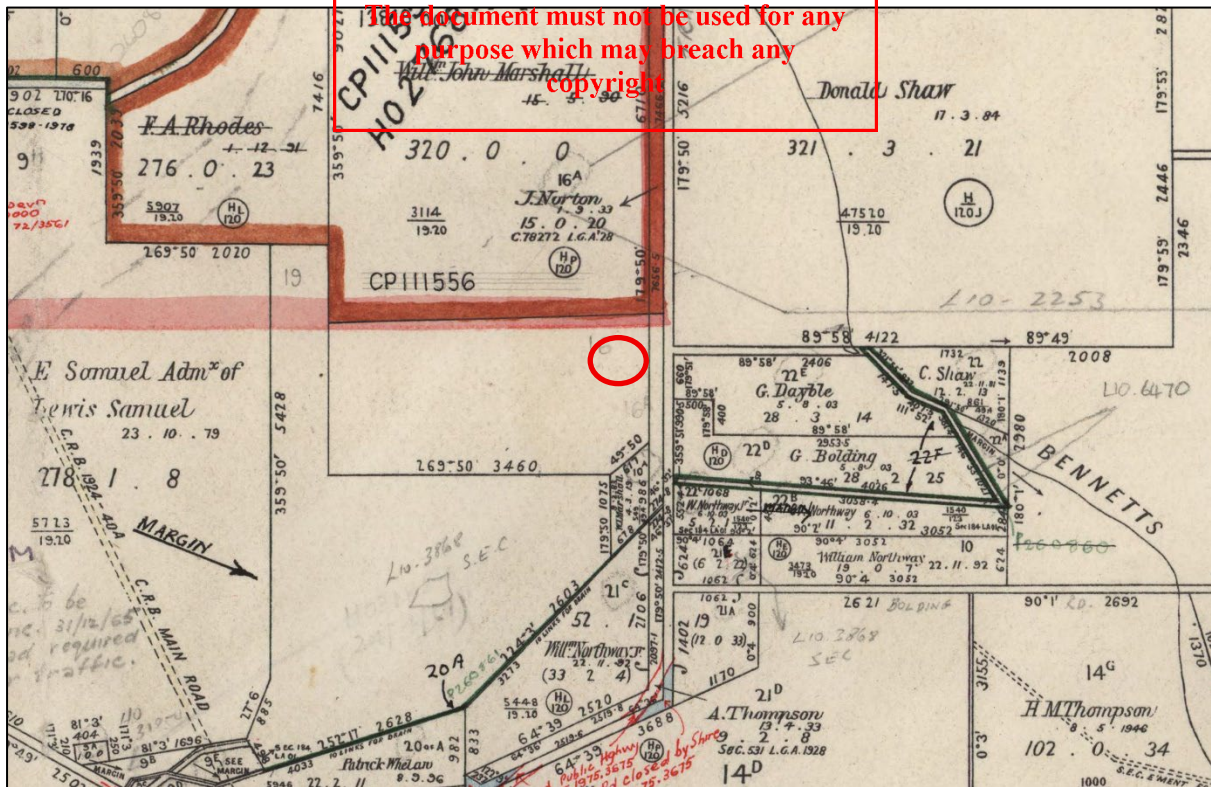


Figure 14: 1951 Hazelwood Parish Plan showing the approximate location of H8121-0060 Tramway Road Former Residence

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Plate 6: 1935 aerial photograph of H8121-0060 Tramway Road Former Residence place extent

