

THE MORWELL HISTORICAL SOCIETY NEWS

Published every month except December.

The Society meets every 3rd Tuesday of the Month 7-30pm Collins St. State School Library

The June Newsletter in a sense carries on from the May Newsletter. Readers may recall that the May Newsletter was supposed to contain a 1947 Report Development of the Town of Morwell. The Report was omitted and is part of the June Newsletter. Take notice of the map of Morwell and the acreages for portions of the town. The Newsletter also contains the last three pages of the 1944 Voters Roll. Members will now have the complete 15 pages of this document generously loaned by Mrs Rogers of Wallace Street.

For the May meeting, The Society visited the Centre for Gippsland Studies at the Gippsland Institute. Here, the Executive Officer, Mr David Tuck, outlined the hopes and expectations of the Centre in its role as a "collection reference" for Gippsland history. Presently, books, manuscripts and photographs form the nucleus of the Collection. David's small Collection of pictorial histories provided some inspiration for our planned pictorial history of Morwell.

With the recent publication of Frameworks for the future development of the coal resources in our area, comes the realization of the importance of a pictorial history. A pictorial history is valuable. Perhaps members could start their own pictorial history. One day, it will be all that we will have.

This newsletter also features a list of some Morwell streets. The origin of the street names is both interesting and, in some cases, incomplete. Come along to our next meeting and help fill in any missing details.

NEXT MEETING

TUESDAY JUNE 17 7.30 pm.

COLLINS STREET STATE SCHOOL COMMUNITY MEETING ROOM
(formerly The Library Building)

- Chapel Street..... The first St. Mary's Church
of England was situated here.
- Cherry Street ~~CR~~..... One of the tree group.
- Cheshire Street..... A county in England.
- Chestnut Street ~~STREET~~ ^{AVE}..... One of the tree group.
- Christina Street..... A daughter of James Alexander,
property owner.
- Church Street..... The first Church in Morwell,
the Methodist Church, was built in this street,
in 1883.
- Churchill Street ~~STREET~~ RD..... Sir Winston Churchill.
- Collins Street..... A family of this name lived in
this street.
- Comans Street..... The maiden name of Mrs. ^{VIN} Hourigan
senior.
- Commercial Road..... Still, Morwell's main shopping
centre.
- Connan Court..... Mr. John Connan, Shire Engineer.
- Cornwall Street..... An English county.
- Crinigan Road..... Edward Crinigan, a very early
identity. One of the last of the squatters.
- Cynthia Street..... A niece of Mr. V. Hourigan,
property owner.
- Davey Street..... Part of the Davey Estate.
Named after that family.
- Dayble Street..... Mr. Dayble, an early blacksmith
in Morwell.
- Dempsey Court..... In the Dempsey Estate area.
Named after the Dempsey family.
- Dendy Street..... Presumably after Henry Dendy,
the early investor in land at Brighton, Melbourne,
and later linked closely with Walhalla. He lies
buried at Walhalla. The street no longer exists,
having been fenced off and made into a small reserve.
- Denise Street..... Daughter-in-law of Mr. V. Hourigan,
property owner.
- Devon Street..... County in England.
- Doherty Street ~~STREET~~ ^{AVE}..... ?
- Donald Street..... Mr. Donald McDonald, Water & Sewerage
Works engineer.

Doolan Street..... Tom Doolan, a Morwell lad who lost his life in the Second World War in heroic circumstances.

Dorset Street..... County in England.

Driffield Road..... Once it was the outlet road to Driffield.

Durham Street..... County in England.

Dunbar Avenue..... Cr. Duncan Dunbar, a councillor, 1911-1924, district farmer.

Edney Court..... Cr. J. H. Edney, councillor 1912-1918, Yinnar Riding.

Elgin Street..... Probably after one of the Earls of Elgin, prominent in British colonial administration in the 19th. century.

