

LATROBE CITY COUNCIL
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Cr. Sandy Kam (Mayor)
Latrobe City Council

27 January 2013

I offer my congratulations to all councillors for deciding to review the Moe Activity Centre Plan and for implementing a process which , for the first time , will provide genuine consultation with previous submitters .

I note that I am to be given an opportunity to discuss my formal submission with councillors during February 2013 . My wife and I are leaving in mid-February for a holiday in New Zealand and do not return until March . Accordingly I am providing a copy of this letter to each councillor together with a copy of my previous submission , in advance , and offer the following comments .

My previous submission clearly identified that I support a conceptual Plan as a mechanism for bringing together a number of component parts to produce a "whole" outcome ; at paragraph 5, note "For the Moe Activity Centre Plan to achieve its purpose , all seven of its projects need to be implemented and completed within a clearly defined time-frame " . For a variety of reasons , that has not happened , but this gives an opportunity to plan better for the long-term .

The Moe Train Station Precinct Revitalisation should quite properly be reviewed and amended bearing in mind the following developments / disclosures :

- * Victrack's plan for future duplication of the rail tracks at Moe which will require relocation of the Station to the northern (George Street) side of the railway easement .
Having regard to that future relocation , it is imperative that no structures likely to impede it are put in place by Council on currently vacant land north of the existing tracks .
(At least the bus interchange currently underway in George Street will , in future , be on the right side of the tracks to service the train travellers).
- *The closure of the Service Station on land in Lloyd Street ~~west~~^{EAST} of the existing station car-park provides an opportunity for reconfiguration of the whole of the land in Lloyd Street between the station and the Anzac Street overpass-roundabout . The derelict asbestos-riddled railway transformer brick building has been idle for years and should be demolished without further delay.

I repeat my previous recommendation that a number of outlying areas should be included in a survey to determine the car-parking requirements for Moe station and that such a survey is vital before any thought is given to considering "transport-unrelated" uses for the subject land .
In considering potential uses for this strip of land in Lloyd Street I recommend that a tourist coach parking facility would be appropriate ; most tourist coaches approach Moe from the west , and this location right in the centre of town would appear to be ideal .

The recent temporary closure of the rail line east of Moe for a number of weeks required numerous buses to ferry eastern passengers to Moe and highlighted the inadequacy of the existing car-park at Moe station .

- *The existing railway level-crossing at Lloyd Street / Waterloo Road has been shown to be seriously defective in that long trucks crossing from Waterloo Road can come to a standstill at Lloyd Street with the tail end of their tray actually overhanging the railway line . Photographs of such instances have been provided to Council . When the railway lines into Moe are duplicated (as planned for) one effect would be to substantially increase this existing hazard at the level crossing .

(continues overleaf)

(Continues)

This highlights the need for safer vehicle access across the railway line to be provided in future and in this respect I support the concept of a flyover in the vicinity of Saviges Road which would , of necessity , impinge on the use of vacant railway land in George Street opposite TM&H's store.

- * Nothing appears to have been done in 6 years to refine the Anzac Street overpass -roundabout. I ask that you reconsider the minimal-cost practical suggestions which I previously made . Has anyone from Council actually spoken with Vicroads about those proposals ?
- * Do councillors still intend to follow through with the Urban Renewal component of MACP ? The State Housing Authority has successfully achieved renewal on a modest scale in Moe , and the integration of appropriate aged accommodation in Moe and Newborough . I foresee that larger scale urban renewal will become necessary in Newborough , Yallourn North , and other areas of the municipality , and would encourage Council to become proactive in facilitating such renewal .
- *Moe Library was due for modernisation in 2006 . Virtually no improvements have been made for 10 years and the facilities now lag far behind Morwell and Traralgon . It is unjust to prolong this level of inequality .

The existing building can readily be enlarged at ground level , at minimal cost and minimal service disruption , by extending the building six metres across the full width of the rear wall .

I am fully aware of the hue and cry this topic evokes . Personally I strongly favour development of the best Transport Hub at Moe Station that will serve well into the future , and cannot see how putting a library down there would be of nett benefit , considering hours of operation . There must be better options .

I am aware that Tanjil Medical were keenly interested in the prospects of buying the existing library property for the purpose of extending their medical practice . There is a way which would enable both Council and Tanjil Medical to share the property ; it is called strata title . The existing building was built with the capacity to support an upper storey . I realise that Council would prefer not to have library staff working on two levels , so why not extend the library as suggested two paragraphs above , with adequate load-bearing capacity to support an upper storey and have Tanjil Medical occupy the upper levels thus enabling them to achieve their expansion objective? Strata title would appear to offer a win-win result .

End Note .

The delays and frustrations of the past 6 years have happened . They should be relegated to the past . The several developments / disclosures outlined above seem to have converged at this point of time to present a golden opportunity which should be seized by councillors intent upon genuine review and on cohesive forward planning in concert with Victrack and Vicroads .

I offer each of you my best wishes for accepting the task of tackling this challenge on behalf of our residents ,

yours faithfully ,



Mr. D. A (Tony) Paul [REDACTED]

Ms. J. Burton
Manager Transit Cities and
Community Partnerships
Latrobe City Morwell 3840

Dear Jane,

I enclose my 7-page response to the Moe Activity Centre Draft Plan, and ask to be heard on this matter when the opportunity arises.

Yours faithfully,



Mr. D. A (Tony) Paul

[Redacted]
[Redacted]
7 December 2007
[Redacted]

Latrobe City	
- 7 DEC 2007	
Doc. No:	
Action Officer:	
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RESPONSE TO MOE ACTIVITY CENTRE DRAFT PLAN

6 December 2007

Respondent, Mr. D. A(Tony) Paul of [REDACTED]

As a resident of Moe/Newborough for more than 40 years, many of those actively engaged in community affairs as founding secretary of Newborough Bowling Club Co-operative (8 years), life governor Moe Hospital, director of Yallourn Medical & Hospital Society (6 years), director of Yallourn Friendly Society (10 years), secretary Newborough Ratepayers Association (4 years), president TS Latrobe Naval Reserve Cadets (3 years), initial secretary for committee of management Moe Indoor Recreation Centre, municipal councillor and Mayor of Moe, council delegate to Central Gippsland Regional Planning Authority, initiator and co-ordinator of the successful complaint to Australian Press Council against derogatory press reporting of Moe, parish councillor of St. Mary's Newborough (3 years), secretary Moe Probus club (3 years), my record shows the degree of my commitment to support and advance the interests and future of this town and its people.

With 17 years experience in the administration of S.E.C township facilities in Yallourn, Newborough, and Yallourn North, and holding professional qualifications in Real Estate Management, I am both competent and comfortable in placing this submission on record.

1. Overview

The draft plan by Tract Consultants Pty. Ltd and the Addendum Report "Consultation Transcripts" by Red Road Consulting easily enable the reader to understand the context in which this has all come about, i.e the State Government implementation of their Melbourne 2030 strategy with Moe identified as a Latrobe Transit Centred Precinct in the transport corridor between Pakenham and Traralgon, and a viable alternative location (to Melbourne) subject to the development of key amenities and facilities centred on a transport hub (which at present is far from complete).

The seven project components of the plan are :

- . Moe Train Station precinct revitalisation ;
- . Moe bus routes and integrated bus interchange ;
- . Moore Street shared zone upgrades ;
- . Refine Clifton Street carpark precinct;
- . Hasthorpe Place precinct pedestrian space improvement ;
- . Refine overpass roundabout and its connections ;
- . Urban Renewal Project south of the train station .

I applaud the concept of an urban renewal project . It is timely , and may have potential for subsequent application in Newborough East & North . I await more detail with interest . It is the urban renewal project which provides the critical mass of this plan , for without it the remaining projects lose a significant degree of impetus and could be regarded as standalone projects . For the Moe Activity Centre Plan to achieve its purpose , all seven of its projects need to be implemented and completed within a clearly defined time-frame .

The first six projects listed above all relate to people movement and / or vehicles stationary or moving , and are easily identified as being key amenities and facilities centered on transport and / or a transport hub . However the plan fails to clearly define what is meant by the buzzword "connectivity" and to demonstrate how these projects are going to achieve improvement in "connectivity" between areas north and south of the station .

The plan creates confusion by switching illogically from a transport hub to "a new civic hub" without defining what are the essential elements of a civic hub or explaining why "a new civic hub" is preferred over a transport hub or what effect this would have on the existing civic hub of Moe.

There are basic flaws in supporting analyses which are demonstrably wrong, as follows :
 Urban Context Analysis , page 12 , at 4.2.1 which says "Shops in George Street at the end of Moore Street along with vacant Victrack land form a barrier to efficient and easy movement in north and south directions". We are talking here only about pedestrian movement : how does vacant Victrack land impede pedestrian flow , particularly when it is 90metres west of the existing route?

There is a 3.5metre wide walkway from George Street to the railway tracks and the only constraint on pedestrian flow is the design of the actual rail crossing ; it has nothing whatsoever to do with the George Street shops . If this 3.5m walkway needs widening then use soundly based engineering principles to determine an optimum width for pedestrian flow and , if necessary , negotiate the purchase of one or more shops in George Street for demolition to achieve that purpose , but for goodness sake leave the other shops alone .

And at 4.2.2 which says "the disconnected nature of development west of Moore Street resulting from the decommissioning of Walhalla rail corridor".

Wrong. Walhalla rail corridor was decommissioned prior to 1960 and the tracks were removed a few years later . The land from George Street North along Savige's Road and Albert Street South was occupied by the Moe Dairying Co-op Factory and Store and by housing for its employees . The store was taken over by TM&H and developed into the splendid hardware store that stands today , Michael Gelagotis built the best takeaway food outlet in Gippsland on George Street , Jewells built their Grocery Supermarket on the corner of George /Savige which later became Clints and more recently The Warehouse , while Reece Plumbing built their new premises on Savige / Albert , and a Service Station was built opposite the Bowling Club in Saviges Road .

There was no disconnected development , it was orderly , it complied fully with the Moe Planning Scheme , and had little to do with closure of the Walhalla line .

If you are referring to title difficulties which may have arisen due to failure by purchasers of land to ensure that all deficiencies in Title or encumbrances affecting land on offer are ascertained at the time of purchase , and then remedied prior to attempting to subsequently develop that land , then the plan should make that point quite clear , and quote specific examples .

And on page 13 , Historic Analysis , at 4.3.1 which says " A dispersal of activity away from the train station precinct" .

That is an unremarkable fact , and it applies without detriment to most communities serviced by a railway line e.g Melbourne , Sydney , Adelaide , Dandenong , Traralgon , Sale , Bairnsdale to name but a few . With the advent of rail virtually all goods came into these towns by rail. Since road transports (semi-trailers etc) came into vogue in the early 1950's the handling of goods has become more flexible and commercial businesses have had the capacity to establish their operations on land quite independent from the railhead , hence the natural growth away from the train station . Is there some inference that the growth in Moe's CBD is unnatural or should be reversed ?

And at 4.3.2 Which says "A diminished civic focus resulting from consolidation of civic activity elsewhere in the town".

There are no facts presented to support that statement .

Where is there any evidence of a consolidation of civic activity elsewhere in the town . The civic hub was carefully developed where it still exists . It has never been "Station-centric" and there is no valid reason for it to become so now .

And at 4.3.3 which says "Haphazard development of land adjacent to Walhalla rail corridor". The word "haphazard" has connotations which cannot be sustained . There has been nothing "haphazard" about the development of land adjacent to Walhalla rail corridor since the tracks were pulled up between 1958-60 . Every development was examined and approved by Moe Council in accordance with the Planning Scheme .

These factors quoted in the Historical Analysis are not supported by factual evidence , and cannot be used to support a thrust to destroy an existing successful civic hub in order to create a quasi civic hub centered upon a train station .

2. LEAVE OUR MOE CIVIC HUB ALONE

The Moe Activity Centre Plan appears to depend upon :

- . Destroying the existing civic hub at Albert Street .
- . Demolishing 12 retail/commercial premises in George Street , and forcing those traders to go elsewhere .
- . Selling our library (built to enable duplication on site) .
- . Selling the Council Customer Service Centre (next to library) .

... : all in the name of providing better "connectivity" between the south side and the north side of Moe , and driving a regeneration of the town centre .

It does not specifically provide for a modern public toilet building close to the CBD ; it refers vaguely to a pavilion building with potential to house public toilets .

It does not provide for a tourist coach parking bay (as was planned by Council in 1996) to attract tourists en route to snowfields , Walhalla , etc .

It does not provide for multi-storey car parking areas which would ensure better utilisation of space in and around the CBD . If it is good enough for Traralgon , why not for Moe ?

The Civic Hub of Moe was carefully planned and developed by Moe Council in the 1970-80's . The former picture theatre in Albert Street was modernised and converted into the Town Hall , opposite the then Moe City Offices . Council sold the then Frank Bartlett Memorial Library to the adjoining RSL which facilitated a substantial redevelopment of the RSL site . A new library was built (with provision for a future upper storey) around the corner in Kirk Street on land adjoining the City Offices . Council successfully lobbied Australia Post to relocate from its site in Lloyd Street and to construct a new brick Post Office on the corner of Kirk and Albert Streets . This civic hub was further enhanced with the construction of a new brick office building for the Water Trust and Sewerage Authority directly opposite the Post Office . Each of these new buildings utilized a "set back" design which added to the public open space and complemented the evolving streetscape and ambience . Stand outside the Post Office and look at the civic hub that I have described .

History shows that the forced amalgamation of municipalities led ultimately to the Moe City Offices being sold off to private enterprise ; likewise the creation of Gippsland Water saw the closure of the Water & Sewerage offices which eventually were occupied as Latrobe Council Customer Service Centre , nevertheless the civic hub remains intact , vibrant and viable .

The proposed plan to sell the library and the city customer service centre to private enterprise and to shift those two civic services to George Street will not create a new civic hub . It would destroy a civic hub which has operated successfully for years , and which once destroyed would never be replaced .

Rumour has it that the existing council customer service centre and the library are to be taken over by the adjoining Medical Clinic to facilitate its expansion . Surely the Medical Clinic could expand on its own property by building out and over the carpark area behind it , especially as the building already has an upper storey . The ground in the area already supports upper storey buildings in Haigh Street , in Kirk Street , and the Credit Union , and the Regional Education Centre .

Over 1300 people have signed a petition protesting against any relocation of the library and are calling for its expansion to be on its present site . The library can be doubled in size by building an upper storey as was provided for in its design . There is a strip of land 6 metres deep across the full width at the rear which could be utilized both at ground level and above to provide for even further expansion . Sound planning principles dictate that an on-site expansion should be the first priority , and responsible economic management demands that a wasteful replication of this library elsewhere in the community be avoided .

3. Transport Hub .

New developments around the train station should be co-ordinated and designed to provide an effective transport hub which will attract new custom and add to the amenity of the precinct , not a quasi civic hub as proposed .

Moe is a regional centre in that it attracts both business customers and train commuters from areas such as Moe South , Coalville , Narracan , Hernes Oak , Yallourn North , Westbury , Tanjil South , Willow Grove , Hill End , Thaloo , Moondarra , Erica , Rawson , Walhalla , and places beyond .

With the growth in housing in those areas , it is sensible to plan for an increase in demand for carspaces at Moe railway station as people from those areas take advantage of the vastly improved train service and timetable offered by Vline . The price of motor fuel is not forecast to decrease , and the demand for public transport will undoubtedly increase .

It is an essential prerequisite that those outlying areas be properly included in a survey to determine the carparking requirements of Moe Station commuters , and paramount that such a survey be completed before any thought is given to flogging off railway land to enable a restaurant to be built on land that is now used every day by between 12 & 24 train commuters parked cars .

The Transport Hub is an ideal location to house a tourist coach parking facility to accommodate coaches en route to neighbouring tourist attractions , and a modern public toilet building is an absolute necessity , particularly as Council have already resolved to close the public toilet next to the Town Hall . Have a look at the Yarragon tourist success story with a modern wellkept public toilet standing in splendid isolation and prominence in full view of the highway and the shops . One of Warragul's public toilets is located right beside the Post Office , and in plain view , and neither of these facilities attracts graffiti ; people can use them with confidence .

A Transport Hub would not be complete without a proper bus terminal, even if it means splitting the terminal in two so-as to have half on George Street and half on Lloyd Street, likewise the taxicab ranks. These are the several components which will combine to create an effective hub which will attract patronage to both / each side of the Moe Station divide, and so provide the "connectivity" sought by the consultants.

We don't need to widen the pedestrian walkway across the traintracks to George Street, and may not even need to encroach on the existing station platform or realign pedestrian crossings on Lloyd and George Streets. It may not be necessary to acquire and demolish all of the commercial businesses on the south side of George Street. Certainly increased patronage through the new Transport Hub would see more customers looking for food / drink outlets such as Mia's and Gypsy's which are currently in a prime location.

4. Railway Goods Yard.

Throughout this exercise the people's expectation has been that there would be a planned development of the large gravelled area in George Street opposite the station platform. This is the area which, in 1996, Council planned to provide a tourist coach parking area and public toilets.

Sadly, the only references I can find in the concept plan are an "intention to invite expressions of interest for the development of this railway goods yard land with a focus on employment and training", and there is no indication as to whether that development would be piecemeal or part of a structured, well-planned neighbourhood scheme.

The future need to provide further vehicle access across the railway line from Saviges Road, either at ground level or by way of flyover, would impinge upon the use of railway land both in and to the west of the gravelled goods yard area, but bears consideration both for now and the long term.

This goods yard area is currently used by 18to20 cars each day, all day, presumably by employees of businesses nearby (not the George Street shopkeepers who park behind their shops). This fact must be taken in to account when proposing any development of this site.

5. Carparking in Moe CBD.

With the present constraints which exist to the short-to-mid term expansion of the CBD, i.e the railway, racecourse, close occupancy housing north of Haigh Street and the continued use of Albert Street school, it is time to review the practice of having all carparking at ground level.

There are literally hectares of land under asphalt sitting idle in the CBD. K-Mart has 506 carspaces plus 5 bays for Disabled, but in the last 10 years I have never seen more than half of them occupied at any one time.

If council was to adopt a policy of multilevel carparking both for public and commercial development then prime land would be preserved for further productive commercial development. There are no insurmountable barriers to negotiating successfully with K-Mart (or their new owners) to reduce the ground level size of their carpark. The same applies to a lesser degree to Coles who have vacant land to both the north and south of their store.

In respect of Council's assets, the multi-level option could be used for long-term advantage in the Clifton Street parking area.

6. The Overpass Roundabout.

Whatever traffic solution is finally proposed to improve this roundabout, it is absolutely imperative that safe access is provided for pedestrians crossing from Lloyd Street or High Street to George Street, Anzac Street or Narracan Drive.

Another consideration is the speed at which some motorists try to travel; should it be limited to say 20kph, or even less?

Confusion arises from inconsistent design. There are 2 lanes in each entry from High Street, Lloyd Street, and Anzac Street but only one entry lane from Narracan Drive. This results in no-one knowing where the motorist from Narracan Drive is going until that motorist is well and truly into the roundabout. The common failure to use indicators exacerbates the problem. There are hundreds of two-lane roundabouts in Adelaide, Sydney, Canberra and even Bairnsdale which operate smoothly without confusion.

Why not try adding a second lane to the entry from Narracan Drive, and clearly defined lane markings on the road surface in the roundabout to indicate that those in the left lane may proceed straight ahead or may turn left (into High Street), and those in the right lane may proceed straight ahead or may turn right towards George Street and Anzac Street. Clearly the message must be to first get into the correct lane and then use your indicators to signal a change of direction.

The same principle applies to each of the other entry streets. Explanatory signage would need to be prominently displayed some distance from each entry point to allow unfamiliar motorists to select the appropriate lane.

7. South Side Development.

The urban renewal project proposed for the area bounded by Wirraway Street, Vale Street, Reservoir Road and Lloyd Street, is a concept which could earn wholehearted support from the entire community and from Government, and may even have application for some areas of Newborough in time.

However the Draft Plan does not display any outline of a proposal for consideration. I note the comments about development at the courthouse area but they really are vague. As to the redevelopment of housing and government landholdings, is it intended to create an enclave of higher density housing on housing authority land for applicants on that authority's waiting lists? Is there any risk of Moe being once again used as a convenient place to dump hosts of single parent families, with all the attendant problems and with no provision of support to overcome those problems?

What form is the proposed demonstration housing project going to take? Where will it be? Are we talking about one house, or a small number, or will it be in the form of clearing an entire block of houses, consolidating title and then resubdividing the parcel? Will the new blocks be for single or dual occupancy? Will the existing occupiers (either owners or tenants) be afforded priority to secure accommodation in the new properties? Will the housing development be ground-floor only, or is multi-storey proposed? Blocks of flats, or high-rise? What provision for open space in and around the cluster, and adequate public carparking spaces for convenience of visitors?

In the absence of even the most basic detail on this the most essential project of the seven envisaged, the urban renewal project appears to be a "pie in the sky wish". Without this detail the Moe Activity Centre Draft Plan loses credibility to the stage where the extravagant acquisition of traders premises in George Street and relocation of civic services cannot be justified.

8. Conclusion .

There appears to be a belief among Council officers , and some self-interest groups , that this concept plan is a "done deal" and that the traders in George Street have to go . Instead of paying out hundreds of thousands of dollars to acquire and demolish commercial properties , maybe Council should use that money to purchase the goods yard area from VicTrack and then be in a position to develop that area to improve " connectivity" with the south , and leave the George Street traders alone .

The final decision will rest with 9 councillors who need to be satisfied that the public majority support a proposal which has been properly researched and soundly planned so as to meet a clearly defined need , and there has to be absolute commitment to completing the urban renewal project .

In this case the project team has not yet conducted the necessary survey to establish and future carparking requirements at or near the station , or a carparking review for the whole town , or an additional vehicle crossover at or near Saviges Road .

More than 1300 members of the public have said (in petition) "Leave our library where it is" , and the clear message to Council now is "Leave our Moe Civic Hub alone and intact".

My final comment is to express concern at what appears to have been precipitate Council action with the George Street traders being told they have to go , especially prior to the closure of public comment on the plan , and continued council dialogue with the Medical Practice seeking to acquire both the library and council customer service centre , again prior to the closure of public comment . I sincerely hope that these actions have not compromised the integrity of the planning process or the democratic processes to which Council has committed .



Tony Paul .
Mayor of Moe 1979/80.

From: Peter Gibbons
To: Paul Buckley
Date: 10/02/2013 2:34:36 PM
Subject: 2009 MADRA report revisited

Dear Paul,

The attached report was presented by MADRA to LCC back in 2009. Upon recently re-reading it, it's findings strike me as being as relevant to the current tumult within Moe community. The report may well be of some value in the upcoming review of the MACP and I suggest it be circulated to councillors and relevant officers.

Also, I emailed you in October last year advising that I am no longer MADRA Secretary and asking whether you could advise the various Council departments to redirect their mail. I am still receiving MADRA's mail. Could you please circulate the following mail contact details for MADRA: MADRA C/- Acting Secretary (Alan Morgan), MADRA Inc. [REDACTED]

With thanks, Cheryl Wragg

Report

**2009 Public Survey of Moe district residents
regarding the provision of transport infrastructure
in the Moe railway corridor
and the
LCC 2007 Moe Activity Centre Plan proposal to relocate the
Moe Library and Council Service Centre.**

Moe and District Residents Association Inc. (MADRA Inc.)