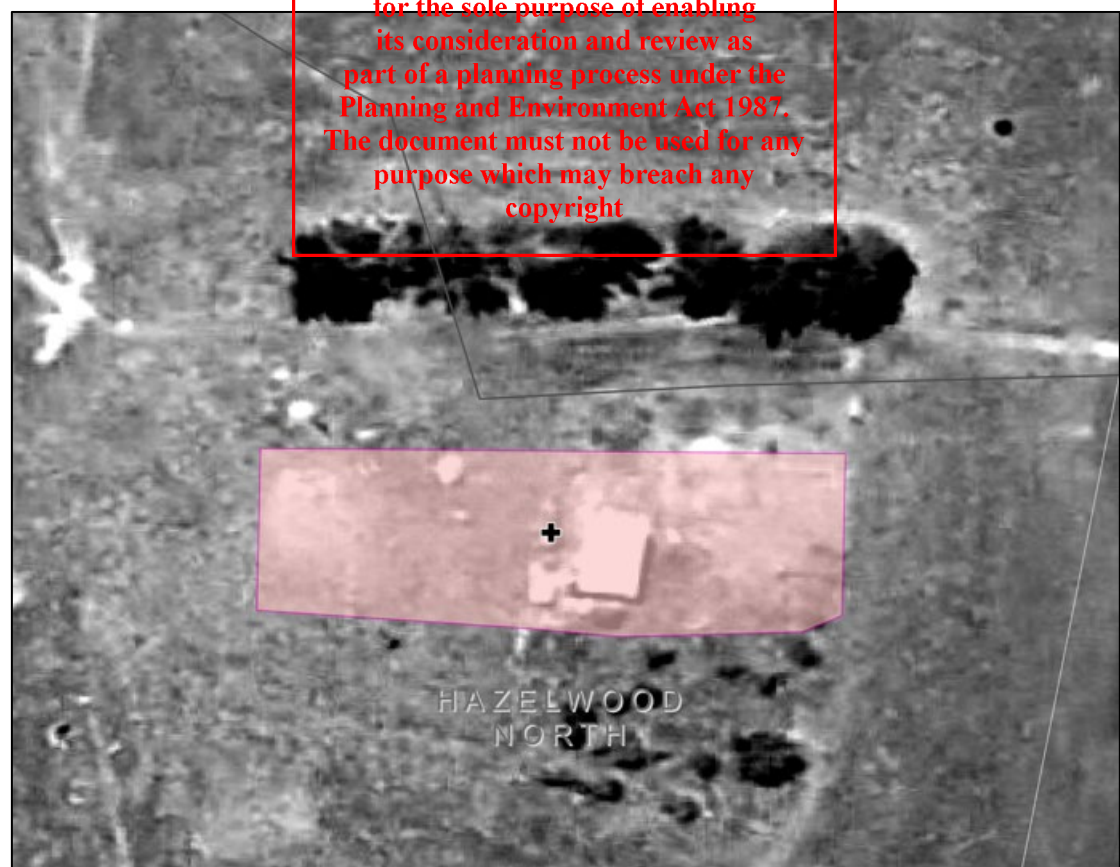


Plate 7: 1945 aerial photograph of H8121-0060 Tramway Road Former Residence place extent

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Plate 8: 1955 aerial photograph of H8121-0060 Tramway Road Former Residence place extent



Plate 9: 1964 aerial photograph of H8121-0060 Tramway Road Former Residence place extent

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Plate 10: 1974 aerial photograph of H8121-0060 Tramway Road Former Residence place extent



Plate 11: 1984 aerial photograph of H8121-0060 Tramway Road Former Residence place extent