Ellen Street..... Ellen and Ryan Streets were named after Mrs. Ellen Ryan, whose husband, a farmer, owned the block of land there, as well as a farm on the Driffield Road.

Elm Street..... One of the tree group.

English Street..... Cr. John English, councillor 1892-94 and 1912-19.

Evans Street..... The Evans family conducted the local news-agency for many years.

Falla Street..... Cr. John Falla, councillor for Yinnar Riding, 1912-1915.

Fairfield Street..... Named by the A.P.M. Company after Fairfield, Victoria.

Fleming Street..... The Fleming family owned the property here. They also named New Street, which has no other significance than that it was new.

Foster Street..... So named by the Hourigan family who came from that town.

Franklin Street..... Franklin Alexander, son of James Alexander.

Gay Street..... Andrew Gay, draper, of the firm of Gay and Green.

George Street..... One of our oldest streets. ?

Gillie Street..... Named after the wife of Mr. Kurt Barry, property owner.

Gona Street..... A World War Two name; a place in New Guinea.

Grandview Grove..... Obviously meant to be descriptive.

Grant Street..... With Henry Street, named after Mr. Henry Grant, subdivider.

Granya Grove..... ?

Green Street..... Mr. Arthur Green (Gay & Green, drapers) an old identity.

Hall Court..... Cr. Alan Hall, councillor since 1930.

Hampshire Street..... An English county.

Hannah Street..... Wife of James Alexander.

Hare Street..... Cr. A. L. Hare, councillor since 1930.

Harold Street..... Harold Atkinson, surveyor.

Haywood Street..... Mrs. Doreen Haywood (nee Alexander).

Hazelwood Road..... Originally led to Hazelwood, but now out off by the S.E.C.

Helen Court..... Mrs. Helen Davey (nee Madden). Part of the Davey Estate.

Henry Street..... Mr. Henry Grant, subdividing property-owner.

Hiam Court..... Mr. Wm. Hiam, chief property officer of the S.E.C.

Holmes Road..... An early farmer who owned land here.

Hopetoun Avenue..... The Earl of Hopetounm a Governor of Victoria.

Horsfall Street..... F. A. Horsfall, Shire Engineer & Secretary, 1931-1944.

Hourigan Road..... In the Hourigan Estate and named after the family.

Howlett Street..... A well-known, early Morwell family.

Hoyle Street..... James Barton Hoyle, a well-known, early identity and agent.

Hyland Street..... Sir Herbert Hyland, M.L.A.

James Street..... ?

Jane Street..... ?

Jennifer Street..... Miss Jennifer Schulz, daughter of Mr. W. Schultz, General Supervisor, S.E.C.

Jeeralang West Road..... A direction name.

Jill Street..... ?

Joseph Court..... Joseph Alexander, son of James Alexander, property owner.

THE PRESENT TOWNSHIP

The present township of Morwell embraces an area of approximately 600 acres, divided into two sections by the Melbourne-Bairnsdale railway. The major commercial area of the town is situated immediately south of the railway, with Commercial-road as the principal street. In the northern section of the town, commercial and shopping facilities consist of a small number of motor garages and shops on the Princes Highway (Station-street) which adjoins the northern railway boundary.

The population at 1st July, 1947, was 2,942. There are 681 dwellings in the town, together with four churches, town hall, State school, &c. The Housing Commission has erected 32 houses in the northern section of the town, whilst the Australian Paper Manufacturers Ltd. have established estates both in the west (south of the railway) and in the north-east. The latter company also maintains a hostel for single male employees. This at present accommodates 90 men, but is being extended to accommodate 150. Privately-financed homes are also in course of erection.

The town is served by a reticulated water supply obtained from Billy's Creek to the south, and a gravitation sewerage system is installed. Plan No. 1, attached, shows the limits of the area commanded by the existing sewers and also the limits of the area commanded by possible sewer extensions. Six hundred and sixty houses and 41 shops are at present served and there are 440 allotments in the existing sewerage area not yet built upon.