Inc. Assoc. No. A0052091G

C/- The Secretary,



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Acknowledgements

MADRA Survey Sub-Committee

Peter Aboltins, Peter Gibbons, and Cheryl Wragg

Survey Administration: Peter Gibbons

Analysis and Report Preparation: Cheryl Wragg

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MADRA Moe Transport and Library Survey © Copyright, July 2009

1. Background

In June 2006, arising from its Five Year Library Strategy Plan the Latrobe City Council (LCC) commissioned an internal report to identify and cost the options for extending and improving the Moe Library and Council Service Centre. The report mooted on-site extensions and improvement to the Moe Library and Council Service Centre and compared these to possible relocation of the facilities in a new building on the site of the old railway goods yard in the railway corridor, George Street, Moe.

The report was not circulated to the public until 2008 when a Freedom of Information (FOI) application from a member of the public triggered its partial release. Comparative cost information showing the cost of extending and improving the Moe Library/Council Service Centre on site compared to the cost of building a new facility offsite was not released.

In September-October 2006, the LCC commissioned town planning consultants, Tract, to develop the Moe Activity Centre Plan (MACP). The MACP was a second generation town plan arising out of the Victorian State government's 'Transit Cities' policy. Under this policy Moe had been designated a 'Transit City'. A few years before, the State government had commissioned the original 'Transit Cities' report by consultants David Lock and Associates. This report anticipated a comprehensive and privately funded redevelopment of Moe's central business district and adjacent southern residential areas¹. As a 'Transit City' Moe was envisioned accommodating a new class of commuter residents who dwelt in quality, higher density housing a short walking distance from Moe's railway station and commuting daily to Melbourne for work. The Lock report also identified redevelopment of the old Moe police station in Fowler Street into a community activity hub, and nominated it as the 'catalyst project' for the larger redevelopment of Moe's central business district.

However, due to the apparent lack of private investment needed to realise the Lock 'vision' for redeveloping Moe, the earlier plan was deemed flawed and unachievable. The MACP represents a reworking of the Transit City policy with, at its core, a public funding commitment from the State government to seed redevelopment of Moe's central business district. It was anticipated this would see public investment in new and additional transport infrastructure in and around Moe's railway station.

Since the earlier Lock report, the State government had sold the old Moe police station into private ownership, thus apparently losing the opportunity for it to 'catalyse' the larger Moe CBD redevelopment described by Lock. Crucially, LCC directed Tract to include within the draft MACP a relocated Moe Library and Council Service Centre on the site of a row of shops in George Street (not the

¹ In the designated southern housing precinct embracing the area bounded by Reservoir Rd, Lloyd, Wirraway, and Vale Streets.

goods yard as explored in the internal Moe Library/Council Service Centre report) and to nominate this as the 'catalyst project'. In so doing, LCC merged two disparate projects - the State government's proposed upgrading of Moe's transport infrastructure and its internal considerations about relocating the Moe Library and Council Service Centre - without public knowledge and without making public its reasons. There was no apparent consideration of the appropriateness or feasibility of combining the projects nor any apparent adjustment to Council's Five Year Library Strategy Plan.

Since December 2007, when LCC adopted the draft MACP without any amendments it has continued to promote the view that the MACP, and its Moe Train Station Precinct Revitalisation Project in particular, can only proceed if Moe's community agrees to its decision to relocate the Moe Library and Council Service Centre into the railway corridor on the site of the George Street shops.

LCC has never explained why the Moe Library/Council Service relocation is needed to 'catalyse' the MACP, and if or what benefits would accrue to Library users, transport users and ratepayers. Nor has LCC explained the interaction of these two projects in terms of their capacity to enhance or impair each other's achievement e.g. is it good for a Library to be located immediately adjacent to a railway line? And, is it possible to develop an inter-modal transport interchange on the same site when essential transport infrastructure is competing with and displaced by significant public buildings?

Unanswered questions remain regarding the fate of the row of George Street shops under threat of compulsory acquisition and demolition - why demolish buildings to improve visual connectivity north and south of the railway line only to replace them with public buildings? Is acquisition and demolition of the shops and their replacement with public buildings the most cost-effective use of public money? And, is demolition the most efficient treatment of these buildings as on-site physical resources? Is it necessary to acquire and demolish all the shops in that row? How many buildings could be retained and integrated into a transport hub?

Lastly, questions remain unanswered concerning the fate of Moe's existing Albert Street civic hub and, indeed, changes to the functionality of Moe's larger activity centre caused by the MACP. What will be the impact on Moe's existing Albert Street civic hub by removing the Moe Library and Council Service Centre? Why hasn't Council discussed or considered detriment to the hub and related inconvenience and detriment to Moe's community? What effect will this have on traffic movement in and around Moe's shopping centre?

While the MACP Train Station Precinct Project is being cast as transport focused, in its proposed format it cannot significantly improve transport facilities in and around Moe's railway station along the lines of the transport facilities. Instead, the Project's focus on siting public buildings in the area abutting the

Moe railway station will displace transport infrastructure and deny the possibility of establishing an integrated transport hub at that site. Although close reading of the MACP makes this evident, MADRA suspects that most of Moe's community has not read or sighted the MACP document. In consequence, it is likely the views of many people have been formed from public comments aired in local media which, mostly, have been polarized in favour of or against relocating the Moe Library/Council Service Centre. LCC and public misrepresentations of the MACP in the ensuing public debate have blurred relocation of Moe Library/Council Service Centre and transport issues. We suspect this has been confusing for many people creating, in turn, a confused understanding of the problems inherent to the MACP.

As a result of this confused and confusing situation inherent to the way LCC has handled the MACP and its Five Year Library Strategy Plan, Moe and District Residents Association Inc. (MADRA Inc.) decided to undertake an independent public survey of Moe's community about Moe's transport infrastructure and the proposed relocation of Moe's Library and Council Service Centre, and to analyse the results, produce a report and circulate its findings publicly.

We wanted to find out what Moe's community thought about the current state of the town's transport infrastructure and reactions to suggested future improvements, whether people had considered some of the town's other related transport needs, and, if given a clear choice, whether they would chose improved transport infrastructure around the railway station or a new Library, Council Service Centre and open air civic plaza. We also suspected that the lack of clarity about the proposed relocation of the Moe Library and Council Service into the Moe railway corridor and its relationship with the provision of transport facilities was the cause of confusion within Moe's wider community and we wanted to check for any evidence of this.

2. Survey Results: Responses and Analysis

Question/s	Yes	No	Left blank	Total
1. Are you satisfied with the existing transport facilities around the Moe railway station?	21 (14%)	128 (83%)	5 (3%)	154 (100%)
2. Do you agree that the area in George and Lloyd Streets abutting the Moe railway station should be used for upgraded transport facilities including bus terminals, bus/taxi transit, extended commuter car parking, bicycle lockers, public toilets, a visitor/tourist information booth, and secure and pleasant passenger waiting areas?	135 (88%)	17 (11%)	2 (1%)	154 (100%)
3. Do you believe the existing road traffic level crossing between Lloyd Street and Waterloo Road (near Wirraway Street) is adequate?	34 (22%)	119 (77%)	1 (0.6%)	154 (100%)
4. If 'No' to Question 3, do you support a new and additional traffic overpass being built closer to Moe's shopping centre (e.g. from Lloyd Street over to Saviges Rd & George Street intersection)?	113 (73%)	28 (18%)	13 (8%)	154 (100%)
5A. In the George Street/Lloyd street area abutting the Moe railway station <i>I prefer better and more transport facilities (as listed in question 2), as well as upgrading the George street shops on the railway side and integrating them into a transport hub</i> OR	122 (79%)		7 (4%)	154 (100%)
5B. In the George Street/Lloyd street area abutting the Moe railway station <i>I prefer demolishing all the George street shops on the railway side and relocating a Library, Council Service Centre and open air plaza onto that site</i>	25 (16%)		See above	See above
6. Would you like Latrobe Council to make public the cost of upgrading and extending Moe Library & LCC Service Centre on their present site <i>and</i> the cost of relocating them to the George street site?	133 (86%)	16 (10%)	5 (3%)	154 (100%)

Table 1: Survey Results by whole numbers and percentages

Overall, the responses were very strongly polarised in favour of improving Moe's transport infrastructure, opposing relocation of the Moe Library/Council Service Centre into the railway corridor, and supporting Council making public the comparative costs of upgrading the Moe Library/Council Service Centre versus their relocation/rebuilding on the George Street site.

Of the six questions, questions 2 and 6 generated the strongest responses with 135 or 88% of total respondents agreeing that the area abutting the Moe railway station be used for significant improvements to Moe's transport infrastructure (Question 2) and 133 or 86% of total respondents supporting public release of a cost comparison for the on site/off site options to upgrade Moe's Library/Council Service Centre (Question 6). Question 2 generated the second lowest level of uncertainty amongst respondents with only 2 or 1% of total respondents leaving the question unanswered.

Question 1 generated the third strongest response with 128 or 83% of total respondents expressing dissatisfaction with Moe's existing transport facilities compared to 21 or 14% of total respondents expressing satisfaction.

Question 3 delivered a clear outcome where 119 or 77% of total respondents found the Lloyd Street/Waterloo Road level crossing to be inadequate, 34 or 22% of total respondents found it to be adequate and only 0.6% or 1 respondent was uncertain.

Although the overall response to Question 4 was still strongly supportive of the proposal for an additional road traffic overpass with 113 or 73% agreeing, this question was the most controversial with 28 or 18% of the total respondents rejecting the proposal. By combining the respondents who failed to answer the question with the respondents who opposed the proposal, respondent uncertainty about or opposition to the proposal was 26%, or more than a quarter of the total respondents.

Question 5 generated a strong response with 122 or 79% of the total respondents preferring 5A i.e. upgraded transport facilities on the George Street site, retention and integration of the George Street shops into a transport hub compared to 25 or 16% of the total respondents preferring 5B i.e. demolition of the George Street shops, relocation of the Moe Library/Council Service Centre onto the George Street and creation of an open air civic plaza.

For the purposes of this survey, two groups of respondents are of particular interest not the least because their responses to two defining questions differed from the majority, making them worthy of closer scrutiny. These are the 21 respondents in Question 1 who indicated their satisfaction with Moe's current transport infrastructure and the 25 respondents who in Question 5, preferred option 5B i.e. demolition of the George Street shops and relocation of a Library/Council Service Centre and open air plaza on the site.

In the section that follows we break down their responses to each of the other survey questions followed by a summary of the findings. We also lay out their responses to each question in Table 2 overleaf which provides easy comparison of the two groups.

Survey Questions	Q.1 'Yes' respondents Yes	Q. 1 'Yes' Respondents NO	Q. 5 '5B' respondents Yes	Q. 5' 5B' respondents NO
1. Are you satisfied with the existing transport facilities around the Moe railway station?	21		6	19
2. Do you agree that the area in George and Lloyd Streets abutting the Moe railway station should be used for upgraded transport facilities including...?	12	9	20	5
3. Do you believe the existing road traffic level crossing between Lloyd Street and Waterloo Road (near Wirraway Street) is adequate?	13	8	6	19
4. If 'No' to Question 3, do you support a new and additional traffic overpass being built closer to Moe's shopping centre (e.g. from Lloyd Street over to Saviges Rd & George Street intersection)?	4	3*	15	4
5A. In the George Street/Lloyd street area abutting the Moe railway station I prefer better and more transport facilities (as listed in question 2), as well as upgrading the George street shops on the railway side and integrating them into a transport hub OR	15			
5B. In the George Street/Lloyd street area abutting the Moe railway station I prefer demolishing all the George street shops on the railway side and relocating a Library, Council Service Centre and open air plaza onto that site	6		25	
6. Would you like Latrobe Council to make public the cost of upgrading and extending Moe Library & LCC Service Centre on their present site and the cost of relocating them to the George street site?	17	4	13	11*

*(plus 1 blank response)

Table 2: A closer examination of respondents who expressed satisfaction with Moe's current transport facilities (Q.1 'Yes' respondents) compared with respondents who selected option 5B (Q.5 5B respondents) supporting relocation of Moe's Library and Council Service Centre

Starting with Question 1 'Yes' respondents (Q.1 'Yes' Respondents'), of the 21 respondents who expressed satisfaction with Moe's current transport infrastructure, 9 answered 'no' to Question 2 (upgraded transport facilities in the area abutting the Moe railway station?) and 12 answered 'yes'. That is, 57% of these respondents wanted upgraded transport infrastructure and 43% didn't. This indicates quite a high degree of complacency about transport matters amongst this group. Of the 57% who supported transport infrastructure improvements their support is softened by their apparent satisfaction with current transport infrastructure indicated in Question 1. This might be interpreted to mean that this group thinks it would be a good idea to improve Moe's transport infrastructure but it is not a burning issue for them.

Of the 21 respondents who expressed satisfaction with Moe's current transport infrastructure, 13 answered 'yes' to Question 3 (is the Lloyd Street level crossing adequate?) and 8 answered 'no'. That is 62% of these respondents believe the Lloyd Street level crossing is adequate and 38% don't. Of the 8 who answered 'no' to Question 3, 4 answered 'yes' to

Question 4 (support for a new and additional road traffic overpass?), 3 answered 'no' and one was left blank. The responses to Questions 3 and 4 reinforce our assertion that this group is largely complacent about transport infrastructure issues.

Of the 21 respondents who expressed satisfaction with Moe's current transport infrastructure, 15 preferred 5A (more and better transport infrastructure, retention and integration of George Street shops into transport hub) and 6 preferred 5B (demolition of George Street shops and relocation of Moe Library/Council Service Centre, open air plaza on site). That is, 71% of these respondents prefer development of a transport hub at the site and 29% prefer relocation of the Moe Library/Council Service centre. The inconsistency shown by this group of respondent in choosing 5A, compared to their responses to the earlier questions suggests this group is strongly opposed to the relocation of the Moe Library/Council Service Centre rather than them being strongly supportive of improvements to Moe's transport infrastructure. The structure of Question 5 requires them to choose from a limited option: upgrade transport facilities or relocate the Library/Council Service Centre. Hence, the question design has pushed them into 5A contrary to their responses in earlier questions leading us to conclude that their 5A selection is a vote against relocating the Library/Council Service Centre.

Of the 21 respondents who expressed satisfaction with Moe's current transport infrastructure, 17 answered 'yes' to Question 6 supporting the release of comparative cost data about the on-site/offsite upgrade options for Moe Library/Council Service Centre and 4 answered 'no'. That is, 81% of these respondents support public release of the cost data and 19% don't. The strong support amongst this group for release of the comparative cost data is consistent with their response to Question 5. They don't want the Moe Library/Council Service Centre relocated and they want cost information released which may well factually support their opposition.

We turn now to Question 5 respondents, and in particular the 25 respondents who preferred option 5B (demolition of the George Street shops and relocation of a Library/Council Service Centre and open air plaza on the site). Of these, 19 answered 'no' to Question 1 (are you satisfied with the existing transport facilities in the area around the Moe railway station?) and 6 answered 'yes'. That is, amongst these respondents there was a high degree of dissatisfaction with Moe's current transport facilities (76%).

Of the 25 respondents who preferred 5B, 20 agreed and 5 disagreed with Question 2 (that the area in George and Lloyd Streets abutting the Moe railway station should be used for upgraded transport facilities including bus terminals, bus/taxi transit, extended commuter car parking, bicycle lockers, public toilets, a visitor/tourist information booth, and secure and pleasant passenger waiting areas). That is, there was an even higher preference amongst these respondents for the area abutting the Moe railway station to be used for upgraded transport facilities (80%).

Of the 25 respondents who preferred 5B, 19 answered 'no' to question 3 (do you believe the existing road traffic level crossing between Lloyd Street and Waterloo Road

(near Wirraway street) is adequate?) and 6 answered 'yes'. That is, there was a high degree of dissatisfaction amongst this group of group of respondents about the Lloyd street road level crossing. Of these 19, 15 answered 'yes' to question 4 supporting the building of an additional road traffic overpass. 4 answered 'no'.

Of the 25 respondents who preferred 5B, 13 said 'yes' to Question 6 (that Latrobe City Council make public the cost of upgrading and extending Moe Library & LCC Service Centre on their present site *and* the cost of relocating them to the George street site), 11 said 'no', and 1 wasn't sure. That is, more than half supported the release of comparative cost data about the onsite/offsite options for upgrading Moe Library/Council Service Centre.

The response of 19 respondents in this group of 25 indicates they are strongly supportive of improved transport facilities on the George Street site, and their views are cost sensitive and therefore possibly open to being swayed by the release of comparative cost data about the onsite/offsite upgrade options for the Moe Library/Council Service Centre. However, their selection of 5B is inconsistent with their strongly supportive stance toward proposed upgrades to Moe's transport infrastructure.

To explain this apparent inconsistency, we suggest that the majority of this group are likely to have been influenced by the confused and polarising presentation of the MACP by LCC and that ensuing public debate. It is equally likely that the majority of this group may believe the only way to achieve improvements to Moe's transport infrastructure is via the proposed relocation of the Moe Library/Council Service Centre. It follows that if they were made aware the relocation may actually impede and prevent transport improvements their support would cease.

Only a small number of the 5B group of respondents were satisfied with Moe's current transport *and* supportive of relocating Moe's Library/Council Service. Comprising only 6 respondents in this group of 25, they represent just 4% of the total number of 154 survey respondents.

Following from this detailed analysis of the two subgroups within the survey respondents, we assert there are four groupings with distinct views appearing in the larger survey cohort. Table 3 shows the groups, their views and representation within the total survey respondent group.

Group 1 strongly opposes the relocation of the Moe Library/Council Service Centre but are generally complacent about Moe's transport infrastructure and improvements posed in the survey. Group 1 comprises 15 respondents representing 9.85% of the total survey respondents.

Group 2 supports the relocation of the Moe Library/Council Service Centre and are complacent about Moe's transport infrastructure and improvements posed in the survey. Group 2 comprises 6 respondents representing 3.9% of the total survey respondents.

Group 3 is interested in Moe's transport Infrastructure and the survey's proposed improvements and supports relocation of the Moe Library/Council

Service Centre. This group comprises 19 respondents representing 12% of the total survey respondents. This group is the most likely to reflect the confused and confusing LCC and public representations about the MACP. Group 4 is interested in Moe's transport Infrastructure and the survey's proposed improvements, supports the establishment of an integrated transport hub in the area abutting Moe railway station and opposes relocation of the Moe Library/Council Service Centre onto the site. This group comprises 107 respondents representing 69.5% of the total survey respondents.

	Complacent about Moe's Transport infrastructure and Survey's proposed improvements	Interested in Moe's Transport Infrastructure and Survey's proposed improvements
Oppose relocating Moe Library/Council Service Centre Into area abutting Moe railway station*	15 respondents (Group 1)	
Support relocating Moe Library/Council Service Centre into area abutting Moe railway station*	6 respondents (Group 2)	19 respondents (Group 3)
Support establishment of Integrated Transport Hub in area abutting Moe railway station, retention and integration of George Street shops...don't want Library/Council Service Centre relocated onto the site*		107 respondents (Group 4)

* There were 7 blank responses to Question 5

Table 3: There are four distinct views amongst the survey respondents

3. Conclusions and Recommendations

As described in the background section of this report, LCC's decision to relocate the Moe Library/Council Service Centre into the MACP and onto the George Street site has never been explained, its feasibility demonstrated, or its impact on achieving significantly improved transport infrastructure, and the existing Albert Street civic hub, examined and made clear. Cost comparisons showing the cost to ratepayers of upgrading and extending the Moe Library/Council Service Centre on their current site compared to new facilities at the George Street site have never been publicly circulated. Confusingly, the publicly circulated message that a relocated Library/ Council Service Centre will deliver an integrated transport hub in and around Moe's railway station is not borne out by the design details of the Moe Train Station Precinct Revitalisation Project in the MACP.

The MADRA survey results show clearly from an indicative sample of Moe's community that 79% of respondents strongly oppose the relocation of the

Moe Library/Council Service Centre to the George Street site and strongly support the establishment of an integrated transport hub with significantly improved transport facilities at and around the site. Within this larger group (Group 4), there is a sub group of survey respondents (10%) who are largely complacent about transport matters but who strongly oppose relocation of the Moe Library/Council Service Centre to the George Street site (Group 1).

The MADRA survey results show clearly from the indicative sample of Moe's community, that a minority comprising 16% of respondents support relocation of the Moe Library/Council Service Centre to the George Street site. Interestingly, three quarters of these respondents strongly support the establishment of an integrated transport hub with significantly improved transport facilities at and around the George Street site (Group 3). Only 4% or a quarter of the minority group, comprising a sub group of survey respondents (Group 2), are complacent about transport issues and motivated instead by their strong support for relocation of the Moe Library/Council Service Centre to the George Street site.

The vast majority of survey respondents (86%) including more than half of the pro- Library relocation respondents, want LCC to release comparative cost data showing the cost of extending and upgrading the Moe Library/Council Service Centre on their current site compared to the cost of building new facilities on the to-be-acquired George Street site.

On the basis of these findings, we believe there is significant support amongst the wider Moe community for the establishment of an integrated transport hub around Moe's railway station consisting of significantly improved transport facilities and infrastructure. Amongst the supporters of this development, the vast majority do not want the Moe Library/Council Service relocated onto the site of the integrated transport hub. While a minority support the establishment of the integrated transport hub *and* a relocated Moe Library/Council Service Centre it is likely that the view of this minority has been influenced by the confused and confusing representations of LCC about the MACP, its withholding of comparative cost information, and it allowing publicly aired misrepresentations about the MACP (fiction over fact) to continue unchecked. Having sighted the recent report arising from LCC's 'design in' and 'ideas shop,' to be presented for consideration and adoption at the Council meeting of 20th July, we would go so far as to assert that LCC has been the commissioning author of much of the fiction.

In response, we recommend that Council should:

- 1. Publicly release the comparative cost information showing the projected costs of extending and upgrading the Moe Library/Council Service Centre on their current site and the costs of acquiring the George Street site and building new Library/Council Service Centre facilities at that site;**
- 2. Explain publicly why a relocated Moe Library/Council Service Centre was nominated as the 'catalyst project' for the MACP;**

- 3. Explain publicly how the MACP's Train Station Precinct Revitalisation Project can deliver an integrated transport interchange as defined by an expanded list of transport facilities (appearing in shortened form in Question 2 of this survey) in its current format;**
- 4. Explain publicly how the MACP's Train Station Precinct Revitalisation Project including a relocated Moe Library/Council Service Centre can deliver an integrated transport interchange including an expanded list of transport facilities without impeding the future development of an additional road/pedestrian transport rail overpass from Lloyd Street to George Street/Saviges Road intersection;**
- 5. Explain publicly and factually the achievement of an integrated transport interchange on the site including a relocated Moe Library/Council Service centre and open air plaza abutting the Moe railway station as per the MACP, in consideration of Department of Transport requirements regarding pedestrian rail crossings, anticipated duplication of the Moe-Traralgon railway line, and possible relocation of the Moe railway station to the George Street side;**
- 6. Explain publicly the projected impact on the existing Albert Street hub from relocating the Moe Library/Council Service Centre;**
- 7. Rather than continue trying to assert falsely that the majority of Moe's wider community support the MACP, including relocation of the Moe Library/Council Service, Council should make public the information as per recommendations 1-6 and then commission an independent, academically undertaken representative survey of the wider Moe district community to ascertain its views toward the MACP and relocation of the Moe Library/Council Service, in particular. In order to achieve a factually representative result, 3000 to 4000 randomly selected householders should be surveyed directly with the goal of getting a survey return of 800-1000 householders.**

4. Methodology

MADRA first discussed undertaking a survey at its May, 2009 Committee of Management (CoM) meeting. A sub committee comprising three CoM members was formed to oversee the drafting of a survey tool. A week later a proposal to undertake the survey was made to a MADRA Members meeting and a draft survey format was circulated. The proposal was endorsed by the MADRA members present on the basis that all MADRA members be contacted to ascertain their willingness to make a financial contribution toward the cost of running the survey as an advertising feature in the *Latrobe Valley Express*, and *Moe and Narracan News*.