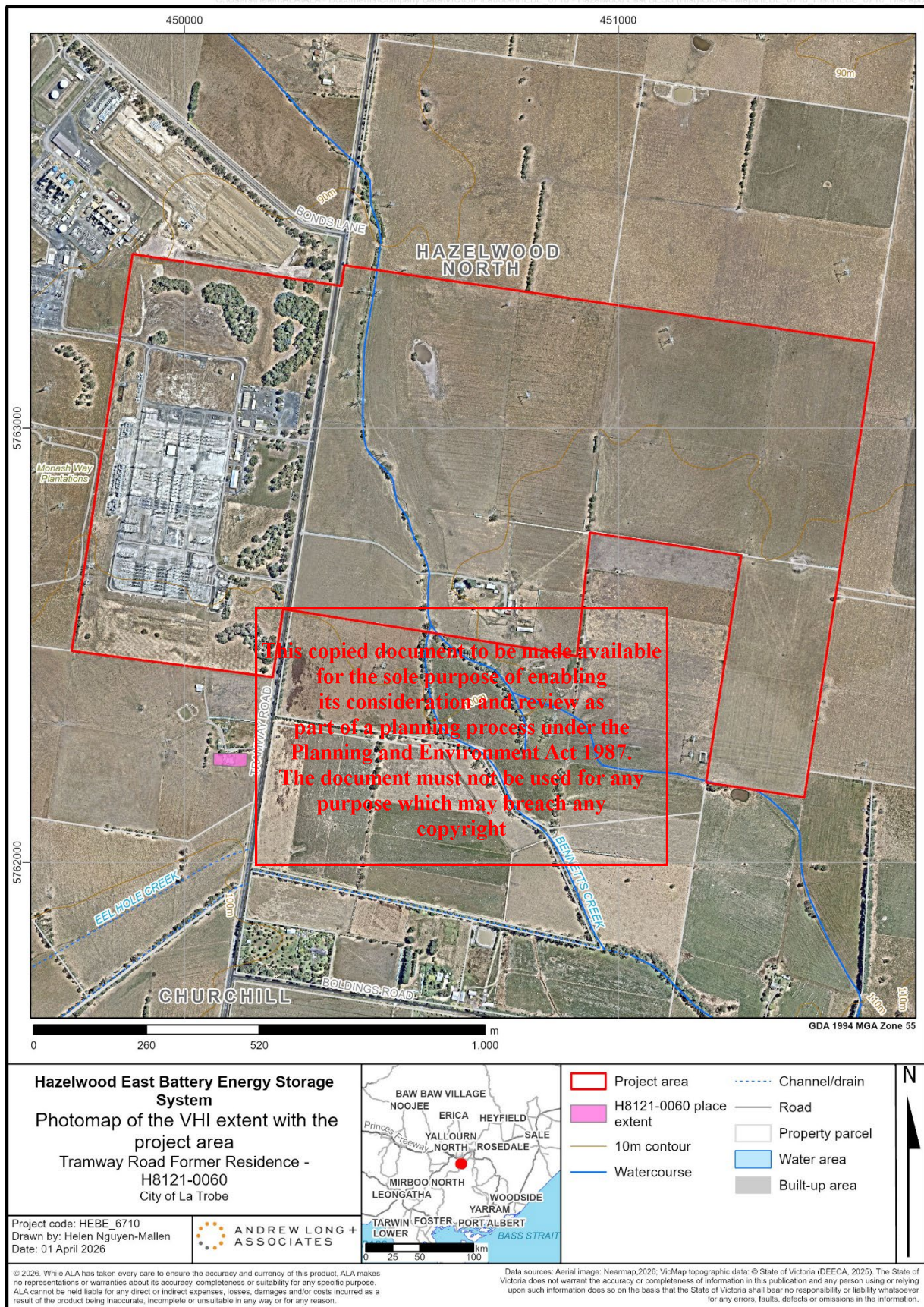
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Plate 12: 2006 aerial photograph of H8121-0060 Tramway Road Former Residence place extent

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Site registration

H8121-0060 was opportunistically surveyed by ALA in 2023 prior to the site registration. Access to the property was not possible therefore the inspection was undertaken from the property boundary along Tramway Road, Hazelwood North.

Based on the information identified in the desktop assessment and the opportunistic survey, a site card was submitted to HV and the place was subsequently listed on the VHI in early 2024.

Statement of significance

The following statement of significance has been taken directly from the VHI site registration.

What is significant?

The Tramway Road Former Residence represents the location of a former early 20th century homestead, as well as the extant 1945 residence. There remains the potential for undisturbed archaeological deposits or features remaining at the location of two buildings associated with the early 20th century homestead, as well as subfloor archaeological deposits beneath the 1945 residence.

How is it significant?

The Tramway Road Former Residence is of local historical and archaeological significance.

Why is it significant?

The Tramway Road Former Residence is of historical significance for its association with the establishment and intensification of pastoral economic practices within the Gippsland region.

The Tramway Road Former Residence is of archaeological significance for the moderate likelihood of undisturbed archaeological deposits and/or features remaining at the site. No structures have been constructed at the location of two buildings visible in a 1935 aerial photograph, meaning that associated subsurface features and archaeological deposits are likely to remain at the site. Additionally, a residence first depicted in a 1945 aerial photograph survives onsite, albeit in a renovated state. While several extensions have been made to this building since 1964, there remains the potential for archaeologically significant subfloor deposits existing beneath the original 1945 component of the residence.