It is unfortunate that, despite the existence of these vacant allotments within the area served by public utilities, speculative sub-divisions have been made beyond these areas and building thereon is at present proceeding.

Capital expenditure on water supply totals approximately £30,000 and that on sewerage approximately £40,000. In addition, over £40,000 has been expended on sewerage house connexions.

POPULATION INCREASE

The State Electricity Commission has estimated that ten years will elapse before the second brigade factory at Morwell South will be in full production, and that the ultimate number of men to be employed in the operation of the open cut and both factories will be 1,800.⁽²⁾ During the constructional period greater numbers of men will be employed, particularly during the sixth year of construction (2,350) and ninth year (2,250), but temporary accommodation will be provided by the State Electricity Commission to meet their requirements.

Messrs. Gower and Heath have mentioned⁽³⁾ that "it is not possible to predict with certainty the future size of the population", and estimates they have used are based upon the following assumptions:—

- (a) Number of workers required for the known extensions of the Commission's activities and the Paper Pulp Factory.
- (b) Necessary increase of the distributive trades and transport facilities linked with the increase of industrial population.
- (c) The establishment of more secondary industry to offer more employment for female workers.
- (d) An increase in the growth of the rural population influenced by the increased over-all prosperity of the Region.

ABSORPTION OF POPULATION

For the purpose of estimating the possible population capacity of Morwell, within certain defined limits, the Committee divided the area shown on Plan No. 1, attached, into four sections—"A," "B," "C," and "D"—the approximate acreages being 600, 258 (after allowing 30 acres for water supply purposes), 345, and 70 respectively, a total of approximately 1,273 acres.

An estimate of the number of additional building sites available in these areas was obtained from the Water Commission and Mr. Gawler made an independent and more detailed assessment which is contained as an Appendix to this Report.

On the basis of Mr. Gawler's estimates the areas above referred to could accommodate 14,600 people.

CONCLUSIONS

The Committee believes that the population which might be anticipated following the development of the area as a coal winning and industrial centre can be accommodated in Morwell and the adjacent towns of Traralgon, Moe, and Yinnar, all of which are capable of further expansion.

So far as Morwell is concerned, the natural avenue of development is along the high ground bounded on the west by the Maryvale-road, and on the south by the Princes Highway, where the Committee believes there is an adequate area of suitable building land. The State Electricity Commission has pointed out that some 30 acres of this area will be required for a reservoir, caretaker's residence, &c., and the Committee recognizes that this provision is essential.

In addition, the Committee considers that full advantage should be taken of the existing main interceptor sewers, and expansion of the town permitted to such areas to the north as can be served by those mains.

Finally, the Committee believes that from the point of view of local administration and economy, no objection should be raised to the erection of dwellings on the western frontage of the Maryvale-road north of Holmes-road, on the northern frontage of Holmes-road, or the western frontage of Latrobe-road in that portion south of Holmes-road. In this connexion the Committee would point to the fact that homes are already being erected along the northern frontage of Holmes-road, and no objection should be raised to the remaining portion of that frontage being used for housing purposes. While Holmes-road is not commanded by the existing sewers, this area, when developed, could be sewered by the installation of a small pumping plant.

Although area "D" on Plan No. 1—that is, the portion south of the railway and east of the present town—can be served by the existing sewers, it is apparent that this area will be essential for workshop and other operating purposes of the Commission and its use for town purposes is not recommended.

So far as the southern portion of the town is concerned, the Committee again recommends that development be permitted in any area which can be served by existing interceptor sewers. This would involve the use of both frontages to Wallace-street between the Midland Highway and the eastern boundary of the sewerage area in the former street, upon which houses are already erected.