Given the high level of participation pledged by MADRA members toward meeting the survey costs, the survey tool was then finalised by the Survey sub committee. It was decided to contain it to a brief explanatory statement, 6 key questions, a respondent identification section, and a MADRA information and recruitment option. The final survey format appears overleaf.

It was decided to run the survey as an advertising feature in the 28th May edition of the *Latrobe Valley Express* (page 4) and the 2nd June edition of the *Moe and Narracan News* (page 2). Following additional unexpected (but welcome) donations toward the cost of its publication, it was decided to repeat publication of the survey in the 9th June edition of the *Moe and Narracan News* (page 3).

5. Methodology: Design of the Questions

Questions 1, 2 and 5 are closely inter-related, soliciting 'Yes' or 'No' responses about current and proposed transport facilities in and around the Moe railway station. The questions are:

1. Are you satisfied with the existing transport facilities in the area around the Moe railway station?
2. Do you agree that the area in George and Lloyd Streets abutting the Moe railway station should be used for upgraded transport facilities including bus terminals, bus/taxi transit, extended commuter car parking, bicycle lockers, public toilets, a visitor/tourist information booth, and secure and pleasant passenger waiting areas?
5. **Please read the following two statements and choose the *one* that best reflects your view:** In the George Street/Lloyd street area abutting the Moe railway station...
I prefer better and more transport facilities (as listed in question 2), as well as upgrading the George street shops on the railway side and integrating them into a transport hub **OR**
I prefer demolishing all the George street shops on the railway side and relocating a Library, Council Service Centre and open air plaza onto that site

Question 2 provides information that expands and defines the term 'transport facilities' used in Questions 1 and 5. In Question 2, we list those elements we consider fundamental to an inter-modal transport interchange or 'transport

hub' – a place where transport modes converge allowing people to move readily from one mode of transport to another. Transport modes are referred to as railway, bus, car, bicycle and taxi, (pedestrian is implicit). The related facilities to service these are listed as 'bus terminals, bus/taxi transit, extended commuter car parking, pleasant and secure passenger waiting areas, public toilets, a visitor/tourist information booth, and bicycle lockers'. Although the survey specifies 'bus terminals' it does not provide the next level of detail regarding the different bus services servicing in and around the Moe railway precinct - local, school, V/Line, interstate, and tourist/visitor.

Question 5 asks respondents to make an 'either/or' choice where choosing 5A (transport hub) excludes the possibility of 5B (Library/Service Centre/civic plaza), and vice versa. The design of this question deliberately casts the reality of the MACP's Train Station Precinct Revitalisation Project in stark terms.

We wanted to identify those respondents who support improvements to Moe's transport infrastructure and do not want the Moe Library/Council Service Centre relocated to the George Street site.

The inter relationship between Questions 1, 2 and 5 is designed partly to identify survey respondents who chose 5B (Library/Service Centre/civic plaza) but who have indicated in earlier questions they are not satisfied with current transport facilities and want significant improvements. For the purposes of this survey, we call this a confused response and present it as evidence of respondents who want the MACP to deliver significant improvements to Moe's transport facilities but whose views may have been influenced by the general confusion distorting and undermining factual understandings of the MACP. Secondly, we wanted to discern these respondents from other survey respondents who may be satisfied with the current transport arrangements and who want the Library/Service Centre/civic plaza at the site.

6. Would you like Latrobe Council to make public the cost of upgrading and extending Moe Library & LCC Service Centre on their present site *and* the cost of relocating them to the George street site?

Question 6 relates to Question 5 but is focused on Latrobe Council processes, the level of transparency and public accountability about the MACP and the costs associated with relocating the Moe Library/Council Service Centre, in particular. The question solicits whether survey respondents are interested in cost issues and, specifically, the comparative costs of upgrading the Moe Library/Council Service Centre on their current site compared to the costs of relocating/rebuilding the facilities in the railway corridor. Survey respondents indicating their support for the public release of cost related information also suggests that their views about relocation/rebuilding of the Moe Library/Council service centre are cost-sensitive i.e. their views may be influenced by their understanding of the comparative costs involved in each option.

3. Do you believe the existing road traffic level crossing between Lloyd Street and Waterloo Road (near Wirraway Street) is adequate?

4. If 'No' to Question 3, do you support a new and additional traffic overpass being built closer to Moe's shopping centre (e.g. from Lloyd Street over to Saviges Rd & George Street intersection)?

Questions 3 and 4 are inter-related and solicit a 'yes' or 'no' response regarding the adequacy of the Lloyd Street/Waterloo Road and supplementation of Moe's north-south road connections across the railway line with a suggested additional road traffic overpass.

While the survey does not make explicit the connection between the topic of Questions 3 and 4, and that of Questions 1, 2 and 5, both sets of questions are about transport infrastructure. Questions 3 and 4 expand out the definition of transport modes listed in Question 2 to provide specific focus on Moe's road transport and the adequacy of north-south road transport connections across the railway line.

Although it is not explained in the survey, the underlying premise of these questions explores the need for an additional north-south road transport and pedestrian railway overpass from Lloyd Street to the George Street/Saviges Road intersection. The nomination of the site depends on the availability of land in the railway goods yard site in George Street needed to house its off-ramps. This, in turn, has implications for the use of the area immediately abutting the Moe railway station both in George and Lloyd Streets, the subject of Questions 1, 2, and 5.

6. Limitations of the Survey Methodology: Distribution Method

In order to achieve a *representative* sample, a representative survey methodology would directly survey householders where those householders were selected *randomly* from across Moe's adult population. All household types making up Moe district's population would be included e.g. public rental, private rental, private ownership, urban, suburban, semi rural, and rural. Using a random selection and achieving a return rate of 800-1000 completed surveys would assure a *representative* survey sample.

Despite every household in Moe, Newborough and the surrounding district receiving three copies of the MADRA newspaper based survey, one per week for three weeks amounting to a circulation of approximately 54,000 surveys, only 154 completed surveys were returned.

Surveying via an advertising feature in local newspapers is, in fact, an indirect method of distributing a survey compared to, for example, sending the survey direct to householders, or telephone surveying, or doorknocking. The problem with conducting a survey through the local newspapers is that a) readers have to read the paper and, b) notice the survey and, c) read the survey and, d) feel motivated to complete, clip and return the completed survey. At each step from a) to d), people select themselves out leaving only a small percentage participating, in our case 0.28 percent of the total number of surveys circulated. 'Self selecting out' compromises the randomness of the survey method.

As at the 2006 census, 17,981 people were living in Moe and Newborough. Of these 13,507 were 18 years of age or older. In percentage terms, the return represented 1.14 percent of Moe and Newborough's adult population. Because the return rate is not high enough, and the randomness of the survey method was compromised by 'self selecting out', we are treating the MADRA survey results as *indicative*.

Almost all survey respondents indicated their place of residence on the survey forms enabling us to map out their geographic distribution across Moe district. With three exceptions, there was a good distribution of survey respondents across the urban areas of Moe and Newborough. These were Moe Heights - 17 respondents (bounded by Service Road South, Scorpio Drive Street, Watson's Road and Dwyer Street), Moe central - 23 respondents (bounded by Watson's Road, Railway Crescent, Service Road North and Lloyd Street), northern Moe - 19 respondents (bounded by Waterloo Road, Brian Street/ Della Torre Road, Somerville Court, and Old Sale Road), Ollerton Avenue estate - 18 respondents (bounded by Ollerton Avenue, Southwell Avenue and Newark Avenue), North Newborough - 4 respondents (bounded by Old Sale Road, Northern Avenue and Southwell Avenue), East Newborough - 10 respondents (bounded by John Field Drive, Monash Drive, Eastern Avenue and Old Sale Road), and Old Newborough - 24 respondents (bounded by Chamberlain Road, Torres Street, Haunted Hills Road and Old Sale Road).

The three exceptions were Yallourn North which had only 3 respondents, Dinwoodie estate where there were only 2 respondents, and Cemetery Heights/Coalville Road estate where there were no respondents. The suburban areas of Yallourn Heights and Moe South had 4 respondents, and 3 respondents respectively. The semi rural/rural areas of Hernes Oak had 4 respondents, Tanjil South 4 respondents, and Westbury 2 respondents. The rural areas of Trafalgar East, Moondarra and Rawson had 1 respondent each.

9 respondents cited post office box addresses: 5 in Moe and 4 in Newborough. 5 respondents were anonymous.

Although the MADRA survey achieved a good distribution across the wider Moe district with only a few areas under-represented, overall the number of respondents was still too low to allow us to treat the results as representative of the larger Moe populace. Accordingly, we will continue describing the MADRA survey result as *indicative*.

Of the 154 respondents, 16 respondents or 10 percent were members of MADRA. This small number reflects that MADRA did not actively solicit responses from members lest this should distort the survey result.

Moe district community feedback is invited on proposals for the George & Lloyd Streets railway precinct including the relocation of the Moe Library & Latrobe Council Service Centre

Moe and District Residents Association Inc. (MADRA Inc.) is seeking the views of Moe district residents regarding transport infrastructure, now and into the future, in the Moe railway corridor. Latrobe Council has adopted the Moe Activity Centre Plan which proposes to relocate the Library & Council Service Centre onto the site of the George Street shops (railway side), with few stated improvements to transport infrastructure in the immediate area. MADRA Inc. is independently assessing the response of Moe district residents to these proposals and Moe's transport infrastructure needs. **Please complete this survey, ✕ and send as soon as possible to: MADRA Inc. C/- 10 Dwyer Street, MOE, Vic. 3825.** (MADRA member donations funded this community-wide initiative!)

Please use a cross (X) to indicate your answer	Yes	No
1. Are you satisfied with the existing transport facilities in the area around the Moe railway station?		
2. Do you agree that the area in George and Lloyd Streets abutting the Moe railway station should be used for upgraded transport facilities including bus terminals, bus/taxi transit, extended commuter car parking, bicycle lockers, public toilets, a visitor/tourist information booth, and secure and pleasant passenger waiting areas?		
3. Do you believe the existing road traffic level crossing between Lloyd Street and Waterloo Road (near Wirraway Street) is adequate?		
4. If 'No' to Question 3, do you support a new and additional traffic overpass being built closer to Moe's shopping centre (e.g. from Lloyd Street over to Saviges Rd & George Street intersection)?		
5. Please read the following two statements and choose the <i>one</i> that best reflects your view: In the George Street/Lloyd street area abutting the Moe railway station... <i>I prefer better and more transport facilities (as listed in question 2), as well as upgrading the George street shops on the railway side and integrating them into a transport hub</i> OR <i>I prefer demolishing all the George street shops on the railway side and relocating a Library, Council Service Centre and open air plaza onto that site</i>		
6. Would you like Latrobe Council to make public the cost of upgrading and extending Moe Library & LCC Service Centre on their present site and the cost of relocating them to the George street site?		
Your name:..... Phone number:.....		
Address:.....		
<i>I am interested in learning more about MADRA Inc., please send</i> <input type="checkbox"/> (✓)		

Figure 1: Format of the survey as it appeared in the *Latrobe Valley Express* and the *Moe and Narracan News*.

Mr. P. Buckley
CEO Latrobe City Council
Morwell

[REDACTED]
7 February 2013

Dear Sir ,

Today I received your letter dated 5 February 2013 . Your previous letter dated 18/12/12 (last paragraph page 1) clearly provided that meetings would be held by councillors and council officers with previous submitters to discuss their respective submissions .

My purpose in writing to each councillor on 27 January 2013 was to inform them of my current views *in advance* of the proposed discussion meeting so that their time would not be wasted with lengthy explanation , and that fruitful discussion might be achieved .

Our holiday plans preclude my attendance at the Special Council Meeting 20/2/13 which would have provided me with an opportunity to be heard .

I request that my letter of 27 January 2013 be accepted in concert with this letter as a written submission to the review process :

. The views expressed in my 2007 MACP submission were factual , were based upon sound planning principles , and still remain so . I remain opposed to the destruction of the existing civic hub and to relocation of the library and council service centre to the station precinct . I support development of the best Transport Hub that will meet our district's needs at least into the next century .

. My letter 27/1/13 itemises recommendations for reviewers to consider .

. I have not been impressed by Council's failure to implement the major components of the MACP over 5 years . A basic fact of any Plan is the need to co-ordinate both funding and construction within a designated time-frame .

. I expect that councillors will exercise their responsibilities fearlessly to ensure that their decisions are based upon the best use of land and funds for the long-term future of Moe.

I request an opportunity to discuss with Council at the Special General Meeting on 25 March 2013 ,

yours faithfully ,



Mr. D. A (Tony) Paul

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From: Peter Gibbons

To: Paul Buckley

Date: 12/02/2013 12:46:02 PM

Subject: Further documentation to MACP review

Hi Paul, attached is MADRA submission (minus pictures) to the 2009 C62 Municipal Strategic Statement about the MACP. It is very readable, still relevant and provides very useful and still highly relevant information about town planning history and detail in Moe. Could this be circulated to Councillors, please. Thanks, Cheryl Wragg

Moe and District Residents Association Inc. (MADRA Inc.)

**Presentation to the C62 Planning Panel
11.30am – 12.15pm, June 9th, 2009**

Presented by:

**Mr. Tony Paul, President, MADRA Inc.
Ms. Cheryl Wragg, Secretary, MADRA Inc.**

Moe and District Residents Association Inc. (A0052091G)

Email: [REDACTED]

Introduction: Thank you for the opportunity to make presentation on behalf of Moe and District Residents Association Inc. (MADRA).

Tony Paul, President, Moe and District Residents Association, City of Moe Councillor (1978-1980), City of Moe Mayor (1979/80), delegate Central Gippsland Regional Planning Authority (CGRPA).

Cheryl Wragg, Secretary of Moe and District Residents Association (MADRA Inc.)

MADRA Inc. is a not for profit community organisation that was established and became an incorporated association in September, 2008. As articulated in our Statement of Purposes, MADRA:

- encourages and enables the residents of Moe district to participate in local decision making and matters of local importance;
- seeks to hold all levels of government and their representatives accountable to voters, residents and ratepayers;
- values civic participation amongst residents and encourages residents, in turn, to value the built and natural environment;
- provides advocacy support to marginalised and disadvantaged persons in our community;
- works collaboratively and, in so doing, supports Moe's strong sense of community.

Appendix 1: A copy of the **MADRA Statement of Purposes** appears as **Appendix 1** to the presentation notes.

Since our establishment eight months ago, MADRA's membership has grown from five to fifty-four. We have taken an active interest in the Moe Activity Centre Plan since our inception. Some of MADRA's membership, including but not limited to Tony and myself, made individual submission to Latrobe City Council in its 2007 public submission process. **These appear as Appendix 2.** Upon the formation of MADRA, we brought our collective knowledge, expertise and interest in the MACP with us into MADRA. It should be noted that MADRA's submission to this planning panel is quite different from the submissions made by individuals in 2007. Council has repeatedly overlooked the differences and tried to present MADRA's submission as being a reiteration of the earlier individual submissions, which is factually incorrect.

As detailed in our written submission, MADRA's interest is with the Moe Activity Centre Plan component of Council's C62 planning amendment and, in particular, the Moe Railway Station Precinct Revitalisation Project. Our presentation today focuses on this Project together with some observations about the Moe Integrated Bus Interchange Project. We say from the outset that MADRA is not against the MACP or intent on trying to stop its implementation. We are strongly of the view, however, that the MACP is badly flawed from a town planning perspective. If implemented in its current format, we believe it will damage Moe's existing town

plan and impede proper planning and development of Moe's Activity Centre going forward.

Although we will comment on our attempts to interact with Council about the MACP later in our presentation, we welcome the opportunity to make presentation to this expert panel, and to have the MACP subject to your expert town planning scrutiny. Our presentation takes a strong town planning focus to reveal the nature of Moe's town planning needs, the deficiencies of the MACP and the ways in which we believe it should be amended in order to ensure it can properly respond to Moe's needs, now and into the future.

Image 1: *Map of Latrobe Valley District, Civic Guides, 2009*

Narrative: Moe is 134 km east of Melbourne with a population of almost seventeen thousand people. As shown clearly in the map of *Latrobe Valley District*, Moe is a main gateway and service centre for towns and hamlets to the north including Westbury, Tanjil South, Willow Grove, Hill End, Moondarra, Erica, Rawson, and Walhalla. It is also the main service centre for the regions and residents to the south including Hernes Oak, Coalville and Narracan. Moe is a service centre and supply stop for visitors and tourists travelling into the high country including skiers travelling to Mt. Baw Baw via the new south face road, fishing parties travelling to Blue Rock Dam and the Upper Thompson, and four wheel drive parties heading for the Mt. Baw Baw national park and beyond.

The through traffic to these regions coming from the west, chiefly from Melbourne into Moe, has increased noticeably over the last three decades. As shown on this map, traffic comes off the Princes Highway (marked as M1) into Moe, moving through the western area of Moe along the roads shown in red and onto the roads leading to Tanjil South (shown as C465) or Moondarra (shown as C466).

Image 2: *GHD Moe Town Bus Routes, 2009.*

Narrative: This map details the route used by traffic that has turned off the Princes Highway to travel into and through Moe along the Moe-Glengarry Road (Lloyd Street). The Moe-Glengarry Road (Lloyd Street) runs parallel to the railway line on its south side. Waterloo Road runs parallel to the railway line on the north side. We have highlighted this route on the map to improve its visibility. Traffic moving east along Lloyd Street and wishing to cross the railway line into the northern area of Moe and beyond, must do so using a level crossing just before St. Kieran's Primary School.

After crossing the railway line at the level crossing into Waterloo Road, traffic turns left (north) up Saviges Road into Della Torre Road, into and then north up Moore Street. Moore Street moves traffic out of Moe eventually joining the roads to Willow Grove, Moondarra and beyond. This route is shown highlighted on the bus route map and is the heavy vehicle and truck bypass route around Moe. Car vehicles can continue along Waterloo Road, running into George Street and, from there, into the Moe shopping centre. We take this opportunity to point out Albert

Street where you will find the purposely designed Civic Hub of Moe housing the Moe town hall, RSL, Post Office, and the Council Service Centre which backs onto the Moe Library located in Kirk Street along with the Regional Headquarters of the Education Department.

Image 3: Photographs of Lloyd Street-Waterloo Road level crossing

However, let's return to the Lloyd Street-Waterloo Road level crossing for the next few minutes. Image 3 shows recent photographs of the Lloyd Street-Waterloo Road level crossing taken looking to the north west and to the south west.

Image 4: Photographs of truck, car and train traffic on the Lloyd Street-Waterloo Road level crossing

Narrative: Moe and the high country area to the north is a destination for large transport trucks including semi-trailers, log trucks, trailer trucks and B doubles. These service the agricultural transport needs of cattle and other livestock producers, bulk spreaders, an export abattoir to Moe's north, milk tankers, the timber industry and other heavy industry, as well as food and refrigerated vehicles supplying supermarkets in Moe. All of these heavy vehicles travelling to and from the north must travel over the Lloyd Street-Waterloo Road level crossing. A traffic turning movement count was conducted for VicRoads on Thursday 29th November, 2007¹. It recorded 463 trucks passing through the intersection from 7am to 7pm. The majority of these movements were north and south turns.

The level crossing on Lloyd Street is one of only two crossings over the railway line joining the southern and northern aspects of Moe. The other is the Lloyd Street overhead bridge and roundabout to the east of the level crossing. The level crossing is the only railway crossing close to residents on the western side of Moe and it carries a large volume of car traffic. During the same turning movement count 12,054 cars passed over the crossing in that 12 hour period.

The level crossing is hazardous. It is too shallow to hold a large truck turning southwest bound from Waterloo Road into Lloyd Street without the truck extending over the railway line. The space in the crossing is two car lengths. The photograph of the Frigmobile truck shows the truck giving way to traffic in Lloyd Street as it waits to turn west toward Melbourne. This large semi-trailer, which is not as long as a B-double, extends over the railway line. The McColls milk truck just fits. One hundred and sixty-eight trucks were counted turning to the south west in the 12 hour period of the 2007 traffic count.

The photographs of the cars show what happens when three rather than two cars move up to the Lloyd Street turning point waiting to turn west as they give way to traffic. The third vehicle is stopped on the railway line. These photographs were taken recently on a Saturday afternoon with a constantly busy traffic flow. During

¹ Vic Roads - Tabulation of Summary AM Peak Hour, PM Peak Hour, 12 OD Movements: Moe-Glengarry Rd & Waterloo Rd Thursday, 29th November 2007

the 2007 12 hour traffic count, 4384 car vehicles were counted turning to the south west.

During weekdays, 37 passenger trains per day pass over the crossing plus freight trains². These problems with the existing road level crossing can only intensify with increased urban and through traffic generated, in turn, by the new residential and industrial developments in and around Moe, provided for by the Latrobe Planning Scheme, together with population growth in the outlying regions serviced by Moe.

We predict that traffic flow over the level crossing will grow.

Image 5: *Latrobe Planning Scheme- Local Provision: Moe-Newborough Structure Plan*

Narrative: The new and future residential estates and industrial estates in and around Moe and anticipated in the C62 are shown clearly and in detail on the Latrobe Planning Scheme map. A substantial chunk of the future development is shown in the western area of Moe, close to the level crossing. The industrial estate subdivisions around Della Torre Road and the residential growth areas west of the racecourse, and to the northeast of Old Sale Road and Thompsons Road, will increase traffic flow over the level crossing.

Increased traffic flows from southern to northern Moe, or vice versa, over either the level crossing or the Lloyd Street overhead roundabout, coupled with the inadequacy of the level crossing are the reasons why MADRA supports the submission developed by Mr. Peter Aboltins for an additional road and pedestrian railway overpass. The Moe Activity Centre Plan does not anticipate or recommend an additional and safer overpass be built to carry road transport over the railway line.

We believe the Moe Activity Centre Plan must respond to the current and future transport needs of Moe district and seek to improve 'connectivity' between northern and southern Moe. Improving the physical connections between north and south over the railway line has important implications and consequences for the overall design of the railway corridor closer to the Moe Central Business District. As the design by Mr. Aboltins identifies, the most logical place to locate a new road traffic overpass is at the intersection of Saviges Road/Waterloo Road and George Street over to Lloyd Street.

Image 6: *Latrobe Planning Scheme – Local Provision: Moe Activity Centre Plan*

Narrative: In its current format, the MACP takes a cosmetic approach only to improving connectivity. The Municipal Strategic Statement lists the Moe Train Station Precinct Revitalisation project for the consideration of this panel. This project proposes improving the visual connectivity between north and south by demolishing a row of shops on the northern side of the railway line corridor in Moe's shopping centre and relocating the pedestrian crossing to the west, thereby

² V/Line Traralgon, Warragul, Melbourne Train Timetable, effective, 9th November, 2008

aligning it with Moore Street. It also proposes relocating the Moe Library and the Council Service Centre from Moe's Albert Street Civic Hub onto the site.