4.3 Limitations, uncertainties and assumptions

The following limitations, uncertainties and assumptions apply to this assessment:

- This assessment is a desktop assessment only.
- The assessment is based on the proposed design as provided by AECOM/Voyager.
- No consultation with Heritage Victoria has been undertaken.
- The GIS data for the Otterburn Farm Complex was recorded using a handheld dGPS with sub-metre accuracy.

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5 HERITAGE OUTCOMES

H8121-0060 Tramway Road Former Residence and H8121-0061 Otterburn Farm Complex are both registered on the VHI; however, no site visit was undertaken at H8121-0060 Tramway Road Former Residence because the site is located outside the project area and will not be impacted by the works. A site visit was not undertaken at H8121-0061 Otterburn Farm Complex as the place extent for the Otterburn Farm Complex was recorded in a previous site visit by ALA and therefore a second site visit was not considered necessary. However, as the proposed works intersect with the site extent and under the *Heritage Act 2017* consent to excavate and/or damage the site must be obtained from HV prior to the works.

5.1 H8121-0060 Tramway Road Former Residence

H8121-0060 Tramway Road Former Residence is registered on the VHI and has been assessed as containing archaeological significance the moderate likelihood of undisturbed archaeological deposits and/or features remaining at the site. The previous assessment concluded that the lack of later development at the location of the 1935 residence and the extent 1945 building, suggests there is potential for archaeologically significant subfloor deposits to be present beneath the original 1945 residence.

5.2 8121-0061 Otterburn Farm Complex

H8121-0061 Otterburn Farm Complex is registered on the VHI and has been assessed as containing archaeological significance due to the moderate likelihood of archaeological deposits remaining at the site. The previous assessment concluded there was a moderate likelihood of archaeological deposits and features existing in subsurface contexts at the location of the two homestead buildings, and around the edges of the concrete foundations of the 1935 farm building.

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6 IMPACT ASSESSMENT

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6.1 Heritage Act 2017 requirements

This study has assessed the impacts of construction, operation and decommissioning of the project on historical cultural heritage assets and values to be protected in accordance with the relevant legislation, policy and standards.

Impacts to historical archaeological sites may occur during any phase of the project but are most likely to occur during the construction phase. Where ground disturbance within these sites is required, impacts would be permanent. The process of excavating an archaeological site necessarily destroys that site.

Consent must be obtained from Heritage Victoria prior to impacting a VHI site. The level impact proposed determines the level of consent required as outlined in Table 2.

Table 2: Level of impact and consent required

Level of Consent required for works	Level of impact by works to VHI site
No consent	No impact
Consent to Other	Low impact
Consent to Damage less than 50%	Low-moderate impact (depending on the extent of construction activities)
Consent to Damage more than 50%	High impact

The proposed works within the place extent of H8121-0061 Otterburn Farm Complex comprise of the construction of the access track and extend over a small section of the site extent as shown in Map 1. Therefore, a consent to damage less than 50% will be required for the works.

Prior to the commencement of works, there may also be a requirement for excavation of the impact area within the VHI site to further investigate the site prior to the works. In this case, there may be a requirement for a Consent to Excavate in addition to the Consent to Damage 50 % or less of a registered site. The finalisation of these requirements must be agreed with HV and completed (if required) prior to the commencement of works.

A Consent to Excavate is required for registered places that HV consider to have valuable archaeological deposits and involves an application to HV. Once the archaeological investigation has been completed, a Consent to Damage application can be initiated.

No heritage places subject to controls under the EPBC Act occur within the project area. Accordingly, an assessment of significance impacts under the EPBC Act is not required.

6.1 Construction phase

6.1.1 H8121-0060 Tramway Road Former Residence

H8121-0060 Tramway Road Former Residence is located approximately 180 m south of the project area and therefore will not be impacted by the project works.



6.1.2 H8121-0061 Otterburn Farm Complex

H8121-0061 Otterburn Farm Complex is located in the southern section of the project area at 545 Tramway Road within the vicinity of the current residence. The proposed design for the access track from Tramway Road to the BESS site intersects with the southern section of the registered site extent and immediately south of the old milking shed, as shown in the 1935 aerial photograph (Figure 6) and therefore will be impacted by the project works. The proposed works intersection with approximately 4% of the registered VHI place extent and therefore it is considered unlikely that the proposed works will significantly impact the overall heritage value of H8121-0061.