The substance of the foregoing paragraphs is that the Committee recommends that development of the town of Morwell be permitted within the following area, and as shown on Plan No. 2, viz:—

Commencing at a point on the southern boundary of Princes Highway in line with the eastern boundary of Julia-street, Morwell; thence south to the centre-line of the Morwell-Sale railway line and generally southerly and westerly along the south-eastern boundary of the existing Morwell Sewerage District to a point on the eastern boundary of Tarwin-street 330 feet south of Wallace-street; thence westerly by a line parallel to Wallace-street, being 330 feet southerly therefrom to a point 198 feet west of Hazelwood-road, being a point on the south-western boundary of the existing Sewerage District; thence northerly, westerly, northerly, and generally north-easterly along the boundary of the existing Sewerage District to its intersection with the western boundary of Catherine-street; thence northerly along the western boundary of Catherine-street to a point 132 feet north of Madden-street; thence easterly by a line parallel to Madden-street and 132 feet northerly therefrom to the western boundary of Jane-street; thence northerly along the western boundary of Jane-street to a point 132 feet north of Roger-street; thence easterly by a line parallel to Roger-street and 132 feet northerly therefrom to a point 165 feet west of Latrobe-road; thence northerly by a line parallel to Latrobe-road and 165 feet westerly therefrom to a point 165 feet north of Holmes-road; thence easterly by a line parallel to Holmes-road and 165 feet northerly therefrom to its intersection with a line parallel to the western boundary of Maryvale-road and distant 165 feet westerly therefrom; thence generally northerly by the said line parallel to the western boundary of Maryvale-road and distant 165 feet westerly therefrom to a point 165 feet north of the east-west road situated between Crown allotments 78 and 74, Parish Maryvale; thence easterly by a line parallel to the said

road and distant 165 feet northerly therefrom to a point 30 chains east of Maryvale-road; thence due south to a point on the south-eastern boundary of the Princes Highway; thence generally south-westerly and westerly along the south-eastern and southern boundaries of the Princes Highway to the point of commencement.

After allowing for variations from the areas shown in Plan No. 1, upon which Mr. Gawler's estimates of population were based, the population which could be absorbed in the area recommended would be in the vicinity of 14,500.

In defining the eastern boundary of this area the Committee has had in mind the fact that this would probably be the limit of the area commanded by the existing sewerage system. Any development east of this line would not be detrimental to coal winning, but it would necessitate a new system of sewers.

The limitation of the town to the area recommended does not preclude the utilization, on a permissive occupancy basis, of lands outside this area for recreational purposes, pending development of coal workings, but it is submitted that no substantial buildings should be erected.

Nor does the acceptance of this recommendation preclude action being taken at some future date (say in twenty years' time) to review the position in the light of developments which have occurred in that period.

ORDERLY DEVELOPMENT

The modern trend of town development is towards the growth of a series of "neighbourhood units" which link up with one another to form a town. The Committee believes that it would be desirable for this principle to be applied at Morwell and that expansion should take place primarily within the existing township area and in area "B" shown on Plan No. 2. Development of area "C" and the additional land north of "A" should not be permitted until the development of areas "A" and "B" is substantially completed.

Further, as area "B" is so vital to the development of the town and is so highly suited for permanent building purposes, the Committee is strongly of the opinion that any temporary camps or other accommodation of a like nature must be located on sites other than in this area.

The Committee has confined its recommendations to the general question of the location and overall development of the town and has not attempted to do the detailed planning which must follow the final decision on the future of Morwell.

This detailed planning is the function of the local authorities. It is therefore essential that the Morwell Shire Council should commence, without delay, the preparation of a planning scheme under the powers conferred by the *Town and Country Planning Act 1944*.