Image 7: **Implementation Project 6.2: Moe Train Station Precinct Revitalisation Project, Moe Activity Centre Plan, 2007 p 20**

Narrative: Considered to be the 'catalyst project' for the MACP, the Moe Train Station Precinct Revitalisation project will not substantially change Moe's current transport infrastructure provision. Further, in its current format, we believe it will act to inhibit appropriate responses to Moe's pressing transport infrastructure needs.

Some immediate shortcomings are obvious. While it proposes relocating the pedestrian level crossing, the project does not recognise that such a re-location will trigger the requirement to redesign the pedestrian crossing as either an underpass or an overpass.³ The distance from the railway line to George Street is 33 metres. This will exclude bringing an underpass and its ramps straight across as shown in Image 7 because of the steepness of the grade. The space requirements of a new pedestrian underpass are not factored in and, put simply, will not fit into the space as shown in Image 7. A pedestrian underpass will also render the open air plaza as shown in Image 7 unachievable. A pedestrian overpass will severely compromise one of the aims of the project being to improve visual connectivity between north and south of the railway line and will intrude into the proposed open air plaza.

The Project omits to anticipate duplication of the railway line from Moe to Traralgon in a southern easement, i.e. on the Moe Railway Station/Lloyd Street side of the current line. Only a month ago, at a Latrobe Council community consultation event called a 'design in', we learned that the State government's railway engineering division have a long term plan to undertake this duplication. Participants at the event were advised their designs must provide for a '12 metre easement south of the current railway line'. Yet the Council's own Plan does not.

We learned more recently that relocation of the Moe Railway Station from the south to the north side of the railway line into George Street is currently under active consideration by the Department of Transport. Again, this is not factored into the MACP.

These elements will have a considerable impact on the placement of complementary transport infrastructure in Moe's railway corridor and significant implications for both George Street and Lloyd Street. They will also have a major consequence for traffic movement around Moe's central activity area, particularly on the northern side, intensifying car traffic on the Lloyd Street overpass bridge and the Lloyd Street-Waterloo Road level crossing.

³ Either one of these will occupy a substantial space in that area: overpass ramps will require around 64 metres and underpass ramps will require around 45 metres. A Department of Transport officer announced at the Council's recent 'design in' event the requirement to change the design of an 'at grade' level crossing if it is relocated.)

We understand the Panel has visited various sites under consideration of this Planning Review. You may have noticed that Moe is seriously deficient in transport infrastructure. Given that the Moe Railway Station and its immediate proximity are servicing the rail related transport needs of the greater Moe district, we draw attention to the inadequate commuter car parking, lack of bus transit and terminus facilities, bicycle lockup facilities, visitor and tourist information facilities, public toilets and a taxi rank visible from the railway station. We note V/Line transport data recently published in the *Age*⁴ reporting that passenger travel on regional train lines, including the Traralgon line, has increased by eighteen percent over the last twelve months and that this is the third successive year where "patronage across V/Line services has grown by more than 15 per cent per year".

Currently, Moe Railway Station car park has thirty parking spaces. This is entirely inadequate as can be seen daily, including on weekends, with parked cars emanating out from the station in all directions, informally and in street car parking bays up to a full block away from the Railway Station. The Revitalisation Project aims only to restructure the existing 30 space Railway Station car park although we note that it anticipates undertaking an integrated study to ascertain car parking requirements in the precinct. In our view, car parking spaces need to be extended to more than one hundred and twenty spaces to cope with existing demand.

Eleven V/Line buses per weekday come through the Moe Railway Station car park⁵. Yet, the Train Station Precinct Revitalisation Project makes no significant change to the current V/Line bus transit provision. Currently, when a V/Line bus is in the Moe Railway Station car park during a peak period, car and pedestrian access to the Railway Station is blocked and unsafe.

The Train Station Revitalisation Project does not make any provision for interstate and tourist coaches. These come into Moe three or more times per week and currently have no dedicated facilities. (NB. A 1996 Latrobe Council plan proposed the development of a dedicated facility for tourist coaches including public toilets and a visitor/tourist information booth adjoining the western edge of the Project site. Council did not proceed at that time, apparently because of uncertainty about land tenure and a shortage of funding.)

The Project does not provide for integrated local bus service transit and terminus facilities near the Railway Station. It only provides for a covered bus stop in George Street and does not relocate the current bus terminal point in Market Street to within a short walking distance from the Railway Station.

In summary, this Project does not deliver an integrated multi-modal transport hub to Moe.

The MACP needs amendment within an expanded Train Station Revitalisation Project to include:

⁴ 'Regional rail travel booming despite delays' *Age*, Saturday, 6th June, 2009 p 4

⁵ *West Gippsland Transit Timetable*, Pakenham to Traralgon commencing 30/09/07, Warragul Bus Line

- Vastly increased all day car parking for rail patrons (at least 120 spaces);
- A local bus passenger terminal facility in the George Street railway corridor in proximity to and visible from the current Railway Station supporting bus stops both to the north and south of the railway line;
- Long bay bus parking in both George and Lloyd Streets;
- Short term coach parking bays coupled with public toilets to service the needs of tourist coach passengers. As most of these coaches are north bound, the facility needs to be in George Street;
- A taxi rank on George Street visible from the current Railway Station in addition to a new rank on Lloyd Street;
- A staffed transport information booth/tourism booking facility;
- A secure, comfortable and pleasant dedicated rail and bus passenger waiting area.

In addition to this we think the Project needs to be redesigned to factor in:

- VicTrack and Department of Transport plans for a rail line duplication in a southern easement;
- relocation of the Moe Railway Station to George Street;
- protecting land in the western part of the now disused railway goods yard to prohibit development which would prevent construction of vehicle access grades servicing a future vehicle overpass at Saviges Road to Lloyd Street;
- Department of Transport requirements to redesign the proposed relocated 'at grade' pedestrian level crossing to an underpass or an overpass.

Taken together, these factors make the Moe Train Station Precinct Revitalisation Project in its current format, as shown in Image 7 of the MACP, unachievable and redundant.

Narrative:
Mr. Tony Paul

The Latrobe Planning Scheme Municipal Strategic Statement Objective 21.04-3 specifies: '**Infrastructure: *Maximise the use of existing infrastructure***'.

The forerunner to the MACP was the Transit Cities Report prepared by David Lock and Associates. This report proposed an urban lifestyle hub near the Moe Railway Station with its focus on redevelopment of the old Moe police station on the corner of Lloyd and Fowler Streets. Inexplicably, the MACP transformed this urban lifestyle hub into a 'civic hub' located on the George Street side with, as its centrepiece, a relocated Moe Library and Council Service Centre.

Contrary to its own stated objective in the Municipal Strategic Statement, Council's proposed new 'civic hub' **will not** maximise the use of the current Moe Library and Council Service Centre buildings and facilities, located in the longstanding Albert Street Civic Hub, and **will impede and restrict** the development of an integrated multi-modal transport hub in and around the Moe Railway Station precinct.

The existing Moe Library and Council Service Centre buildings are on Council owned land in Albert and Kirk Streets. They were purposely located on that site by Moe City Council as components of Moe's Civic Hub. This is clearly enunciated in a January, 2009 letter from Mr. R.J. Pugsley, Moe Town Clerk from 1968 to 1986. MADRA sent a copy of this letter to Latrobe City on 18th February, 2009.

Appendix 3: Letter from Mr. R.J. Pugsley to MADRA, 10th January, 2009

In his letter, Mr. Pugsley notes (quote):

*"As a local government professional with many years experience, I felt at the time that the Civic Centre of the City of Moe had been very carefully planned by the Council **along virtually ideal lines** (our emphasis). There was provision for public buildings and car parking in the Centre, surrounded by commercial zoned land with highway and railway access. ..The existing City Library building was constructed by Moe Council on part only of its site as stage one, leaving provision for expansion at both ground and first floor levels for stage two".*

The town planning principles employed by Moe City Council to create a functional Civic Hub in the Albert/Kirk/Haigh Streets area were sound and effective. The decisions to incorporate additional foundations to enable vertical expansion of both the Library and the regional Education Department head quarters were visionary. By seeking to relocate the Moe Library and Council Service Centre to the Moe Railway Station precinct, Council is ignoring its own Municipal Strategic Statement Objective of 'maximising the use of and enhancing Moe's existing infrastructure' and will actually damage the existing functional Civic Hub.

This Hub is well used and well liked by Moe's community for its convenience, its centrality, its amenity and its functionality. The Council Service Centre and the Moe Library in their current location have the capacity and the potential to serve the needs of the Moe district community for many years to come. In addition to the centrality of their sites rendering them ideal to cater for the needs of the town as it expands to the east and north east, as anticipated in the Latrobe Planning Scheme, they represent a town planning heritage that should be respected and preserved. Together with the carefully planned out street scape in Kirk and Albert Streets, this area also has the as yet unrealised potential to be converted into a comfortable, stylish and spacious town plaza.

Blocking off Kirk Street at Haigh and Albert Streets would generate just under 4500 square metres. This area could be readily transformed into a town plaza without unduly disrupting traffic flows in Haigh, Kirk or Albert Streets, be large enough to hold several thousand people, and provide a pedestrian-only buffer zone at the western edge of Albert Street primary school. The Moe Library is the only building with a primary frontage in this section of Kirk Street: its ownership, vested in Latrobe City Council, should remain so for posterity.

With the potential to activate the western edge of the new town plaza, an extended and renovated Moe Library could look over and into a community town plaza created via sensitive landscaping, amenities and public artworks. By respecting, preserving and enhancing our existing infrastructure we could achieve an outcome of which Moe community and Latrobe Council could rightfully be proud: a practical, resource-efficient integration and extension of our planning and built environment heritage that speaks to the design philosophy of *'maximising the use of and enhancing Moe's existing infrastructure'*. The Latrobe Planning Scheme should be amended to achieve that outcome.

In their presentation to this Panel, Latrobe Council cited an earlier decision made by the Panel regarding the Whittlesea Planning Scheme Amendment C12 and I quote.

"the Panel supports the right of the Council to establish what will be the parameters and design philosophy for any development that occurs at Epping North. This is both necessary and desirable with planning on the broad scale for the long term future of a totally new community. The days are long gone when all a Council was expected to do in fulfilling its planning function was to make provision for minimum basic services and indicate the location of key features...the interest that the community has in protecting urban character as established urban areas are redeveloped, means that those responsible for planning new areas should also pay close attention to the quality of the urban character which will be created in those areas."

(p 79)

This was aired to refute MADRA's position about the MACP. In response, we assert that Latrobe Council's Moe Activity Centre Plan, and the Moe Railway Station Precinct Revitalisation Project in particular, does not establish either the parameters of or a design philosophy for Moe's central activity area. At best, it is incoherent and at worst unachievable, wasteful and destructive. The MACP does not bother to answer the detriment its 'catalyst' Project will cause to the quality of Moe's urban character by eroding the existing Albert Street Civic Hub and the inconvenience, loss of amenity and expense that will cause to ratepayers. The City of Moe took a proactive rather than minimalist approach to planning out and implementing the development of Moe's city centre, paying close attention to the quality of the urban character it was seeking to create. This has served our community well and, with some care, can continue to do so over the thirty year lifetime of the C62 amendment.

In contrast, Latrobe Council's approach appears to be less concerned with the development of Moe's urban character and, instead, intent on imposing a Project into the rail corridor site that will clutter the rail corridor with public buildings and displace provision of the essential transport infrastructure we need desperately. Moe deserves the best possible inter-modal transport interchange that will fulfil our existing needs and have the potential to accommodate our known future transport needs. Yet, that is precisely what the MACP fails to do making it contrary to MSS Objective 21.04-3 *'Settlement: To protect the effectiveness of the transport corridors between the towns.'*

In its current format, the MACP is disrespectful to our existing town plan and built environment, wasteful of existing infrastructure and therefore, costly and inefficient. This is contrary to MSS Objective 21.04-3 Heritage: *To ensure that the heritage of Latrobe City is protected and conserved.*

Consequently, the Project will render a larger than necessary environmental impact and under-service public transport use when it should be supporting and promoting it.

In terms of design principles and philosophy, Latrobe Council's planning approach used both at Traralgon and Morwell Railway Precincts when compared with Moe is markedly inconsistent. In terms of design principles and philosophy, we advocate a consistent approach be used across the three major urban centres of Latrobe.

Image 8: Latrobe Council/DoT/VicTrack graphic showing Traralgon rail corridor design principle

Image 9: Aerial photograph of Morwell rail corridor supplied by Latrobe Council

Image 10: Victrack Aerial photograph of the Moe rail corridor compare to Image 6

Narrative: Image 8 is the master plan for the Traralgon Station Precinct currently under consideration by Latrobe City, Department of Transport and VicTrack. Compared to Moe, every existing building and feature in the 550 metre precinct is being assessed in the redesign process.

Image 9 is the existing Morwell rail corridor which has seen extensive redesign and reconstruction over the last ten to fifteen years. It shows the Morwell rail corridor housing essential transport infrastructure, integrating existing shops into that provision (rather than destroying them), and only adding a public building (Latrobe Council office) after meeting essential public transport infrastructure needs.

In Moe, Latrobe Council have failed to seriously consider every building and feature in the 500 metre long Moe Railway Station Precinct, focussing instead on an area about 50m wide x 140 metres long.

Lastly, in its presentation to the Panel when commenting about MADRA's written submission, Latrobe Council noted:

'the Moe Activity Centre Plan has been through a fairly thorough public consultation exercise over at least a period of 4 weeks in 2007...The Moe Activity Centre Plan was adopted by Council in December 2007 and is in fact established Council policy which is being implemented. Its inclusion in the MSS simply reflects that it represents the actions that Council has already commenced taking in the Moe Activity Centre...following on from the adoption of the Moe Activity Centre Plan, various facets of the plan have commenced to be implemented.' (p 79)

Our C62 written submission to Latrobe City Council (10/12/08) identified in detail defects in the consultation process used by Council including the failure to provide

submitters with the opportunity to meet directly with all Councillors, Tract Consultants, and Council planners in concert to discuss issues arising from the MACP.⁶ Council's dismissive attitude necessitated MADRA making a verbal submission at the Council meeting on 16th March, 2009 both to establish our bona fides and to demonstrate the disparity in the application of planning principles for the Traralgon and Moe Railway Station Precinct Plans. Their dismissive-ness is evidenced in the Council's summary report on MADRA's submission to the C62 amendment which reads:

'Not support. Aspects of the submission have already been considered as part of the development of the MACP that was adopted by Council in 2007. The submitters proposed changes were not agreed to by Council and they don't form part of the adopted MACP. C62 doesn't restrict retail development just to the north of the railway line. It should also be noted that C62 doesn't propose to modify any existing zone or overlay provisions. Therefore the requested changes are unable to be supported'.

The recent Council 'design in' consultation session on 1st and 2nd May were advertised as the Moe Rail Station Precinct Revitalisation Project. However, the Agenda paper did not include that term anywhere and instead focused on 'design of the civic centre precinct'. The only worksheet drawing paper provided to participants was covered entirely in a watermark of Image 7 from a street level perspective. No blank space was provided to draw in. The given image did not encompass the whole of the Moe Train Station Precinct area. Various participants, including Cheryl and I, demanded blank paper showing the outline of the rail corridor. This arrived 20 minutes before the end of the eight hour session.

In a plenary session, participants agreed to a finalised list of some seventeen 'Must Have' elements in the Train Station Precinct all of which were transport/tourist/site specific. Participants also identified 32 other elements/features of a lower priority designated as 'Could Haves', two of which were a relocated Moe Library and Council Service Centre. There was no relative assessment of the 32 competing elements. The 'Must Have/Could Have' List from the 'design in' appears as **Appendix 4**.

The final designs developed by participants were not peer reviewed or examined to see whether they delivered the seventeen 'Must Have' elements, or even whether the designs could be accommodated at the site. During the public exhibition phase which has just ended, members of the public sighting the designs were not, to our knowledge, informed about the design process shortcomings made explicit in the designs. Our experience of this latest Council 'consultative event' is consistent with other 2007 MACP community consultation activities conducted by Council: they have been, without exception, mere apparitions while the real decisions about the MACP appear to have been taken in private, away from the public gaze.

⁶ The December 2007 written submission by Wragg, Gibbons, Gibson and McIver to the MACP public consultation process provided a detailed description and analysis of the public consultation undertaken by Council to that time. It identified a range of flaws in the process that have severely limited the opportunity for public input into the MACP development process. See Appendix 2.

The only consultation about the MACP that could purport to be representative was organised and implemented by Moe's community, rather than the Council. In 2007, a community petition was circulated rejecting any proposal to relocate the Moe Library and Council Service Centre and asking that those facilities be upgraded on their current site.⁷ In the space of three or so weeks, the petition attracted more than 1400 individual signatories, representing around 8 percent of Moe's total community and almost five times as many people as the total number of participants in all of the Council's MACP consultation activities. Upon presentation to Council in December 2007, some pro-MACP Councillors seeking to dismiss its unequivocal message publicly branded the petition a 'cruel hoax'.

Council has repeatedly stated that the MACP is a concept plan, not an implementation document and open to change via public consultation. Council's submission to this Panel is, in fact, the first open admission we have seen that the MACP is an implementation plan. This is consistent with our experience of Council's unwillingness to change any aspect of the MACP including obvious mistakes such as typographical errors in the document and less immediately apparent but more troubling problems like the flawed design of the Train Station Precinct Revitalisation Project. In short, in its submission to this Panel, Council has revealed its determination to implement the MACP regardless of the problems it will deliver onto Moe. We urge you to use your expertise and authority to ensure commonsense prevails by refusing to accept the MACP within the C62 MSS until such time as Council has amended and improved its design.

⁷ The petition read: 'We, the undersigned citizens of Moe, call upon the Latrobe City Council to reject any proposal to relocate the Moe Library and Service Centre. Given the close proximity of the current Library site to aged care facilities, we are strongly of the view that the needs of Library users, particularly those who are frail and elderly, are best served by the redevelopment of the Library on the existing site. We also note that the current Library was designed for further extension'.

Appendices

Appendix 1: MADRA Statement of Purposes

Appendix 2: Submissions to the 2007 MACP public consultation process made by Wragg/Gibbons/Gibson/Mclver, and; Mr. Tony Paul

Appendix 3: January, 2009 letter to MADRA from Mr. R.J. Pugsley, Moe Town Clerk 1968-1986

Appendix 4: Latrobe Council 'design in' event, 1-2 May, 'Must Have/Could Have' List

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Ken Whittaker



11/02/2013

Mr. Paul Buckley PSM
Chief Executive Officer
Latrobe City
P.O. Box 264
Morwell 3840

Dear Sir,

Re:- Moe Rail Precinct Revitalization Project Review.

I am pleased to be able to take the offered opportunity to resubmit my earlier project critique.

This current wise and prudent review by council will provide the opportunity for a fresh assessment of many of the earlier review opinions and should result in an improved and more suitable design.

Consequently in answer to the question, have my original views changed, no, not in general and I summarise the earlier submission herein;

1. I oppose the relocation of the existing Library and support the concept of its refurbishment.
2. Hence , now, without a new library in the concept design, establish a single level public facility as planned in the concept design, perhaps utilising private enterprise ideas if available.
3. Understanding recent higher demand for rail services, as I previously suggested, dramatically increase parking space on the south side of the rail precinct, and ensure that bus and taxi pickup and drop of points be provided on the south side.

Thank you.

Note,

I am unable to attend the special council meeting at the Moe Town Hall on the 20th Feb 2013, however I may be able to attend the following Special Council Meeting on the 25th March and will advise your officers in due course if I decide to address council.

Yours sincerely,

A handwritten signature in black ink, appearing to be "Ken Whittaker", is written over a dotted line.

Ken Whittaker

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[REDACTED]
Phone: [REDACTED]

February 11, 2013

Mr Paul Buckley
Chief Executive Officer
Latrobe City Council
P.O. Box 264
MORWELL 3840

Dear Mr Buckley

RE: Moe Activity Centre Plan/Moe Rail Precinct Revitalisation Project

ONCE AGAIN I wish to submit a further submission to the above project following our local "representatives" (?) Cr Gibbons' motion for a ridiculous, time-wasting review.

However, after six years of consultations, meetings, submissions etc, many are now aware that this farcical review will be a fruitless exercise considering the 6,500 petition signatures, a rally of approximately 1,500 and hundreds turning up to recent Council meetings, are not even being considered and that our regular four councillors have no intention of supporting the project no matter what.

So, for the record:

- 1/ My views have NOT changed towards the MACP or the MRPRPI
- 2/ Yes, it is consistent with the concept design launch in June 2011
- 3/ Yes, I do have a view on Council's current approach to securing state and federal Government funding. I'm happy for funding to be applied for in various stages (library component included) so long as the claiming is ongoing. SO JUST GET ON WITH IT!!!
- 4/ Council has been saturated with community participation for the last six years. If the last two months, in particular, of local campaigning has not convinced our "Illustrious leaders" of the overwhelming support for the project to proceed, then

stop wasting the time of the Moe community, Council staff and other Councillors!

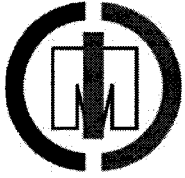
I do not wish to speak at the February 20th Council meeting as, again, it's all been said before and speakers (in favour of the project) are just being used and made to look like fools.

To those Councillors who have supported this project from day one, a very big thank you for backing our town in its future fight for progress. You are the genuine representatives for Latrobe City residents.

Yours faithfully

A handwritten signature in cursive script that reads "Maree Hall".

Maree Hall



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Luke McGrath
Acting Manager Infrastructure Development
P.O. Box 264
MORWELL 3840

12th February 2013

Dear Luke

RE: MOE RAIL RECINCT REVITALISATION PROJECT

My name is Chris Thornton I work and live in Moe and have so for the more than 25years. I have supported this project from day one and I still and always will fully support this project.

I am sick of council doing every dirty trick to stop this project when other projects get rubber stamped.

The City of Moe looks tired with very little money spent on any infrastructure in the entire City.

I would like to see the project continue and get the funding that is required for this to happen.

I would also like you to please take note that **6,700** people have signed a petition in support of the project and at a community rally that was held on site on Friday 1st February 2013 that over **1500** people attended supporting this project.

So do we really need, as a council member said, and I quote "We need a review to review the review so we can review the review" ?????

Yours faithfully

Chris Thornton

CHRIS THORNTON
Insulmet Pty Ltd
19 Della Torre Road
MOE VIC 3825



[Redacted]
Ph: [Redacted]

February 13, 2013

Mr Paul Buckley
C.E.O.
Latrobe City Council
P.O. Box 264
Morwell 3840

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Dear Mr Buckley

Re: SUBMISSION FOR THE MOE ACTIVITY CENTRE PLAN

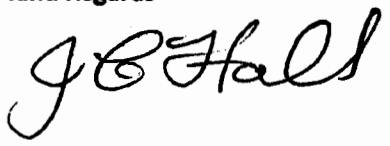
Following my previous submission on October 13, 2009 regarding the MACP, I now wish to advise the following -

Yes, my views have changed towards the MACP and the MRPRP. Previously there were four issues that I did have a few slight concerns with, but these concerns were in no way meant to prevent the project from commencing.

These concerns were trivialities and no longer exist. I am now in full support of the concept design launched in June, 2011 and demand that funding applications recommence immediately following this review.