As H8121-0061 is registered on the VHI and the proposed project works intersect with approximately 4% of the registered place extent, consultation with Heritage Victoria prior to the commencement of the project will be required to discuss the requirements for a consent to excavate and/or a consent to damage 50% or less of a registered site.

The process for consent applications to HV typically take between two and four months depending on the number of consents required. If the project requires a consent to excavate and a consent to damage, the process is likely to take up to four months. If the project requires a consent to damage only, the process is likely to take approximately two months.

6.2 Operation and maintenance phase

6.2.1 H8121-0060 Tramway Road Former Residence

There will be no impacts from operation or maintenance works to H8121-0060 Tramway Road Former Residence from the Project.

6.2.2 H8121-0061 Otterburn Farm Complex

Maintenance along the access track to the BESS site may impact H8121-0061 Otterburn Farm Complex. Mitigation measures should be developed to minimise impact to the place from access track maintenance/upgrades.

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6.3 Decommissioning phase

The operational life of the BESS is indicatively estimated at 40 years, after which time the project would commence decommissioning.

Decommissioning of Project components will be managed in accordance with the relevant laws and policies at the time of decommissioning. During decommissioning, above ground components would be removed and recycled where possible, and land rehabilitated. The battery units would either be disposed of, repurposed or recycled at a licensed disposal facility. The decommissioning timeframe is expected to be approximately 12 months post operation phase.

6.3.1 H8121-0060 Tramway Road Former Residence

There will be no decommissioning impacts to H8121-0060 Tramway Road Former Residence.

6.3.2 H8121-0061 Otterburn Farm Complex

There will be no decommissioning impacts to H8121-0061 Otterburn Farm Complex if the access track is retained for use by the farmer or if the land along the access track is rehabilitated, provided the rehabilitation works do not extend deeper or further than the access track.

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7 RECOMMENDED MITIGATION MEASURES

The mitigation measures that are recommended to avoid, mitigate or manage historical heritage impacts associated with the Project are summarised in Table 3.

Table 3: Mitigation measures relevant to historical heritage

Measure ID	Mitigation measure	Phase
HHM01	Design change: If there are changes to the project design, the impacts to H8121-0060 H8121-0061 should be reassessed.	Across the life of the project
HHM02	Consultation with HV: Consultation with Heritage Victoria to discuss a consent to damage and/or a consent to destroy 50% or less of a registered site from HV is required for H8121-0061 (Otterburn Farm Complex)	Prior to the commencement of project works
HHM03	Maintenance of access track: If maintenance works on the access track or other operational activities require work extending further than the access track, HV must be consulted.	Operational phase
HHM04	Decommissioning of access track: If decommissioning of the access track requires more extensive disturbance than that for the construction of the access track, HV must be consulted.	Decommissioning phase

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8 CONCLUSIONS

At the time of preparing this HHA, H8121-0060 Tramway Road Former Residence was located outside the project area and will not be impacted by the project works. H8121-0061 Otterburn Farm Complex is located inside the project boundary and will be impacted by the proposed access track.

8.1 Existing environment

H8121-0060 Tramway Road Former Residence is located in the area of an existing residence but outside the project boundary.

H8121-0061 Otterburn Farm Complex is located within the boundary of an existing residence inside the project boundary. No existing structural evidence remains at the site; however, the foundations of an old milking shed are visible.

8.2 Impact and risk assessment findings

There will be no impact to H8121-0060 Tramway Road Former Residence as the site is located outside the project boundary.

The proposed works intersect with the southern section of the old milking shed registered as part of H8121-0061 Otterburn Farm Complex and therefore will be impacted by the Project.

8.3 Mitigation and contingency measures

There is no risk of impact from the project to H8121-0060 Tramway Road Former Residence therefore no mitigation measures or contingency plans are required. If the project design changes, we recommend that this advice is reassessed in relation to the updated design.

H8121-0061 Otterburn Farm Complex will be impacted by the Project and is registered on the VHI; therefore, a consent to excavate and/or a consent to damage less than 50% of a site must be obtained from HV prior to the commencement of works. Additional mitigation measures are recommended during the operational and decommissioning phases of the Project to ensure that maintenance and decommissioning of the access track in the area around H8121-0061 Otterburn Farm Complex to not further impact the site.

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