W. J. JUNGWIRTH, Chairman.
J. S. GAWLER, Member.
H. W. MCCAY, Member.

A. G. COULTHARD, Secretary,
27th February, 1948.

APPENDIX

NOTES ON FUTURE GROWTH OF TOWN OF MORWELL

The present population is 3,000 people (Municipal Year Book 1947). Area "A" on Plan No. 1 is approximately 600 acres and contains 681 occupied houses and 400 additional blocks rated by the Water Trust (Morwell Citizens' League Statement). Assuming these were developed with houses and occupied at an average density of four (4) persons per house (lower than the present average), an extra population of 1,600 would bring the population of Morwell up to 4,600 in the present area, well below the gross density of 12 per acre suggested by the Morwell Council.

If the gross density of 12 per acre suggested by the Morwell Council was maintained for areas marked "B," "C," and "D" on the plan, the population of the town could finally total 12,700.

I contend, however, that 4,600 people is a low total for the present town area—less than eight persons per acre—even when it is considered that this area contains the main shopping centre, railway station, banks, council chambers, &c. I also hold that a gross density of 12 per acre for areas "B," "C," and "D" is too liberal and consequently expensive, making the cost of all public utilities unnecessarily high per house.

Accommodation per 1,000 people.—The following statement has been compiled from various authorities and my own ideas of what would be suitable for a country town of substantial size in Victoria:—

	Sq. ft.
250 allotments of 6,000 square feet each (60' x 100' or 50' x 120')	1,500,000
1,872 square feet street area per allotment	468,000
Reserves—	
Children's playground	1
Playing field	6
Parks and gardens	3½
17 shops—1 per 60 people (20' x 120' = 2,500 sq. ft.)	10
Street allowances for shops	436,600
Unspecified areas (parkways, creeks, &c.) 5 acres	10,200
Primary school (174 children 5-14) 2 acres	217,800
Industrial area for 200 workers, say 4 acres	87,120
	174,240
A total of	2,935,460
or 67.4 Acres for 1,000 Residents	

Final Population of Morwell.—Areas "B" (after providing 30 acres for water supply purposes), "C," and "D" total 673 acres, and, on a basis of 67.4 acres for 1,000 people, would accommodate nearly 10,000 people, making, with the 4,600 for the present town, a final total population of 14,600.

Comments.—Gross densities per acre in Victorian towns vary greatly, Fitzroy with 33 being the highest, but well built-up suburbs such as Essendon, Footscray, Caulfield, and Malvern range from 13.6 to 11.6.

The density recommended for London in the new plan is 60 for outer areas. Raymond Unwin recommends 36-48 for new towns. The Australian tradition, however, is for very much more liberal areas. Wide streets and individual allotments of large size bring this about. This spacious arrangement means that the cost of all public utilities is high, both for capital cost and upkeep.

The number of shops required is not certain. In Greater Melbourne one (1) shop to sixty (60) people is a rough average, though some authorities recommend one (1) to 100 people. It is better to arrange liberally than cramped development.

The Education Department prefers a primary school of about 350 children, and the Statist's figures give 174 children of school age in Victoria per 1,000 of population. Hence two groups of 1,000 people each should provide one school for which four (4) acres would be allotted. High school and technical school sites would probably be required and could be arranged possibly within the present town area.

Reserves of 10 acres per 1,000 people are, of course, only very approximate. Large sports grounds and racourses would be beyond the town area and are therefore not included.

The rough calculation assumes that all people would live in individual houses. A proportion would require flats and huts, but this would not affect the area concerned appreciably.

An industrial area of 4 acres might be considered low per 1,000 people, but a considerable proportion of the men of the town would be employed by the State Electricity Commission, and the greater proportion of the 200 workers per thousand listed would be female and juveniles. Some small workshops would also be located in the main business area of the town.

No allotment of area has been made for such buildings as churches, halls, kindergarten, and baby health centres. Most of these buildings would be in area "A" at any rate for some years. Reservations for them would not be necessary until a detailed town plan was made.

Controlled development in areas "A" and "B" would ensure that full use was made of water, sewerage, and electric extensions. Area "C" would probably not be required for some years.

J. S. GAWLER, Chairman.

Town and Country Planning Board,
15th January, 1948.