Yes, I am totally in favour of funding applications recommending regardless of what format it takes.

Kind Regards



Jon Hall

14th February 2013

Dear Councilors,

I continue to support the MACP as documented in the Moe Rail Precinct Revitalisation Project Design June 2011

I would like to see the project implemented as per the Moe Rail Precinct Revitalisation Project Design June 2011. This position has recently been supported by the 6644 residents of Moe (with more signatures coming in) that signed the petition calling for the project to be implemented.

While I appreciate that there may be a diversity of views about minor elements of the design, it is critical that Council provide good governance through providing stable support for the project as per the design launched to the Community in 2011

Given the scale and diversity of the Moe Rail Precinct Revitalisation Project it will be important for Council to work with the State and Federal Government to identify those funding streams most appropriate for the various elements of the project. Maintaining focus on the overall design and providing ongoing support for the project until its completion will be crucial.

Whilst there has been some progress with the completion of the public toilets, bus/taxi shelter, town clock, landscaping and the commencement of works to relocate the overhead powerlines, **Council has informed us that there has been no submission to either State or Federal Governments for the more substantial elements of the project – something that is urgently required!**

There has been substantial community consultation during the development of the Moe Rail Precinct Revitalisation Project Design. I and other members of the community now expect the project to be delivered and to be kept informed of the progress being made. No further consultation about the design can be justified.

Yours Sincerely

Pam Thornton

Pam Varekamp/Thornton



A. P. G. AND ASSOCIATES CONSULTING SERVICES

2 Leonis Court, Moe, Vict. 3825.
'Phone (0351) 272 658

CAO Vic. 0942382M

ABN 71 994 687 224

Mobile 042 8586 395

14 Feb. 2013

Paul Buckley,
Chief Executive Officer,
Latrobe City Council,
PO Box 264, Morwell, 3840.

MOE RAIL PRECINCT REVITALISATION PROJECT REVIEW, FEB. 2013 'NEW SUBMISSIONS' RE PLAN ADOPTED DEC. 2009 AND CONCEPT DESIGN 'LAUNCHED' JUNE 2011

(i) Comments re SJB Urban Consultants MACP as adopted in Dec. 2009.

In October 2009 I sent to Council a 2 page submission including 4 plans in which I tried to point out obvious flaws and omissions in the Moe Activity Centre Draft Plans as presented by Council consultants, SJB Urban in 2009.

At that stage it was obvious that Council staff or the consultants had apparently not done a 'reality check' on the ground of some of the consultant's proposals. Hence in my submission I set out a series of suggestions that should be attended to before the plans were presented to Council for final approval and suggestions for possible staging of works.

Most of these were apparently ignored by Council and the flawed plans were adopted in December 2009. My views have not changed in relation to the SJB Urban MACP as adopted in Dec. 2009.

(ii) Comments re FJMT Consultants Plans for Moe Rail Precinct Revitalisation Project, June 2011.

It has to be noted that soon after adopting the SJB Urban concept plans Council then employed FJMT Consultants to prepare further concept plans, details of which were 'launched' at a public meeting in June 2011 without any opportunity for public input in the meantime. The FJMT concepts are substantially different from the SJB Urban concepts and I am happy to say that FJMT have dealt with many of the flaws that were in the Dec. 2009 adopted SJB Urban MACP document. Some examples may help to illustrate the differences. In the FJMT plan it has now been recognised that:

- * the proposed commuter car park for the railway should not be partly built over Lloyd St. footpaths.
- * this proposed commuter car park design must allow for future 13 m widening of the railway reserve.
- * a cycle path is not practical along the railway reserve west from the station in Lloyd St.
- * parts of the car park proposed at the east end of George St. cannot be built about 1 metre in the air.
- * the earlier SJB Urban proposed 3 storey iconic Civic Hub building / shape was not a practical proposal and appropriate parking spaces must be provided for its staff and users.

However some matters in the current FJMT (June 2011) plans still need further review and these are listed below. To identify the location of these matters I will use the Council current hand out document for the 'Moe Rail Precinct Revitalisation Project Design' and the area numbering / legends used therein.

- * Area 22, 'Future Commercial & Mixed Zone' at George St. / Saviges Rd. intersection and west end of Area 21, 'Commuter Car Park' in Lloyd St.

These are in the only location at the west end of the Moe CBD where there is just sufficient space to provide a safe traffic overpass over the railway to replace or augment the difficult 'at level' railway crossing further west along Lloyd St. As the MACP is to guide development for the next 20 years the need for such overpass rail crossing cannot be ignored and hence there is a need to reserve sufficient space for such overpass in 'Areas 22 and 21'.

It is not necessary at this stage to design such overpass and it would be sufficient if the legends on the FJMT current plan were amended to read as follows:

- Area 22, 'Future Commercial & Mixed Zone and Space for Traffic Railway Overpass'.*
- Area 21, 'Commuter Car Park and Space for Traffic Railway Overpass'.*

A. P. G. AND ASSOCIATES CONSULTING SERVICES (cont.)

Plans showing options for the layout of such overpass exist already and can be developed further through appropriate public process later. 'Area 22' is also ideally located to provide future appropriate facilities, parking and turning spaces for tourist vehicles and buses going north and parking for the staff / users of any iconic 'Civic Centre' built in George St. and the staff of nearby shops that already park in that area.

*** Area 16, 'Station Forecourt' in Lloyd St.:**

In the current FJMT plan it is proposed to scrap the existing 30 space commuter car park at the railway station to extend its 'forecourt'. This is a wasteful proposal and the existing commuter car park and adjacent forecourt and gardens can be retained and incorporated into any further improvements proposed for the station area. This alone would probably save about \$ 300,000!

*** Area shown as 'Convenience Retail' in Lloyd St. adjacent to 'Area 14' and pedestrian rail crossing.**

This is presently used for rail commuter and nearby hotel customer parking and should be retained and improved for those purposes. The area is too small for retail use and the shop that existed there many years ago had to be demolished as it was not viable and inconvenient for customers to use.

*** Area 3, 'Shared Zone' in Moore St. at George St.**

Parking in this area for adjacent shops / banks must be retained as there will not be alternate nearby parking. This is essential for the viability of the shops and daily convenience for the less mobile people that need the financial and similar services in that area.

*** Area 7, 'Youth Precinct', Area 8, 'Linear Park' and Area 9, 'Playground and Barbecue Facilities at east end of George St.**

The current FJMT plan proposes to build these facilities in an area that is already partly a linear park and a scaled car park with about 60 parking spaces. The car park is nearly always fully used as all day / off-street parking for staff of nearby shops and is to be scrapped. Although the proposed 'Area 11', 'Car Park' further east will replace 60 parking spaces it appears that there will be no extra parking provided for the users of 'Areas 7 and 9' or anyone that needs to use the newly built toilets in George St.

Also the need to provide a playground and barbecue facilities in the middle of the CBD is questionable particularly when the Council major regional level playground and barbecue facilities exist about a kilometer westward in Waterloo Rd. Perhaps it would make more sense and be less costly to retain and improve the existing parking within the limits of proposed 'Area 9' to serve proposed 'Areas 7 & 8' and spend any future available funds for playground and barbecues facilities on further improving the regional level playground / barbecue facilities in Waterloo Rd.

(iii) Funding and Priorities / Staging.

The wisdom of the previous Latrobe City Council and its Administration in commencing a major project such as this without firm estimated final costs and without funds to guarantee its completion is, to say the least, questionable.

According to its own 'guestimates' such costs have already risen from \$ 17.5 million in 2010 to \$ 27.5 million in 2013 and we are still waiting for final design costings. Land still has to be purchased from VicTrac to enable the 'Civic Centre' building to be built in George St.'

There are no guaranteed grants and it is not likely that Council will be able to complete the project from its rate revenue base. It is quite clear that to make further progress with the projects, works will need to be staged and priorities fixed for such stages. This will also need a look at when, and if at all, the improvements to the Moe Library as promised in the 2006 / 2011 Library Strategy Plan, will take place since these are now tied to the iconic 'Civic Centre' being built in George St. What will happen if Council cannot build such 'Civic Centre' immediately? Should basic affordable improvements be made for the Moe Library while the community waits for the 'Civic Centre' and if so what are these to be?

As evidenced recently this has resulted in misconceptions, unrealistic expectations and frustration in parts of the Moe community. The current Council has been wise to review and do a reality check of where the process has led to and what are realistic next steps and options for future funding.

A. P. G. AND ASSOCIATES CONSULTING SERVICES (cont.)

It is important to remember that the present projects started circa 2003 as part of the State Government Transit Cities program and that its grants would be considered accordingly. Since 2006 there have been at least 3 Master / Concept plans dealing with the Moe station / railway area that have been scrapped or superseded and it is important that the Transit Cities aims and transport infrastructure be given priority if future works are to be staged.

Present needs indicates that the extension of the railway station commuter car parks be given high priority together with improving facilities for bus travelers and tourists.

A recent example of questionable fixing of priorities is the construction of the new Bus Shelter and Public Toilet / Clock Tower in 'Area 5' on the FJMT plan at a cost of \$ 645,000. At a recent public meeting a speaker pointed out how nice these were but this meant that \$ 75,000 had hence been wasted in providing a 'temporary toilet block' a few hundred metres westward. Also buses do not stop at the new Shelter.

There is a point of principle in this matter. Would it not have made more sense to use the available funds otherwise and offer to VicTrac to construct say \$ 600,000 worth of commuter car parking on their land next to the railway station in exchange for transferring their land in George St. to Council for building the 'Civic Centre'. The 'temporary toilet block' in George St. could then have been used until the 'Civic Centre' was built.

(iv) Community Participation in Projects.

The present Administration arrangements for 'community participation' in projects essentially is to ask for written submissions on something that has already been prepared by staff or consultants, have those submissions 'summarised' and with staff comments and recommendations then presented to Council. Any 'submitter' may then be allocated 3 minutes to speak to Council about the submission.

This process leads to much frustration to those persons who have given a matter serious thought because there is rarely an opportunity to discuss details and exchange views with the staff who make the final recommendation or to understand why some matters raised are ignored, in short there is no 'feed back'.

Worse still in a personal example in 2009 the location to which I was making a submission was totally misquoted by staff in their summary making the submission look silly and I had no opportunity to correct same before it went to Council. Another example comes from a Freedom for Information process which indicated that the previous Council may have been given misleading information as to the scope for increasing space at the existing Moe Library.

Until there is a change in the Administration culture leading to genuine exchange of facts and understanding and reality checks of proposals the present 'community participation' process is just going to add to derisory attitudes toward Council and its Administration..

P.G. Aboltins (Manager / Principal Associate)

p 3 of 3

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Moe Rail Precinct Revitalisation Project Design

Latrobe City Council is pleased to present the design for the Moe Rail Precinct Revitalisation Project, part of the Moe Activity Centre Plan.

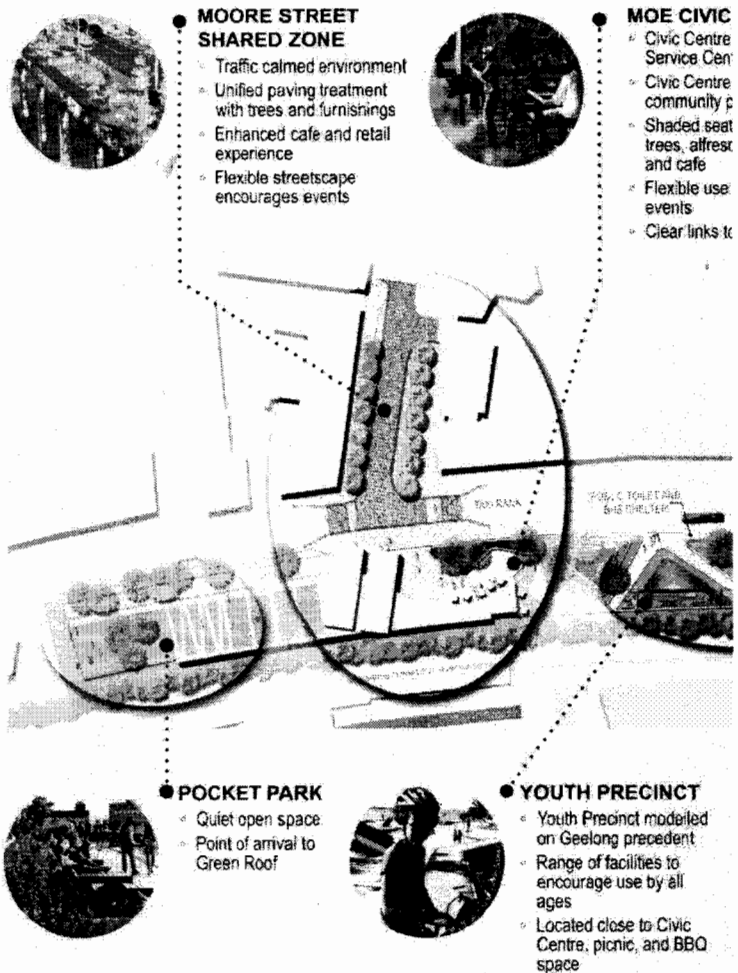
The design includes a new Civic Centre incorporating a Council Service Centre, a new library, community meeting rooms and a cafe; a Civic Plaza, shared zone, bus interchange, taxi ranks, car parking and public toilets.

A range of attractive and safe landscaped open spaces will include a youth precinct, green roof, children's play area, picnic and barbecue area, terraced lawns, shade trees and public seating.

The Moe Activity Centre Plan has been identified by Latrobe City Council and the State Government as a regional project of strategic significance that will reinvigorate the Moe town centre. The proposed design will create an attractive, safe and vibrant precinct in the heart of Moe.

To obtain this information in languages other than English, or in other formats (including audio, electronic, Braille or large print), please contact Latrobe City on 1300 367 700.

Information within this document was correct at time of print and is subject to change without prior notice.



MOORE STREET SHARED ZONE

- Traffic calmed environment
- Unified paving treatment with trees and furnishings
- Enhanced cafe and retail experience
- Flexible streetscape encourages events

MOE CIVIC

- Civic Centre Service Centre
- Civic Centre community space
- Shaded seat trees, afforestation and cafe
- Flexible use for events
- Clear links to...

POCKET PARK

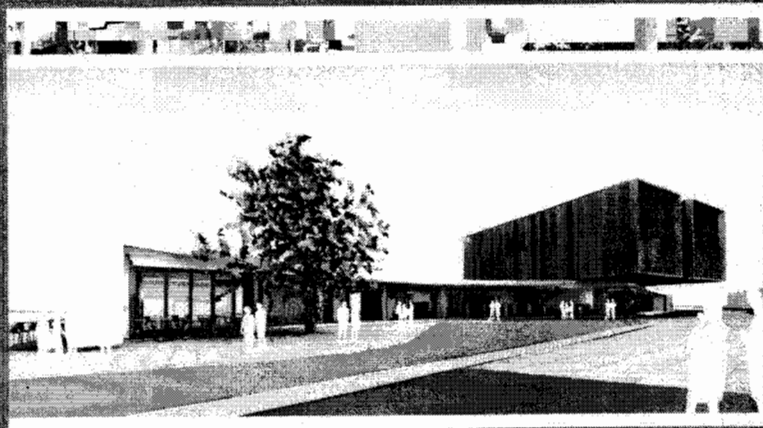
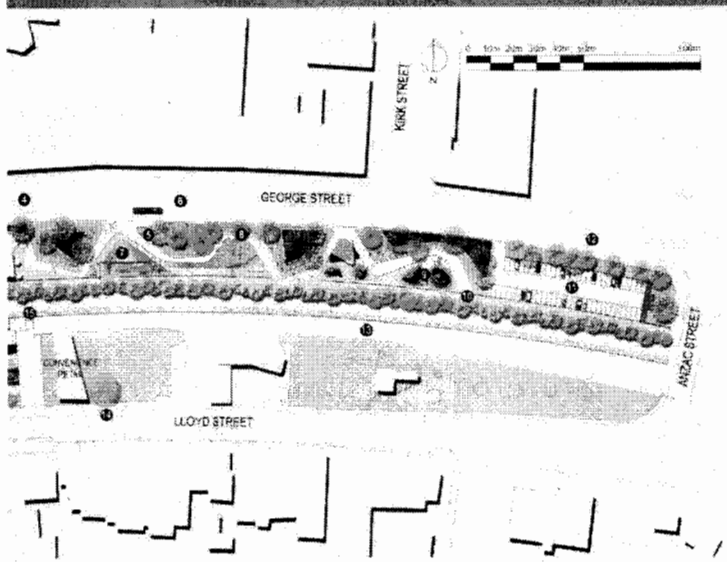
- Quiet open space
- Point of arrival to Green Roof

YOUTH PRECINCT

- Youth Precinct modelled on Geelong precedent
- Range of facilities to encourage use by all ages
- Located close to Civic Centre, picnic, and BBQ space

Taylor Gully Lodge





Further Information

Please visit the project website for more information on the Moe Activity Centre Plan, where you will find project updates and links to previous newsletters.

<http://www.latrobe.vic.gov.au/Projects/MoeActivityCentre/>

For further information on any aspect of the Moe Activity Centre Plan please contact:

Major Projects
 Phone: 1300 367 700
 Email: latrobe@latrobe.vic.gov.au



Moe Rail Precinct Revitalisation Project Design



From: Graham Scott
To: Latrobe Central Email <LatrobeCity@latrobe.vic.gov.au>
Date: 18/02/2013 10:02:22 AM
Subject: Moe Rail Precinct Revitalisation Project Review

Email: [REDACTED]

18/3/2013

Mr. Paul Buckley,
C.E.O Latrobe City,

RE: The Moe Rail Precinct Revitalisation Project Review

Thank you for the opportunity to respond to the review of this project based on my earlier input 1/12/2009. Following your Questions for the response please note:

1. My views on the MACP and MRPRP have changed only confirm that this is a significant project for the social health of the community of Moe. I do not agree that it should be addressed as a transport issue first and foremost. The hub model addresses the need for Moe as a town to have a focus and a meeting place. No review should entail pulling apart the total concept we have agreed to.
2. I fear the slow drip model. It will never do for Moe residents to have a long drawn out process with little but provisional excavations to look at. Can the project be broken into discrete sub projects? A series of successful completions of parts of the project WHICH CAN BE USED BY THE COMMUNITY AS THEY ARE COMPLETED would give the Moe community a sense that worthwhile developments are occurring. The Project should have a community newsletter giving advanced notice of what sub projects are being tackled and celebrating each as it is completed and handed over to the community. That way Moe is kept involved.
3. Staged funding should be implemented along the lines noted above.
4. The Moe community will need to be kept informed of the progress of this project. I have already gone on record to say that we need reports – constant reports on the progress of the whole project. We also need to be involved in the celebration of the completion of each part of the project, and to begin using it.
5. Urgency is the keynote here. any long delays will only confirm for cynical Moe residents that the focus of the Latrobe Council is on areas and issues further east.

Graham Scott

Moe and District Residents Association Inc.

No. A0052091G
ABN 67 968 298 734

19th February, 2013

Mr. Paul Buckley
CEO
Latrobe City Council
Commercial Road
MORWELL, Vic. 3840

Dear Mr. Buckley,

Re: MACP Review

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MADRA supports Council's review of the MACP in light of the many deficiencies with the current design. MADRA thanks Council for the opportunity to make submission. We reference our submission to the questions asked in Council's letter of invitation to submit.

1) Have your views towards the MACP and/or MRPRP remained the same or have they changed?

1a.) General comments about the design, staging and funding methodology

MADRA's last submission to Council was about the 2009 MRPRP design. In 2011, the previous Council endorsed the new (current) design without a public submission process and in *closed session* of Council. This review presents the first opportunity the public has had to consider and respond to the new design. This submission differs necessarily from our earlier submission because we are considering a new design. In summary, however, MADRA still supports the MACP on the basis of its original Transit Cities intention: that is, to deliver significant improvements to Moe's transport infrastructure that respond to our transport needs and support our town's urban growth and future development.

Since 2009, Council has not secured full funding for the project. In light of the constrained funding environment in the public sector we believe it unlikely Council will be able to obtain the full funds required to deliver the current design. Consequently, we believe that Council must carefully consider and prioritise design elements on a *needs* basis referenced to specific community requirements and further referenced to available funds. Secondly, we recommend that the new Council consider using internal revenues as a funding source without unacceptable increases in rates.

In our 2009 submission, MADRA opposed the full demolition of the George Street shops preferring that, wherever possible, they be incorporated into the design. However, the previous Council expended some \$2million approx. compulsorily acquiring and demolishing the shops even though it did not have the funds necessary to complete the rest of the project. Nor did it go on to acquire the other government owned land needed for the proposed civic hub building: a situation which still prevails to current.

We present this as but one example of poor project staging, and the expenditure of precious funds without reference to more immediate community needs. Referenced to need, most of the shops could have been retained in the medium term, the area behind the shops and the old goods yard area sealed and beautified as per the Clifton Street car park, as well as more commuter car parking

developed on the south side of the railway line. This would have delivered immediate improvements without compromising any future developments if and when more project funds had become available.

We ask the new Council to end the last fifteen or more years of previous Councils' neglect of Moe's shopping centre and related poor decision making. This can be achieved by making sage decisions that respond to identified needs within tight budgetary constraints where those needs are: improving Moe's transport infrastructure; improving the overall amenity of the shopping centre; upgrading Moe's library; and, creating a regional skatepark.

The use of numbers appearing in brackets () refers to the key appearing on the grey MRPRP design brochure published by Council.

1b.) Detailed comments about the design

Transport Infrastructure

The current MRPRP design improves on the 2009 version by adjusting the design on the south side to accommodate the 12 metre rail-line duplication easement (13). The MACP was supposed to meet current and future transport needs over the next twenty years. Anticipating the rail-line duplication meets that requirement. However, in other ways the current design fails to provide for necessary improvements to Moe's transport infrastructure that meet current and future needs.

i. Inadequate railway car parking

The current plan proposes to scrap the current 30 space railway car park and replace it with 70 approx. spaces to the west (21). The design also proposes to remove the informal car parking of 40 spaces to the east of the railway station in and around the gum tree and petrol station site. That is, the design will not increase the total amount of commuter carparking near the railway station on the south side. The design fails to anticipate growing commuter numbers into the future and does not improve on the current situation.

ii. Tourist bus facilities are not separated from V-Line buses

Tourist buses headed for Walhalla and other northerly high country destinations need separate facilities from V-Line buses (17). These should be provided on the north side of the railway line in keeping with Moe's heavy vehicle route and to encourage passenger retail activity in Moe shopping centre. Since 2009, the design has also lost the visitor and tourist information centre that was to be located in the pavilion building on the north. The current design omits a replacement facility.

iii. George Street/Moore Street bottleneck – traffic congestion

The current design proposes to permanently bottleneck George Street at the intersection of Moore Street (3) and to change the surface treatment. The intention is to slow traffic and create a 'civic plaza'. Since George Street works commenced over a month ago, noticeable traffic congestion has been occurring in Albert and Moore Streets arising from the changed traffic conditions in George Street.

Moe shopping centre is built on a limited road grid pattern. George Street forms one of the grid perimeters. It is an important through-way connecting to Waterloo Road and the level crossing for Moe residents travelling into and through the shopping centre from Moe's southerly housing estates. We anticipate that traffic congestion will continue on a permanent basis in other parts of the grid if George Street traffic conditions are changed as per the current design. MADRA prefers a roundabout be developed in the George and Moore Street intersections in preference to the proposed design.

iv. George Street bus route?

The current design does not explain bus route changes in Moe shopping centre arising from the proposed George Street bus lay up (6) and the new passenger stop area including implications for the Kirk and Albert Street bus stops. Is it intended that buses turn right into Moore Street through the pedestrian civic hub area? How will bus passengers access the core of Moe's shopping centre

when there is no apparent opportunity to develop an alternative to the town hall bus stop on the north side of Albert Street? Will buses fit through the narrowed George St. area?

v. *George Street and Moore Street parking*

The current design proposes stripping carparking spaces from the southern end of Moore Street (3), and from behind Herbert Martin Gardens (7, 9). The current design proposes a new car park (11) situated at the far north east corner of the railway corridor, opposite Woolworths car park. We suggest the aggregation of carparking opposite Woolworths, combined with the bottlenecking of George Street may discourage people from entering the core of Moe shopping centre and encourage them to park and shop on the periphery or outside of Moe altogether.

vi. *Allocating land for an additional overpass*

As submitted in earlier submissions, Moe must improve its north-south connectivity over the railway line. The Waterloo Road-Lloyd Street level crossing is already unsafe for large vehicles turning to the south west and on at least two occasions since 2009 trains have been forced to 'give way' to trucks. At such time as the railway line is duplicated, the risks for all vehicles using the level crossing will increase. Meanwhile, Moe's continued urban growth to the west, as provided for in the C62 plan, and the new industrial estate subdivisions around Della Torre Road will increase traffic flow using the level crossing.

The current MACP/MRPRP design does not anticipate or recommend an additional and safer overpass be built to carry road transport over the railway line. Nor does the design reserve land for future development of an overpass. MADRA prefers allocation of land near the intersection of Saviges and Waterloo Roads and George Street (22), for a future road transport overpass over the railway corridor rather than mixed commercial building developments shown in the current design.

MADRA opposes the situation proposed by the current MRPRP design whereby the traffic flow capacity of the level crossing will set an absolute limit on Moe's future growth potential.

vii. *Skatepark*

Consistent with our approach to other aspects of the MRPRP design, MADRA believes the development of a new skatepark should address the needs of Moe's skatepark users. In support of our 2009 submission, MADRA members visited skateparks in Moe, Yallourn North, Traralgon, Trafalgar and Warragul. We spoke to young people at these skateparks and they recommended Warragul's to be the best in the central-west Gippsland area and well patronized by young people from Moe and surrounding areas.

Located in a green park with room to expand, surrounded by shade, seating and other facilities, the large Warragul skatepark allows skateboarders, scooters and bikers to engage in their recreational pursuit unwatched by officious adults and without fear of complaints from nearby shop keepers. MADRA supports the development of a comparable, regional size skatepark facility in the Jo Tabuteau Reserve, near Moe's Apex Park. Latrobe City does not have a regional skatepark facility – why not Moe as the preferred location?

The MRPRP design does not provide enough room for a regional sized skatepark. Judging from the arguments put forward by at least one previous Councillor in 2009 in support of the rail corridor location, a key motivation was an expressed distrust of skatepark users. MADRA refutes such negative attitudes towards Moe's skateboarders, scooters and bikers.

We suggest a properly sized, well located, well serviced skatepark is the best way to attract serious skateboarders who will, themselves, ensure their recreational space is used responsibly. Lastly, approaching a new skatepark development as a regional project opens up opportunities for regional funding, not available to the MRPRP proposed neighbourhood (?) sized skatepark.

Moe Library/Service Centre

Since our establishment in 2008, MADRA's consistent policy position has supported the retention and modernization of the Moe Library and Council Service Centre at Kirk Street, and has opposed their relocation to the rail corridor.

Improving Moe's Library on-site is not a second class or sub-standard option. With a focus on addressing library users' needs in the context of a constrained funding environment, we suggest that Council could achieve a high quality result at less than one fifth the estimated cost of the relocated building proposed in the current MRPRP design.

We refer Council to an example of the quality results that can be achieved on a more modest budget - the redevelopment of Bentleigh's Library in Glen Eira Council. Their old library, similar to Moe's, was extended and modernized inside to meet the needs of 21st century library users. The outmoded external façade was replaced to produce a modern, highly attractive public building. We understand the total cost of the rebuild and extension was less than \$2million, funded by the State government with some local Council contributions.

2. How would you like to see the project continue? Is this consistent with the concept design launch in June 2011?

As per 1a above, MADRA supports a 'needs based' approach being adopted by Council to prioritise design components, referenced to available funding, and coupled with careful project scheduling.

In our view this is the opposite of the approach Council endorsed in 2011: a high cost project design, endorsed by the previous Council *in camera* without a public submission process, being presented as a *fait accompli* to the community. The first elements of the MRPRP have been delivered, burning up precious resources even though, from a 'needs' perspective, they were not the highest priority elements.

Throughout the life of the MACP/MRPRP, previous Councils have pursued their vision without checking whether, from a town planning perspective, it is right for Moe and achievable for Council. The various consultation elements of the project have been concerned with imposing Council's varying grandiose designs rather than listening to and taking advice from engaged community members. Many of the design, funding and scheduling problems associated historically with the MACP/MRPRP have demonstrated a lack of good judgment and common sense by previous Councils.

3. Do you have a view on Council's current approach to securing state and federal government funding through a staged project implementation process?

In light of the financially constrained environment in which state and federal governments are now operating, we suggest they are likely to be more receptive to sensible, needs based proposals rather than expensive, ill focused grand designs.

Adopting a needs based methodology enables a rethinking of this project that may help Council identify different funding opportunities relevant to state and federal government funding priorities.

For example, the strategic importance of Moe railway station to the residents of Moe district but also to the rest of the eastward railway line and its travelling public was recently revealed when land movements and river flooding closed the railway line west of Morwell. Traffic chaos around Moe railway station ensued for almost two months. Parking was inadequate and lacking a properly designated turning point, buses transporting passengers to the east of Moe used the Wirraway-Lloyd Street intersection as a makeshift turning point, an interesting use for one of the busiest intersections in Moe.

The situation highlighted the complete inadequacy of Moe's transport infrastructure in and around the railway station and the urgent need to address this problem.

Continuing land movements occurring in and around Yallourn open cut will have an implication for the closely situated railway line into the future. They make the provision of adequate transport facilities in and around Moe railway station highly important to the whole of central and east Gippsland, not just Moe-Newborough. The development of a well designed transport interchange in and around Moe railway station, capable of safely and effectively servicing the travelling public, is of regional significance.

Removing the skatepark from the MACP/MRPRP design, redesigning and reallocating it to a site suitable to house a *regional* skatepark facility may prove a more successful approach in achieving a high quality skatepark facility for Moe and Latrobe City.

Upgrading and extending the Moe Library on site at a much lower cost than the proposed 'iconic' civic hub building is a cheaper and more cost effective way to deliver improved facilities to library users.

4. What are your expectations of community participation in the project's delivery going forward?

Previous Councils are the authors of Moe's current summer of discontent about the MACP/MRPRP. They oversaw the creation of unrealistic expectations and distorted understandings about the MACP/MRPRP amongst the community. Despite repeated requests by MADRA and others to share information, previous Councils hid from public view cost estimates, budgets, actual expenditures, and the status of land acquisitions in the railway corridor. Cost comparisons with alternative designs, such as modernizing and extending the Moe library/service centre in Kirk Street compared to a relocated building in George Street, were hidden.

The motivation of previous Councils to direct Tract Consultants, the 2007 authors of the MACP document, to relocate the Moe Library/Service Centre into the railway corridor still remain unexplained, hidden and outside of the original project brief parameters to which Council contracted Tract.

Previous Councils recruited community members to participate in a variety of so-called public consultation activities from 2007 to 2009, even though all the major decisions about the MACP/MRPRP design had, it would seem, already been taken privately by these Councils. When voting on the designs in December 2007 and December 2009, and despite receiving more than one hundred public submissions, previous Councils did not amend even one aspect of the proposed designs. In December, 2011 the previous Council dropped all pretense of public consultation and endorsed the current design in closed session and confidentially, later presenting it as a done deal at a public 'launch' event.

Over the entire period of the MACP/MRPRP and stretching back to 2002-03 into the era of Transit Cities/Lock report, previous Councils have neglected the upkeep and maintenance of the streetscape of Moe shopping centre. The pathing throughout the entirety of Moe shopping centre is old, worn, stained, unsightly and well overdue for renewal. Pedestrian seating is inadequate and due for renewal. Over the same period, VicTrack has neglected the railway corridor in Moe shopping centre allowing it to become an unsightly and dusty mess of woody weeds and litter.

MADRA does not accept the failure of previous Councils and State government departments to meet their ongoing responsibilities in the provision of routine maintenance, upkeep and basic infrastructure renewal in Moe shopping centre as well as Moe railway station.

Despite all the promises of shopping centre revitalization and renewal, MADRA observes that the 'enhanced café and retail experience' (2011 MRPRP brochure) promised by the current MACP/MRPRP design is isolated to the southern end of Moore Street. No such enhanced retail opportunities are suggested for the rest of Moe shopping centre. Presumably, the remainder of Moore, and all of Albert and Kirk Streets and others will be expected to continue with substandard streetscapes. Viewed objectively the MACP/MRPRP delivers very little by way of tangible improvements to most of Moe shopping centre.

MADRA recommends that the new Council must stop the division that is currently fracturing Moe community. We suggest that Council:

- a) identify those broad matters about which the community can agree e.g. end the neglect and disadvantage experienced by Moe township and evident in the shopping centre; improve the amenity and streetscape of Moe shopping centre; clean up the railway corridor; improve transport infrastructure in and around the Moe railway station; landscape the green square in the Moe railway corridor; deliver a much better skatepark located somewhere in Moe township;
- b) put to one side those matters about which there is disagreement eg. Moe library/service centre relocation, location of the skatepark;
- c) become transparent, open and accountable with the community about MACP/MRPRP funding and budgetary realities including opening up discussion about use of internal revenues without unacceptable rates increases;
- d) develop a needs based list of design element priorities referenced to the constrained funding environment, and seek agreement with the community as per a) and b)
- e) develop a realistic timetable that will deliver improvements into the Moe railway corridor and Moe shopping centre in response to strong community expectations;
- f) commit to communicating honestly and fearlessly with Moe community about the MACP/MRPRP to help inculcate realistic expectations about the project and stop the misinformation, conjecture and gossip.

The MACP/MRPRP review is an important first step in achieving a-f above. MADRA offers our support to the new Council in its efforts to progress the MACP/MRPRP in a proper fashion.

Yours sincerely,



Brian Auger
(Acting President)
On behalf of MADRA Committee of Management and members

Correspondence to:
MADRA
Acting Secretary



MOE ACTIVITY CENTRE PLAN MOE RAIL PRECINCT REVETALISATION

Thank you for the opportunity to resubmit an amended submission.

My suggestion is by way of a compromise in that the plan to relocate the library and council offices be amended to – relocate the offices and refurbish to library by extending into the vacant council offices.

Since the hub of the city of Moe was lost when Tanjil Medical took over, the rail precinct could then become the new hub of Moe by building an attractive, modern single story building as the centre piece for the activity centre.

With the emphasis on activity the building should include a tourist information centre to cater for the tourists travelling in a westerly direction also annexed areas and buildings to cater for children and families such as mini-golf and hands on science and occupational activities e.g. Arts and craft under supervision of a council recreational officer.

The Skate Park should also be relocated where the majority of people would want it.

For families I would like council to also look into the possibility of ten-pin bowling as not everyone is into sport and Moe people always complain that there is nothing to do in the evenings especially for the young.

The parking and congestion problems in Moe becomes worse every year. Families start with one car but as the children 4 to 5 cars in a house hold can be seen these days. The activity centre should provide ample parking including space for 2 or 3 tourist caravans coming into town. The road, west from the Moe Bowling Club roundabout to the rail level crossing needs to be two lanes to cater for much of the traffic travelling to Waterloo road and Trafalgar.

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Until State and Federal funding comes along council could possibly fund some more detailed scale plans or drawings and also some landscaping between Savages Road and Moore Street.

The intention of this submission is that it should considerably reduce the cost of the whole scheme and emphasize the need to boost children orientated activities.

6000 Signatures

It is difficult to refrain from signing any petition on a subject many people do not realize the intricacies of when confronted with one on a shop counter, but it takes a bit of courage to refrain from signing and I believe that up to 9000 people refrained from signing.

Yours faithfully

Don Coupe



ADDENDUM

1. I do agree on staged funding.
2. Following some changes I expect the project to go forward.

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20 February 2013

Ms Sandy Kam
Mayor
Latrobe City
PO Box 264
Morwell 3840

Dear Sandy

I am sending you a copy of my response to the Council letter of 5 February regarding the MPRP Review.

The reason for doing this is that I wish to draw your attention to the last paragraph of my letter. You will be well aware of the divisions in the community. I am amazed and very disappointed at amount of negativity that has been generated.


I hope that a method of rebuilding a positive and cohesive community can be achieved by you and fellow council members.

I wish you well with this task.

Yours faithfully

Alix Williams

Alix Williams


20 February 2013

Mr Paul Buckley
Chief Executive Officer
Latrobe City
PO Box 264
Morwell 3840

Dear Sir

In response to your letter of 5 February, my views towards the MACP and MRPRP have not changed. I would like to see the underlying principles and aspects of the project continue as they support the social and economic wellbeing of the community.

The concept design proposed in September 2009 and to which I previously submitted comments is different in several aspects from the concept design launched in 2011.

I understand that a Final Report November 2009 took into account submissions made on the Final Draft September 2009. However, having read through the paper on the Master Plan that went to Council in December 2009, I fail to understand how many of the differences that appeared in the launched 2011 Project Design came about. It was both surprising and disappointing that no discussion has been encouraged on that design.

I cannot make an informed view on the Council's current approach to securing funding as I have not seen this matter outlined. Staged project implementation seems logical in light of limited local, state and federal government funds available. What are the priorities of the various projects that form the MACP? What is the anticipated time line for receiving funds to enable stages to be implemented?

I appreciate the Council endorsed review of the MRPRP-MACP project to consider realistic funding opportunities, amounts for each component, and the availability of funding.

Also to review the project with references not only to possible new Department of Transport guidelines but also includes any results of reports about changes and potential changes to road and rail usage and traffic that have occurred since 2009/11.

Whilst waiting for future funding the open space, caused by the removal of the George Street shops, is being well used and appreciated by the community.

If the owners of the old Council offices decided that they did not want the library site then maybe funding could build a second storey onto the Library (the lift well is already on library plans). The Education Department, who are reducing the function and numbers using the Regional Office building, may rent space to the Library during renovations.(or even on a long term basis)

Hopefully we don't wait too long for increase commuter car parking and improved coach and taxi access and parking.

A relocation of the transport interchange for buses in George Street could be trialed in the interim and may show up any future traffic flow problems (this may avoid problems such as the petrol tanker, when refueling at Saviges Road, blocking an exit from the Clifton Street project)

I am not prepared to speak at a Council meeting for fear of the intimidation that has occurred already to councilors and others who have commented in favour of a review. The attitudes engendered by the anti-review campaign, run it appears, by local business interests, has severely and negatively affected the community and the willingness of members to express their opposing views.

Yours faithfully

Alix Williams

Alix Williams

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John Mutsaers



20.2.2013

Mr Paul Buckley PSM
Chief Executive Officer
Latrobe City

Your reference: 819534 PB:MF

Regarding the suggested cessation of the Moe Rail Precinct revitalisation project.

Addressing the Moe Rail Precinct revitalisation project review.

As a citizen since 1970 and current landowner I write in connection with the above situation. I have examined the plans and know the site well and wish to offer my support for an immediate resumption of work to redevelop the Moe Rail Precinct as was originally planned.

I am aware that council has voted to put a halt to developing this prime site in the hub of the Moe CBD. This is the antithesis to the expectations cultivated by you within the Moe community. The excitement and subsequent confidence your original proposal engendered within business and private citizens were entirely due to the excellent nature of the innovative scheme you are now attempting to retract.

The importance that this project go ahead as originally planned cannot be overstated. The city of Moe has for some years looked for such a project that would end the uncertainty and anxiety about its future and give the community a sense of hope.

Your current determination not to go ahead with this revitalisation program is without a doubt a serious dent in the self-confidence of the whole of the Moe community. The removal of the buildings on the site in preparation for the new development was seen as a positive step toward the conclusion of an exciting idea. Unfortunately the empty space has completely altered the character of the Moe CBD to such an extent that only engenders negativity. Empty blocks of land in shopping centers are generally regarded as having an adverse effect on shop owners and customers alike.

Answers to four questions you pose in your correspondence to me:

- My views to the Moe Rail Precinct revitalisation project have not changed since its original concept and proposal.
- I urge that you and your councilors will opt for a solution putting this project back the agenda for completion as near as possible consistent with the design launch in June 2011.P
- I support that council seeks funding as required for the whole project to be completed within a reasonable time frame.
- I expect that the Moe community will participate in a positive manner that as such will facilitate a positive outcome for this development to go ahead without delay.

Yours sincerely

A handwritten signature in black ink, appearing to be 'John Mutsaers', written in a cursive style with a large loop at the end.

John Mutsaers

From: [REDACTED]
To: Luke McGrath <Luke.McGrath@latrobe.vic.gov.au>
Date: 25/02/2013 11:55:25 AM
Subject: Emailing: Precinct Submission

Good morning Luke,

Please find attached submission from Jeff Hitchins relating to the MACP.

Regards,
Anne Alexander
Administration Manager
TM&H Timber & Hardware

The message is ready to be sent with the following file or link attachments:
Precinct Submission

Note: To protect against computer viruses, e-mail programs may prevent sending or receiving certain types of file attachments. Check your e-mail security settings to determine how attachments are handled.

Jeff Hitchins: Vice President: Moe Traders

In response to Moe Traders Submission by George Cornelis
(Vice President 7/12/2007)

While some points were valid in 2007:

- 1/ The executive made this decision without the full support
Of the Moe Traders.
This led to the Moe Traders becoming paralysed: numbers
Falling to just a few.
Moe Traders Association is now a strong vibrant, promotional
And community minded organisation with over 100 active
Members of the business community.
- 2/ While we had some minor issues with regard to the current aspect of the
Project, eg: parking, the Moe Traders Association is in full
Support of it going ahead as is. It is time to move on.

PARKING

Moe is fortunate to have both Lloyd Street and George Street for
The future development of parking. The south end of Moore Street
Could easily be turned into a "15 minute" carpark to service the
community/businesses without affecting the current plan. Just a minor touch.

Moe Traders are in full support of the MACP design going ahead as it is.
It is now time to move on.

This project is about the revitalization of our Business District and could quite
possibly attract some greatly needed corporates like Country Target, Spotlight and
such.

We can anticipate more resident land release.

It represents jobs for our children and our grandchildren.

Moe is the gateway to the Valley.

Moe should be a residential place of choice to live in the Valley.

FUNDING

Council should join with Moe's Business Sector and community leaders to actively
contact politicians as a united community team, pursuing funding. If this were to
happen, we would be successful.

With over 6,500 signatures which have been collected in favour of the project, a rally
of 1500 and the Moe Town Hall filled to capacity attending a council meeting
regarding the project, it is imperative that it does go ahead.

Over 90% of the community support the development of this Precinct.

This will spark Moe's resurgence and will give people the hope that they have a place
in this city and I think we're starving for that.

From: Joe Diamente
To: Luke McGrath <Luke.McGrath@latrobe.vic.gov.au>
Date: 25/02/2013 8:07:30 PM
Subject: Moe Activity Plan -- PROJECT REVIEW -- And My Previous Submission

Hello Luke

I was a previous submitter to the Moe Activity Plan and I have subsequently received a letter from Council asking if I wish to change anything in my submission.

In my previous submission I had some concerns about car parking and the location of the skate park, but I encouraged the new development to "proceed"

Now my BIGGER concern is that the MAP will not proceed which will send a negative signal to the community & to the Government. My thoughts on the car parking and skate park were at a time when planning was still in motion and plans could be changed and suggestions were being sort. I am still happy to make such changes but NOT if it stops the project.

The majority of the Moe community want this development. I find it simply amazing that both the Moe Councillors are stopping this development (including funding) and yet I just noticed those same Councillors (before they were Councillors), have their name on a submission to stop the library being moved – It is almost a conflict of interest to be now representing "themselves" on this topic of moving the library?

In any case, enough of the politics – It is time to seek the funding and build the project and give Moe the next major development – In fact, it's time to give Moe a "worthy" development of any kind!

My view is still to PROCEED with the project and for Councillors to stop being so irresponsible during an "ELECTION YEAR".

This is the year to put differences aside, work TOGETHER and seek the funding!

Regards

Joe Diamente

From: [REDACTED]
To: Luke McGrath <Luke.McGrath@latrobe.vic.gov.au>
Date: 26/02/2013 4:08:38 PM
Subject: MACP

Dear Sir

In regard to the MACP and the 4 questions asked:-

- 1). No my views have not changed.
- 2) I would like to see the project continue along the same lines as per the design launched in June 2011 and put into affect straightaway so Moe can receive the benefits that this project in its entirety.
- 3) My view on the council's approach to securing funding; state or federal, is that this should have been implemented in 2011/12. I hope that through the many delays and reviews that this project has been through that we (Moe) have not missed out.
- 4) My expectations are that this project be advanced as soon as possible and the community's participation by now should have been rather obvious. The petitions and meetings with council should be indicators of the majority of people in Moe's thinking and desire for this project.

I ask that this MACP project be implemented without further delay and Moe can enjoy the amenities this project will bring.

Sincerely

Alan Barnard

[REDACTED]
Pastor
Family Life Ministries Moe

From: Laura Wawrzkow
To: Luke McGrath <Luke.McGrath@latrobe.vic.gov.au>
Date: 26/02/2013 3:37:37 PM
Subject: MACP Submission

Dear Sirs,

Please find attached correspondence in relation to the above matter.

If you require any further information please do not hesitate to contact David Power of our office.

Regards,

Laura Wawrzkow

Davine Fitzpatrick
Solicitors

[REDACTED]

[REDACTED]

[REDACTED]

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Legislation'

DAVINE FITZPATRICK

SOLICITORS

YOUR REF:

OUR REF: DCP:LW

7 March, 2013

52 Albert Street
MOE. VIC. 3825

P.O. Box 379
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Tel: (03) 5127 2666
Fax: (03) 5127 2988
e-mail:-
davinem@bigpond.com

OFFICES ALSO AT:

4 Kintore Street,
CAMBERWELL
(By appointment only)
Tel: (03) 5127 2666

Chief Executive Office
Latrobe City Council

Via email: Luke.McGrath@latrobe.vic.gov.au

Dear Sir,

RE: Submission – Moe Activity Centre Plan

We wish to have input in regard to the MACP and we respond in accordance with the guidelines provided by the Latrobe City Council.

HAVE YOUR VIEWS TOWARDS THE MACP/MRPRP CHANGED OR REMAINED THE SAME?

Our thoughts and views and those thoughts and views expressed to us by our clients, friends and general community, have not changed, remain the same and in fact are stronger; that this project is essential for the revitalisation of Moe.

The decision has been made by council. Council has the obligation to see the completion of this project and it should not be prejudice by councilors who are being influenced, in our opinion, by a small minority.

We support:-

- The Revitalisation Project Design which includes a new Civic Centre (incorporating a Council Service Centre, a new library, community meeting rooms and a café, a Civic Plaza, shared zone, bus interchange, taxi ranks, car parking and public toilets);
- The range of attractive and safe landscaped open spaces including youth precinct, greenroof, children's play area, picnic and barbeque area, terraced lawn, shade trees and public seating;
- The development of a green belt flow from the railway station to the Moe Racing Club, thereby integrating the project.

HOW WOULD YOU LIKE TO SEE THE PROJECT CONTINUE?

The project is essential to Moe's future as it reflects the future wellbeing of not only Moe, but the whole of the Latrobe City.

The Latrobe City Council, as the local government authority, has the obligation and responsibility to see the immediate, continued and finalisation of this very important project. The delays reflect very badly on Moe, the Council and the broader Latrobe City, as being an attractive and progressive place to live, work and invest in.

DO YOU HAVE A VIEW ON COUNCILS CURRENT APPROACH TO SECURING STATE AND FEDERAL GOVERNMENT FUNDING THROUGH A STAGED PROJECT IMPLEMENTATION PROCESS?

The current political climate means that the time is right for funding to be obtained from Federal and State Governments. The Latrobe City Council must act now and immediately secure the funds necessary, not only to move the project forward, but to finalise the project. It can be done; it needs to be a priority of council and it needs determination and support; that support is obviously available from the people of Moe who have shown council what they want in the recent meetings.

WHAT ARE YOUR EXPECTATIONS OF COMMUNITY PARTICIPATION IN THE PROJECTS DELIVERY GOING FORWARD.

The community has shown council that it overwhelmingly supports this project and is ready, willing and able to give such support as is necessary for the project to proceed without delay and be finalised in the shortest possible time.

We would suggest that if it is put to the community, council may be very surprised at the strength of voice and the support that the community would muster in order to see this project move forward and be finalised. We would be very happy to provide further thought in how this could be activated.

Yours faithfully,
DAVINE FITZPATRICK

David Power.

From: Sally Tyburski
To: Luke McGrath <Luke.McGrath@latrobe.vic.gov.au>
Date: 26/02/2013 2:05:14 PM
Subject: MACP submission

26th February 2013

Sally Tyburski

Mr Paul Buckley, CEO

Latrobe City Council

ph

RE: Moe Activity Centre Plan

Have your views towards the MACP remained the same or changed ?

- My views have always been strongly in favour of the MACP and remain that way
- The rail precinct desperately needs improving, both for aesthetic and practical reasons
- A new library is needed as the old one is terribly outdated and far behind today's modern technology
- A youth precinct would give our kids somewhere they feel welcome and needed
- Development attracts development – other projects and investments are sure to follow once the MACP is underway

How would you like to see the project continue? Is it consistent with the concept design launched in June 2011 ?

- I would like it to actually continue instead of being held up by Council for various pathetic reasons
- I like the design, it is new, clean and modern and will bring Moe forward into the future

- Incorporating all of the different aspects into the CBD will be great for people in Moe, as well as visitors

Do you have a view on Council's current approach to securing state and federal gvmnt funding through a staged project implementation process?

- The fact that Cr Gibbon's motion specifically stated that no further funding be sought is a disgrace. Council are doing nothing to secure funding!
- Council should be doing everything possible to secure funding, my view on this is that it is absolutely appalling and all councilors involved in Cr Gibbons' motion should be ashamed

What are your expectations of community participation in the project's delivery going forward?

- It is clear that the overwhelming majority of the community are in favour of the MACP
- This has been made clear in a number of ways (petition, huge numbers at meetings etc)
- The community will fight for this, because Moe deserves it

In summary I fully support the MACP and I will continue to support it.

Regards,

Sally Tyburski

From: Vicki
To: Luke McGrath <Luke.McGrath@latrobe.vic.gov.au>
Date: 26/02/2013 1:11:34 PM
Subject: Submission for MACP

Hi Luke :)

I have attached my submission for the MACP

If you have any questions with my submission please ring me.

Kind regards

Vicki

--

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Vicki Hamilton

CEO / Secretary

PO BOX 111, MOE,

Victoria 3825, AUS

www.gards.org

P. 03 51 277 744

F. 03 51 260 354

M. 04 07 274 173

Skype. VickiGARDS

This is my submission to the MACP review:

1. Have your views towards the MACP remained the same or have they changed?

As a willing participant of the consultation process of the MACP which I attended and gave my ideas to the project along with many others. I was eager to see change for Moe and this project to go ahead in a positive manner as quickly as possible. I have always been 100% behind this project and the outcomes that it wanted to achieve for Moe.

2. How would you like to see the project to continue? Is it consistent with the concept design launched in 2011?

As a long term resident (50+) of the Moe/Newborough area I was very disappointed that the project had taken such a long time to get through the consultation process from 2007 to 2011. When I attended the concept launch at the Moe reserve this only galvanised my enthusiasm for the project to commence and I was perplexed that it had taken so long to get to this stage. I want to see all councillors full support of this project that was envisaged way back in 2007.

3. Do you have a view of councils current approach to secure state and federal GVMF funding through a staged project implementation process?

I have no problem in staged funding of this project - never did - what amazed me was the information to come out recently that no one at council has been applying for funding since the concept launch and none of our councillors have been championing this project, which I thought was happening on all levels. Apparently I was under a misconception. Shame on the councillors for misleading Moe and district residents into thinking that the project was going ahead with the support of Latrobe City Council and the Councillors elect.

I cannot see what is so difficult for the councillors to get reports on funding and delivery of this project - they are not required to make the submissions themselves.

4. What are your expectations of the community participation of this project's delivery going forward?

I expect no one to impede the delivery of this project as it is, very much needed, infrastructure for Moe's Future and the Latrobe City as a whole. We are the gateway to Latrobe Valley and with that it is important to see how progressive we are for new families coming into the area, business and visitors. Latrobe City needs to get behind Moe and its residents and promote our wonderful area - we have a lot to give here I want our children to be proud of where they come from not hang their heads in shame. Otherwise we can see Moe going backwards and we will be seen as a backwater!!!! If not already!

If you do not get this project finished then the people of Moe and districts will have no confidence in the council nor the councillors and you risk people leaving the area.

On personal note - I am disgusted in all the councillors who have represented Moe and district since the concept plans were released - surely their jobs were to push the council into getting funding from everywhere to get this project completed as soon as possible.

Vicki Hamilton

[REDACTED]

[REDACTED]

Ph. [REDACTED]

From: Ian Grant
To: Luke McGrath <Luke.McGrath@latrobe.vic.gov.au>
Date: 26/02/2013 9:38:39 AM
Subject: MACP

26/2/13

Mr L. McGrath

Dear Sir

I am one hundred percent for the MACP and that my views have not changed.

I would like it to continue as it was in 2011.

If getting money from the government is easier to get in stages then I am fine with that.

I think the community have made it very clear that they want this project for our town and want it to continue as it is unabated.

I must add that I am very hurt by the actions of the people Moe have as representatives in the council. What they have done to stall this project for the Moe community is something that nobody could foresee before the last council elections. They should be thoroughly ashamed of the hurt they have caused to many in the town they profess to care about.

Yours sincerely

Ian Grant

From: Minnie Grant
To: Luke McGrath <Luke.McGrath@latrobe.vic.gov.au>
Date: 26/02/2013 11:52:55 AM
Subject: MACP

My views are the same I want and support it 100%

Yes it is consistent with the 2011 design.

I have no view to funding except to say that you wont get any if you don't apply for it so start applying for goodness sake.

I just want it up and running.

Can I say to the councillors from Moe, shame on you. You have let us down so badly.

Minnie C. Grant


From: Regal Jewellers
To: Luke McGrath <Luke.McGrath@latrobe.vic.gov.au>
Date: 26/02/2013 10:36:39 AM
Subject: MACP Submission

26th February 2013

**Mr Paul Buckley, CEO
Jewellers Moe**

Latrobe City Council

Harmonie Smith

Manager – Regal

ph [REDACTED]

RE: Moe Activity Centre Plan

1. Have your views towards the MACP remained the same or changed ?

As a retailer in Moore St, I have been closely watching the MACP and its dramas, attending council and community meetings regarding the issue.

My views on the MACP have always been the same – that such a project would inject new life and a feeling of pride into the Moe CBD, and it is desperately needed if Moe is to grow and prosper. The MACP will provide a clear vision for the future of our town, and will provide essential development to the clearly neglected area.

As a retailer, the past 12-18 months has been difficult. The closure of the shops at the George/Moore St intersection did a lot to harm retail in Moe. Losing these shops meant that people have to go out of town to get the specialized items that these shops provided – and while they are out of town, they do other shopping too. This means we lose customers and money.

While the short term loss of these shops is being felt, I have been kept optimistic and hopeful about the future, because of the MACP and how it will lift the town.

Such a development will attract even more development, as was shown by Manny Gelagotis. He, as the owner of the old Baw Baw Hotel site, told of investors keen to inject millions of dollars into that site – sadly they have backed away because of our inadequate Council. One can only imagine how great a multi-million dollar project would have been right at the entrance to Moe.

The other point I would like to make is that being a retailer, I have very close contact with a broad range of people every single day. And it really is amazing how many people from different walks of life are so keen to see this project eventuate. School kids, elderly people, young families, professionals – it has become very clear that the vast majority of people in Moe want this project.

2. How would you like to see the project continue? Is it consistent with the concept design launched in June 2011 ?

How would I like to see the project continue? I would actually LIKE IT TO CONTINUE, rather than continue to be stalled by our very own councilors following a minority view. I like the design launched in 2011, but like everything, there is always room for improvements and adjustments. There are some people who dislike the futuristic design, but even these people can look past that and see that the project as a whole will be a massive improvement to the Moe CBD.

I think the overall design is fantastic – the different things incorporated will really make for a great focal point in our town.

3. Do you have a view on Council's current approach to securing state and federal gvmnt funding through a staged project implementation process?

Council's current approach to funding is not to apply for funding at all! The motion put forward by Cr Gibbons would not have been so vehemently opposed had it not specifically stated that all application for funding should be ceased.

4. What are your expectations of community participation in the project's delivery going forward?

The community support shown for this project has been overwhelming. Over 6500 signatures on a petition against Cr Gibbons' motion, the thousands of people who turned out to the meeting at the MACP site on the 1st of February, the hundreds (if not thousands) who packed out the Latrobe Council offices, the Moe Town Hall overflowing

on to the street with people in support of the project. It is clear that the people of Moe want this project and they will support it and fight for it until the day it opens.

Kind Regards,
Harmonie Smith

Regal Jewellers



From: Diana Stagg
To: Luke McGrath <Luke.McGrath@latrobe.vic.gov.au>
Date: 27/02/2013 8:57:51 AM
Subject: Moe Activity Centre Plan

Attention:

Paul Buckley

CEO

Latrobe City

I have been a resident at Moe for 50 years and wish to show my support for the advancement of this project to help improve/sustain business district for future development.

Have your views towards the MACP remained the same or changed ?

- My views have always been strongly in favour of the MACP and remain that way
- The rail precinct desperately needs improving, both for aesthetic and practical reasons
- Development attracts development – other projects and investments are sure to follow once the MACP is underway

How would you like to see the project continue? Is it consistent with the concept design launched in June 2011 ?

- I would like it to actually continue instead of being held up by Council for various pathetic reasons
- I like the design, it is new, clean and modern and will bring Moe forward into the future
- Incorporating all of the different aspects into the CBD will be great for people in

Moe, as well as visitors

Do you have a view on Council's current approach to securing state and federal gvmnt funding through a staged project implementation process?

- The fact that Cr Gibbon's motion specifically stated that no further funding be sought is a disgrace. Council are doing nothing to secure funding!
- Council should be doing everything possible to secure funding, my view on this is that it is absolutely appalling and all councilors involved in Cr Gibbons' motion should be ashamed

What are your expectations of community participation in the project's delivery going forward?

- It is clear that the overwhelming majority of the community are in favour of the MACP
- This has been made clear in a number of ways (petition, huge numbers at meetings etc)
- The community will fight for this, because Moe deserves it

Diana Stagg

Please consider the environment before printing this email
"Totally Smokefree from 1 July 2007"

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From: Manny Gelagotis
To: Luke McGrath <Luke.McGrath@latrobe.vic.gov.au>
Date: 27/02/2013 11:00:52 AM
Subject: SUBMISSION - MACP MOE

Dear Luke ,

Please find my submission for the MACP for the review.

Kind Regards

Manny Gelagotis

Ph [REDACTED]

E [REDACTED]

SUBMISSION FOR MACP PLAN – MOE

Manny Gelagotis ph [REDACTED]

My views have generally stayed the same on this great project and the staff are to be commended for their hard work and planning. All my issues have been addressed in terms of small concerns with parking and the youth precinct area as it was sold poorly from design stage and I think the plans as they are fantastic and have my total support. There is plenty of room either side of the railway tracks for parking – ample room !

I would like to see the project continue as it should have as endorsed after the consultations and the community has spoken and there should be no delays at all. It should proceed as endorsed without further delay.

My view on the funding applications are of disgust and disappointment as the whole community are asking why haven't we received the money and why hasn't it been applied for so I think there are some serious issues in this regards especially when the project is shovel ready ! Whether it is staged or not start getting the money and it has been a proven thing that during the past announcements over the past 3 months the money has been there for everyone to see.

In terms of the community input it has exceeded the expectations of many and rightly so the Moe people have spoken and they want to be heard not driven by councillors who have no idea or experience on this matter and my total expectation is that the council listen to the community and respect their wishes and thoughts. Don't forget this project has had major input from the community so the only expectation is to deliver what they want – pretty simple!

From: Manny Gelagotis
To: Luke McGrath <Luke.McGrath@latrobe.vic.gov.au>
Date: 27/02/2013 11:00:52 AM
Subject: MACP REVIEW - SUBMISSION

Hi Luke ,

A submission for the MACP review.

Regards

E & M Gotis Pty Ltd

P: [REDACTED]

M: [REDACTED]

F: [REDACTED]

E: [REDACTED]

A: [REDACTED]

SUBMISSION FOR MACP PLAN – MOE

E & M Gotis Pty Ltd

ph 

The views of our company are that this project proceed in its proposed format.

I would like to see the project continue as it should have as endorsed after the consultations and the community has spoken and there should be no delays at all. It should proceed as endorsed without further delay.

The funding needs to be applied for straight away and the community should be asking why this hasn't happened already!

The community have already been engaged and have decided the plans and it finished and should be accepted.

From: Simon May
To: Luke McGrath <Luke.McGrath@latrobe.vic.gov.au>
Date: 27/02/2013 4:31:47 PM
Subject: Submission for the MACP

Hello Luke

Briefly, below are the four points on which I wish to state for my submission for the MACP.

1. My views of the MACP have not altered at all, and should be built as agreed over the past several years.
2. The project should be moved ahead in line with the concept design of June 2011
3. So long as the staged implementation method of funding seeking does not attract a adverse attitude to the project by government, then it could be quite acceptable.
4. I expect the community to fully support the June 2011 project going forward - as they are so doing at the moment quite vociferously.

Regards

Simon May

From: Sue Abbott
To: Luke McGrath <Luke.McGrath@latrobe.vic.gov.au>
Date: 27/02/2013 5:06:18 PM
Subject: macp SUBMISSIONS

Luke

Find attached submission for 'Committee For Moe' and a personal one please. Please confirm that you have received them.

Thanks

Regards

Sue Abbott

[lcid_1_0686317806862D140082F0B8CA2574C5.gif](#)

Ph: [REDACTED]

Fax: [REDACTED]

26th February 2013

Mr Paul Buckley
Latrobe City council
P.O. Box 264
Morwell 3840

Dear Sir,

We would like to make a submission in regard to the MACP Master plan launched in 2011, this is our first submission made as we have always agreed with the project and design, even back in 2007 and 2009.

Our feeling was that the Moe / Newborough district was in desperate need for development and injection of new facilities and services into the town.

Therefore not feeling the need to make a submission, always being in support of the project. It is usually only objectors of a project that make submissions to council when under advertising or review.

It is confusing to us as to why a review is being held in regard to submissions back in 2009 that are now under investigation. Those reviews and submissions would have mostly have been negative. If public community are in support and expectation of a project, then comment and submissions are not normally made. This current review is not a representative of the positive support from our community at the time of 2009.

Our older children in their mid 20's and their friends do not reside in Moe or Newborough, due to lack of infrastructure, education, work and development, like available land, houses, restaurants and social venues. It is imperative for the future and long term liveability of our youth that this MACP is installed.

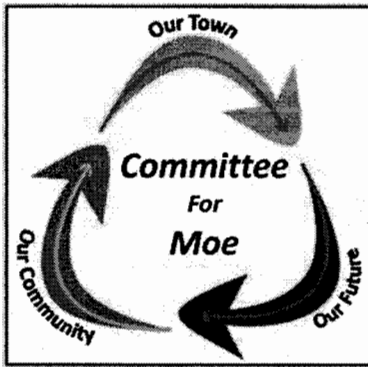
We as residents of Moe and Newborough since childhood, and business owners, request and plead with council to continue with this wonderful development of the MACP: ASAP.

Regards



Sue & Chris Abbott





The Committee For Moe

[REDACTED]

27th February 2013

Mr Paul Buckley
Latrobe City council
P.O. Box 264
Morwell 3840

Dear Sir,

The Committee for Moe made a submission in regards to the Moe Rail Precinct back in 2009, stating ***'the Committee For Moe is fully supportive of the current project but would like to suggest some constructive thoughts, ideas and reasons.'***

Then continued on with a number of those suggestions.

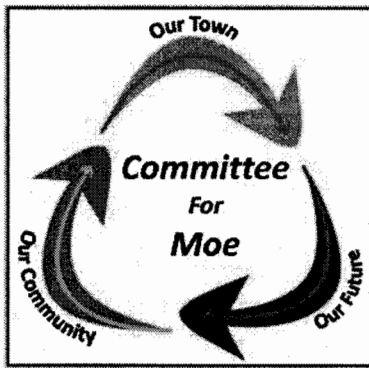
The Committee For Moe Still confirms that they are fully supportive of the current project. And due to the fact that this project has been on the drawing board and under yet another discussion coming up to 4 years later at the communities expense, we as a community group wish to see this project come to fruition and do not want hold it up any longer by making our own suggestions.

The submission also made note the ***'Moe needs a central green space, a town square, a happy vibrant safe CBD where local people and visitors can meet. What is good for the community will be also be good for business.'***

1. Views towards the MACP submission.

The Committee For Moe supports in its entirety the master plan as launched in 2011.

2. The view on government funding: is that council moved a motion in 2012 to apply for funding for the MACP project. Our view is why has this not been applied for?. Who is responsible for this.?



The Committee for Moe has had discussions with Governing bodies and have been advised that funding has not yet been applied for. So when a statement is made by councillors where is the money coming from? When they haven't even tried, (gives a confusing, mixed message to the community, what are council doing) so why make that statement! Governing bodies are actually waiting for funding applications to be submitted by Latrobe Shire council. Extremely inefficient of our system with council rates at work. (A whole other issue on where have Moe/Newborough rates been going for the past 10 years, as it has not gone back into our own town).

The project is also undertaken in stages and funded accordingly. The fact that this project is up for review is not our main concern but to stop an application for funding is ludicrous. Why not keep applying for funding whilst having your review to fine tune any elements certain parties are concerned about.

3. The Committee For Moe has expectations as do the community. We **expect** development, growth and infrastructure into the town we all reside, work, play and raise our children in.

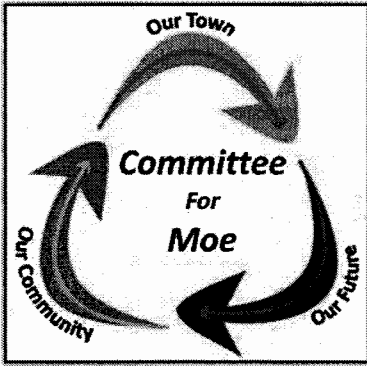
We **expect** council to take informative and appropriate decisions to assist in the future and success of our town. Enabling future employment, injection of investors into our community and a liveable environment.

Liveability is the sum of the aspects that add up to the quality of life of a place — including its economy, amenity, environmental sustainability, health and wellbeing, equity, education and learning, and leadership.

For some people, liveability lies in the amount of local green space. Others might measure liveability through the diversity of jobs, range of dining and entertainment options, extent of the public transportation system, or quality of the local schools.

In reality, these are all part of what makes a place liveable, and off which Moe does not have at present.

We expect council to move with the times of 2013 and beyond, looking with clear vision into the future. For whoever may be in council at the time of when Moe finally takes the plunge



and creates what is defined by liveable community and give the townships of Moe/
Newborough what is long overdue and deserving, will be a remembered and great
respected member of the community and council for years to come.

We appreciate the opportunity to be heard in Council and look forward to a positive and
long awaited outcome for future growth of our town by the starting with the MACP.

Regards

Sue Abbott
Secretary
Committee For Moe

From: bryas cafe
To: Luke McGrath <Luke.McGrath@latrobe.vic.gov.au>
Date: 27/02/2013 7:23:44 PM
Subject: MACP submission

To whom it may concern,

My name is Jonathan Cowley, Moe resident and Owner/operator of Bryas Cafe, Moe. I wish to address questions that council would like submissions on.

1. Have your views towards the MACP remained the same or changed ?

My views have never changed, I was happy with all areas of the MACP project, and I think you will find that those that are happy for the project to go ahead don't usually put that in writing, it is usually the minority of the community that will put in writing there complaints, usually because these are the people with little to do in life, and complaining is what they do. If your happy with something you do not usually put it in writing because you don't have an issue. It is a great project for Moe, and the design is something that not everyone will love but you get that with everything, I think it will be a great standout and give Moe a much needed modern look in our town centre. (plus too everything looks different on paper, when its seen in the 'flesh' i think it will really look fantastic.)

2. How would you like to see the project continue? Is it consistent with the concept design launched in June 2011 ?

I would like this project to proceed as per the last approved plans with no more interruptions or waste of time and money reviews. It is a joke that this went back to review.....you have already disrupted business and tore down their buildings.....you do not have the choice but to proceed as planned after doing this. Also Cr Gibbons is going back to submission against the plan that were put forth in 2009.....is this a joke or what.....do you realize that is 4 years ago, you don't get to do that when businesses were moved after this time. As seen at the meeting at the town hall MADRA are on of the biggest backers for the review of the MACP..... interestingly Cr Gibbons and his partner Cheryl Ragg are part of this organization and he was the one that brought about

the review through his position in council. Sounds like a conflict of interest to me!

3. Do you have a view on Council's current approach to securing state and federal gvmnt funding through a staged project implementation process?

If this means 'getting funding only for the stage at hand, instead of asking for the entire funding at the start, then I totally disagree with getting the funding in stages, go for the whole lot at the start, then once its been granted, you know you will have all the monies needed and the project won't get stuck if funding is halted.

4. What are your expectations of community participation in the project's delivery going forward?

The community has spoken and they are happy with the plans and just want this project completed a petition that has been submitted to council with over 6000 signatures enforces my thoughts on this, the community has had their participation already so lets just get it done!!

I thank you for your time and consideration of this submission.

Jonathan Cowley

Owner/operator

Bryas Cafe, Moe.

From: Kate Collings
To: Luke McGrath <Luke.McGrath@latrobe.vic.gov.au>
Date: 27/02/2013 9:48:01 PM
Subject: Moe Activity Centre Plan

Mr Paul Buckley,

Sometime ago now I wrote a submission supporting the MACP. I still stand behind this submission and am in full support of this project going ahead . I as many other residents are both disappointed and certainly disillusioned that this council has seen fit to bring this project to a standstill. The people of Moe deserve this long awaited project and those standing in its way should hang their heads in shame.

Yours sincerely
Kate Collings.
Sent from my iPad

From: Chris Savage
To: Luke McGrath <Luke.McGrath@latrobe.vic.gov.au>
Date: 27/02/2013 9:58:33 PM
Subject: Moe Project to start now.

Sent from my iPhone

27th February, 2013

Mr. Paul Buckley
CEO
Latrobe City Council
Commercial Road
MORWELL, Vic. 3840

LATROBE CITY COUNCIL INFORMATION MANAGEMENT	
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Dear Mr. Buckley,

This submission is made in response to LCC's review of the MACP/MRPRP.

This submission is further to our earlier submission made during the 2007 MACP Masterplan public submission process.

In our 2007 submission, we questioned how relocation of the Moe Library and Council Service Centre came to be in the MACP document. The relevant excerpt from that submission appears below:

'4. Why nominate relocation of Moe Library as a 'catalyst project'?

The identification of a rebuilt Moe Library as a 'catalyst project' to the community hub is not an initiative of the MACP. Nor was it designated in the LCTP. In fact, there is no mention of the Moe Library in the LCTP. The idea of developing the Moe Library originates within LCC. It is mooted in Council's Library Strategy Plan 2006 – 2011, presented to Council in June, 2006. Interestingly, only one line of a table appearing in the fifteen page Library Strategy Plan document proposes this idea. The relevant excerpt from the Plan is reproduced below.

From the *Latrobe Strategy Plan 2006 – 2011* (p11)

6. Objective

Facilities

Provide facilities, locations and outreach services that meet community needs

Strategic Action	Indicators	Measures	Latrobe 2021 Strategic Action
Investigate options for the future development of the Moe Library and Service Centre	Investigation complete and report prepared by July 06	Project completion by Dec 09 in accordance with Library Industry Standards	LIVEABILITY To promote and support social, recreational, cultural and community life by providing both essential and innovative amenities, services and facilities within the municipality.

LCC was contacted at senior management level to obtain a copy of the report arising out of the investigation listed under the 'indicators' column. The request was refused on the basis that the report was confidential. No other information, other than that reproduced above, has been made available explaining the rationale of the LCC in relocating and redeveloping the Moe Library as part of the proposed community hub. No explanation is offered in the MACP document.

The author understands that other members of Moe's community have experienced the same difficulties trying to access information from LCC about their decision to relocate Moe Library. One of the participants involved in the conversation that informed this critique has been required to use of FOI and, after Council failed to adequately respond, the matter is now due to come before VCAT.'

Although not reported in our 2007 submission, we had also contacted Tract Consulting, authors of the MACP document, to check how a relocated Moe Library and Service Centre came into the MAC Plan. They confirmed they were directed by LCC to relocate the Library/Service Centre. After making our submission, we obtained a copy of the MAC Plan tender documents against which Tract Consulting and other companies had tendered for the MAC Plan contract. The documents do not ask the winning tender to investigate and include a relocated Library/Council Service Centre in the draft design.

LCC has never explained or accounted for publicly how it arrived at its internal decision to relocate the Moe Library/Service Centre. It was not the result of a town planning focused recommendation from Tract to LCC. Nor did it arise out of public consultation on the basis that, prior to the 2007 MAC Plan public submission process, Council had not publicly mooted a relocated Library/Service Centre and the community had not demanded its relocation. This makes a mockery of Cr. Loughheed's repeated stance at Council meetings that the MAC Plan was only a concept, with the final plan subject to further public scrutiny and input.

In the absence of an explanation from LCC, we reproduce below a letter publicly released in 2008 by order of Victorian Civil and Administrative Tribunal (VCAT). This resulted from the FOI Appeals matter referred to in our 2007 submission. We suggest this documentation may shed light on the internal decision made by Council during 2007 to relocate the Library/Council Service Centre:

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Certified Practising Accountants

1-3 Church Street P.O. Box 779
Morwell Victoria 3840
Phone (03) 5134 2677 Fax (03) 5134 6083
Email Morwell@RGMgroup.com.au

Latrobe City	
Doc. No:	
Addn Office:	Rosie B
Disposal Code:	
Comments:	

23 February 2007

Mr Paul Buckley
CEO
Latrobe City
PO Box 264
Morwell VIC 3840

Dear Paul

**TANJIL PLACE MEDICAL GROUP
LATROBE CITY'S MOE SERVICE CENTRE & LIBRARY**

Further to meeting with you our clients from Tanjil Place Medical, Drs Vaughan Speck & Sue Clarke, would like to make the following proposal.

- That our clients Tanjil Place Medical seek to acquire from the Latrobe City the following properties
 - > Moe Service Centre building
 - > Moe Library
 - > Car Parks on same title
- That the Latrobe City may, subject to negotiation vacate the service centre at settlement and continue to tenant the Library on commercial terms until the Library can be relocated. Early vacation of the service centre may not be required.
- That our clients Tanjil Place Medical have commercial in confidence discussions with the Latrobe City's maternal & child health nursing managers with a view to discussing what their needs are in Moe and possible tenancy in part of the Moe Library site.

As outlined in a discussion paper tabled at our recent meeting Tanjil Place Medical has recently made a significant investment in the Moe CBD and experienced significant growth in its health services offering to the Moe and wider Latrobe City Community.

Tanjil Place Medical seeks to create a holistic integrated medical precinct with further expansion of specialist services that may otherwise only be available in Melbourne.



RGM Accountants & Advisors Pty Ltd
A.C.N. 082 808 204
Offices at
Moe, Morwell and Traralgon



As part of this vision Tanjil Place Medical sees Latrobe City's maternal & child health services having some synergy with and support from Tanjil Place Medical. Moreover Tanjil Place Medical could provide access to;

- Direct internal phone extension line to consult with doctors and physicians
- Maternal & child health nursing staff having staff access to Tanjil Place Medical rooms which adjoin the existing Moe Library to bring mothers and babies immediately through to doctors consulting rooms and treatment rooms if required.
- Expand mental health services to mothers with post natal disorders
- Training rooms in Tanjil Place Medical to conduct education programs to mothers groups at no cost to the Latrobe City.

The Latrobe City would also have immediate access to funds from the sale of these properties to help budget for any proposed redevelopment of the Latrobe City's service centre and Library in the Moe CBD. In addition the Latrobe City will be able to exit the properties without public assets being left vacant.

We look forward to receiving your response and if you have any queries do not hesitate to call.

Yours Sincerely
RGM ACCOUNTANTS & ADVISORS



PEARSE MORGAN
Director

Given that the RGM/TPMC letter is addressed to you, Mr. Buckley, and reports a meeting with you occurring prior to 23 February, 2007 we take this opportunity to ask you and Councillors Middlemiss and White, in office at that time:

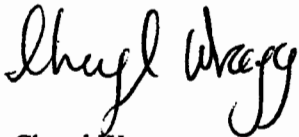
- 1) Was Council's internal decision to use the MAC Plan and its related processes to relocate the Moe Library/Council Service Centre a direct result of discussions and agreement with the then owners of TPMC and/or their agents, RGM, that they purchase the Moe Library/Council Service Centre?
- 2) Does Council have an agreement to sell the Moe Library/Council Service Centre to the current owners of the TPMC building and property/and or the new owners of the TPMC medical practice?
- 3) Why did Council select the most expensive option to modernise Moe Library/Council Service Centre, a new offsite build, when it had the choice of the least expensive option of an onsite extension and modernisation that could have been completed prior to 2010?
- 4) Isn't Council's 2007 internal decision to relocate the Moe Library/Council Service Centre to the railway corridor the most expensive modernisation option and, therefore, contrary to the requirements of the Local Government Act (LGA) S140 2 (f) *ensure efficiency and economy of operations and the avoidance of waste and extravagance?*

- 5) How does Council's commitment to upgrade Moe Library/Service Centre using a design with a build cost of approximately \$10 million instead of upgrading the current facility with a build cost of approximately \$2-3million meet Council's responsibilities as per LGA S 3C (b) *to ensure that resources are used efficiently and effectively and services are providing in accordance with the Best Value Principles to best meet the needs of the local community?*

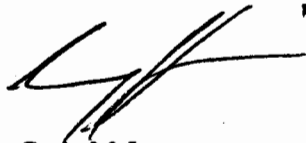
We ask that the Review addresses and answers these questions which are central to understanding Council's choice of the MACP/MRPRP design. We ask that Council justify this choice and the decisions it has made since late 2006 that have resulted in the current design choice. No such justification has ever been given by Council.

In the context of this project's escalating costs and the disagreement that still exists over some of the design elements, in particular, the community/civic hub building we ask that Council provide answers in the Review Report as per its responsibility to behave in a transparent and publicly accountable fashion.

Yours sincerely,



Cheryl Wragg



Craig McIver

From: Debra De Carli
To: Luke McGrath <Luke.McGrath@latrobe.vic.gov.au>
Date: 28/02/2013 8:04:09 AM
Subject: Submission - Moe Activity Centre

Hi Luke,

I have attached my submission in relation to the proposed Moe Activity Centre and Rail Revitalisation Project. Can you please let me know if there are any issues related to the submission and I will try and address them. Can you please let me know today as I am interstate for the rest of the week.

Ragard

Debra DeCarli

[REDACTED]

[REDACTED]

[REDACTED]

Debra Decarli

H&S, Reporting and Systems Business Partner

[REDACTED]

M: [REDACTED]
T: [REDACTED]
F: [REDACTED]
E: [REDACTED]

#####

Attention:
The information contained in this message and or attachments is intended only for the person or entity to which it is addressed and may contain confidential and/or privileged material. Any review, retransmission, dissemination or other use of, or taking of any action in reliance upon, this information by persons or entities other than the intended recipient is prohibited. If you received this in error, please contact the sender and delete the material from any system and destroy any copies.

Thank You.
#####

Submission to Latrobe City Council re – Moe Activity Centre Project – MARRP

I would like to impress upon the council my full support for the Moe Activity Centre Project in its current proposed form i.e. the new Civic Centre, Library, Youth Precinct etc.

I have lived in the Moe area for most of my life over 47 years and have never seen Moe in a more depressed state. Moe requires an investment in critical infrastructure to kick start the town and bring some life back into the CBD. The proposed Civic Centre and Library will provide Moe with the technology to enable the people in the town to connect with the rest of the world. The new library will provide an information hub that our local students and community can use to connect them with technology, services and businesses that now only do business over the internet.

This new infrastructure will provide jobs in construction and then later jobs to deliver the services required for living in the 21st century. Normally, once new infrastructure is constructed there is often a positive flow on effect to other local business in the area.

The position of the planned MACP is well serviced by transport including trains and buses. My understanding is the Vic Track is fully supportive of the current plan and has not showed any concerns with regard tourist buses etc.

I must voice my opinion the Moe and surrounding people do not need a big car park and a round about for buses, on the proposed MACP site we deserve better than this. I have not seen any need to have such a facility, I have heard that during a 1 in 100 year flood event where the railway line was damaged and all passengers from the East were bussed into Moe there were issues with regard to busses, has Vic Track complained to the council about this situation? I don't think so and until this was recently brought up at a community meeting I have not heard this from any other person in Moe and believe this to be a furphy to try and delay the project once more. In relation to tourist buses, the tourist buses often park at Turf side or local restaurants and clubs where they have lunch. I have not heard any arguments or complaints from the community that Moe requires a special roundabout to turnaround buses once again another furphy to delay the project.

This project is named a Rail **Revitalisation** project and this is what the current plan offers a revitalisation of the Moe CBD. I am concerned if we don't invest in this infrastructure soon, the population in Moe will drop to a level where the trains won't even bother to stop in Moe which by the way was the suggestion for the Very Fast Train when first proposed for Gippsland.

I urge the councillors to support this project and get behind Moe and make it a vital and exciting place to live in which is what is both **needed** and wanted by the overwhelming community

Debra Decarli

 Dated 28 Feb 2013

From: Craig Adams
To: Luke McGrath <Luke.McGrath@latrobe.vic.gov.au>
Date: 28/02/2013 8:18:57 AM
Subject: MACP

Luke,

I would like to register my support of the MACP project we see it as essential to not only Moe's future but also the overall future of the Latrobe valley.

Cheers,

Craig

Craig Adams | Branch Manager


Please consider the environment before printing this e-mail

From: Matthew McNamara
To: Luke McGrath <Luke.McGrath@latrobe.vic.gov.au>
Date: 28/02/2013 8:38:14 AM
Subject: MACP

Hi Luke,

I have been given your email to forward my submission regarding the MACP.

I am a small business owner in the area who unlike many other shop owners in the town I no longer live in Moe. My opinion is strictly a business one and nothing else.

My shop is Maccas Megasports & Inland surf, I have been in business for 6 years now and in that time this town has not has one exciting development happen or anything for that matter that would help stimulate business growth in the region. All that I have seen in my time is shops close and business get tougher and tougher.

The new project has been one of excitement and anticipation for the town that will bring nothing but good things to the area. As a retailer who deals with skate clothing I am particularly excited about the new skate park that will bring young teenagers, with \$\$\$ to the area to shop in local stores. Aside from my own benefit the whole plan brings new people and education to the whole area.

The plan to put a holt and review the project is of huge detriment to the town and the local business community, every day I drive into town from Phillip Island to see nothing but one huge eye sore that does not help promote local businesses and definitely does not attract new people to the area.

If this plan was to finally go forward from now it would be something the whole community would back and I would say the project would become the heart of the business district and something that would be utilized in many promotions and events going forward.

I ask as a business owner in this great town to that we finally start to get some support so that the we can all keep our doors open and prosper for many years to come as I am afraid that just another let down will really start to affect many more retail doors. This development will only help and encourage new developments in years to come but we don't have the time to wait anymore.

Kind Regards,

Matt McNamara

Managing Director

Maccas Megasports & Inland Surf

A: [REDACTED]

P: [REDACTED]

F: [REDACTED]

E: [REDACTED]

From: Law and Somerville
To: Luke McGrath <Luke.McGrath@latrobe.vic.gov.au>
Date: 28/02/2013 10:44:55 AM
Subject: Invest Moe Submission MACP

Submission attached

Regards

Brad Law

Invest Moe



“Attention Luke McGrath”
Latrobe City Council,
PO Box 264,
MORWELL 3840

28th February, 2013

Via Email: Luke.McGrath@latrobe.vic.gov.au

Dear Sir,

RE: MACP

As business people, we are completely devastated by the actions of our currently elected Moe Councillors.

1. Our original submission clearly states that we are in total support of this project and that has not changed.
2. To be implemented as per the final design concept.
3. The fact “we” have not applied for funding for further stages is beyond belief. We all realize various avenues of funding streams will be needed to complete such a diverse project.
4. This project has been to every part of community and government departments for consultation. It requires immediate implementation, not disruption by further reviews or surveys.

Sincerely,

Brad Law

Brad Law
Spokesperson
Invest Moe

INVEST MOE
PO BOX 820
MOE 3825

From: Daryl Larsen
To: Luke McGrath <Luke.McGrath@latrobe.vic.gov.au>
Date: 28/02/2013 9:51:59 AM
Subject: submission re MRPRP

Hi Luke,

Please note that I printed and signed then handed in this submission at the Moe Latrobe City office on Tuesday the 26th Feb. I am e-mailing this to you to just cover all bases.

regards

Daryl Larsen

Larsen's Jewellers

Bairnsdale, Drouin & Moe.

Ph: [REDACTED]

E-mail: [REDACTED]



*for quality, respect and value,
trust in over 50 years experience*

34 Moore Street, MOE Vic 3825 Tel: 03 5126 1388 E: moe@larsensjewellers.com
55 Princes Way, DROUIN Vic 3818 Tel: 03 5625 5311 E: drouin@larsensjewellers.com
200 Main Street, BAIRNSDALE Vic 3875 Tel: 03 5152 1867 E: bairnsdale@larsensjewellers.com
ABN 37 421 573 914

26th February 2013

To whom it may concern,

I wish to make a written submission to Council in regard to the Moe Rail Precinct Revitalisation Project (MRPRP).

In answer to your 4 questions posed.

1. Have your views towards the MACP and/or MRPRP remained the same or have they changed?

My view has changed since my original submission in 2009. I now support fully the concept design of June 2011. Upon review of the concept design my opinion is that the youth precinct (not just a skate park) will work well and provide an all age's central hub for Moe.

2. How would you like to see the project continue? Is this consistent with the concept design launch in June 2011? To the Latrobe City Council,

I would like to see the project go ahead as per the (MRPRP) Design of June 2011. Whilst I appreciate that some people may have a view to change some aspects of the current design, my opinion is that these people are in the very small minority. Council should not in good governance hold back such a critical project to the long term future of Moe. This project has the potential to revitalise the CBD of Moe and I believe that it is critical that it proceeds. Build it and other investment will follow as proven in other towns and areas.

3. Do you have a view on Council's current approach to securing State and Federal government funding through a staged project implementation process (i.e. funding sourced as required for implementation on specific stages of the project)?

Considering the size of the (MRPRP) I feel that Council has to secure funding in whatever way it can. It is obviously best if it can be completed in one action. If it has to be in stages as has happened so far - then so be it. Council and its officers should know the best way to source funding. This is an area of government I don't personally know much about. I do know that the council must be united and consistent in its approach to the project until its completion. It is unbelievable that so much money and effort could be spent on this project already, businesses that have relocated or closed permanently, and yet there is no submission before either the State or Federal Governments for the more important and expensive aspects of the project. For shame! This was a priority project for the Council and the region and needs the impetus, consistency and reliability that good governance from our Council should provide.

4. What are your expectations of community participation in the projects delivery going forward?

There has been substantial community consultation during the development of the Moe Rail Precinct Revitalisation Project Design. The recent Council meetings have shown the general public's strong opinion as well as the petition being circulated, calling for the project to be implemented, that has over 6,000 signatures on it. I and other members of the community now expect the project to be delivered and to be kept informed of the progress being made. No further consultation about the design can be justified or is warranted.

I believe that the vast majority of the general public has had enough consultation and stalling on this project. It is time to act and give some sort of faith back to us all in our system of governance. **Please** let some of our ratepayer's money be spent on infrastructure and not on consultants and meetings, etc!

Yours sincerely

Daryl Larsen

From: Law and Somerville
To: Luke McGrath <Luke.McGrath@latrobe.vic.gov.au>
Date: 28/02/2013 10:45:41 AM
Subject: MACP Submission

Submission attached

Regards

Brad Law

Law Somerville Industries

[REDACTED]

Ph: [REDACTED]

Fax: [REDACTED]

LAW SOMERVILLE INDUSTRIES PTY LTD

ABN 70 007 373 515 ACN 007 373 515
90-92 MOORE STREET, MOE VIC 3825
TELEPHONE: (03) 5127 7066
FAX: (03) 5127 4649

E-MAIL ADDRESS: lawsomer@sympac.com.au

28th February, 2013

"Attention Luke McGrath"
Latrobe City Council,
PO Box 264,
MORWELL 3840

Via Email: Luke.McGrath@latrobe.vic.gov.au

Dear Sir,

MACP

1. Our original submission supported this project fully and that view has not changed.
2. "The design is fantastic" and does not need to be altered as its final agreed concept design suits the current and future community needs.
3. We shouldn't be telling you how it is to be funded. Council should be advising us of the processes to be undertaken to complete this project in the shortest possible time frame.
4. This review has allowed a very, very small minority to delay an iconic project. Surely no more reviews, surveys etc can be justified to hold up this project.

Yours faithfully,

Brad Law

Brad Law
Director
LAW SOMERVILLE INDUSTRIES PTY LTD

BL/JW

From: Secretary MTA
To: Luke McGrath <Luke.McGrath@latrobe.vic.gov.au>
Date: 28/02/2013 12:19:44 PM
Subject: MACP submission

Good Afternoon Luke,

Please find attached my submission for the MACP. Can you please confirm that you have received this.

Kind regards

Susan Broadbent

Secretary

Moe Traders Association



Moe Traders Association

moving towards achievement

ABN No. 24365054248
P.O.Box 406, MOE, VICTORIA, 3825.

PHONE 51 272099

PRESIDENT: CHRISTINE WATERHOUSE

VICE PRESIDENT JEFF HITCHENS

SECRETARY: SUE BROADBENT

TREASURER: ANNE ALEXANDER

Dear Luke ,

Thank you for the opportunity to participate in the review process for the MACP as the Moe Traders Association view on the MACP has changed since the previous submission put in some time ago. Please find following our answers to the questions you raised.

QUESTIONS

1. Have your views towards the MACP and/or MRPRP remained the same or have they changed?

Yes I now fully support the MACP as documented in the Moe Rail Precinct Revitalisation Project Design June 2011 in full.

2. How would you like to see the project continue? Is this consistent with the concept design launch in June 2011?

I would like to see the project implemented as per the Moe Rail Precinct Revitalisation Project Design June 2011. This position has recently been supported by the 6644 residents of Moe (with more signatures coming in) that signed the petition calling for the project to be implemented.

While I appreciate that there may be a diversity of views about minor elements of the design, it is critical that Council provide good governance through providing stable support for the project as per the design launched to the Community in 2011

3. Do you have a view on Council's current approach to securing State and Federal government funding through a staged project implementation process (i.e. funding sourced as required for implementation on specific stages of the project)?

Given the scale and diversity of the Moe Rail Precinct Revitalisation Project it will be important for Council to work with the State and Federal Government to identify those funding streams most appropriate for the various elements of the project. Maintaining focus on the overall design and providing ongoing support for the project until its completion will be crucial.

Whilst there has been some progress with the completion of the public toilets, bus/taxi shelter, town clock, landscaping and the commencement of works to relocate the overhead power lines, **Council has informed us that there has been no submission to either State or Federal Governments for the more substantial elements of the project – something that is urgently required!**

4. What are your expectations of community participation in the projects delivery going forward?

There has been substantial community consultation during the development of the Moe Rail Precinct Revitalisation Project Design. I and other members of the community now expect the project to be delivered and to be kept informed of the progress being made. No further consultation about the design can be justified.

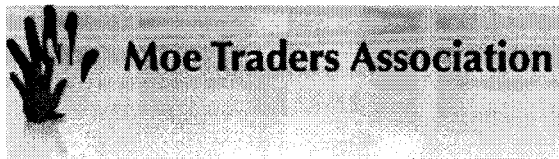
We hope this helps and look forward to a favorable response.

Yours Sincerely

Susan Broadbent

Secretary

Moe Traders Association



From: fumbedsandmore
To: Luke McGrath <Luke.McGrath@latrobe.vic.gov.au>
Date: 28/02/2013 1:35:57 PM
Subject: MACP Submission

Good Afternoon Luke,

Many thanks for giving me the opportunity to give my new submission on the MACP project.

Please find my new submission attached and could you please email me to confirm you have received this.

Regards

Christine Waterhouse

[REDACTED]



Dear Luke ,

Thank you for the opportunity to participate once again in the review process for the MACP as my view on the MACP has changed since the previous submission put in some time ago. Please find following my answers to the questions you raised.

QUESTIONS

1. Have your views towards the MACP and/or MRPRP remained the same or have they changed?

After extensive consultation with council and other members of the public my views have now changed on the Moe Rail Precinct Revitalisation Project Design June 2011 and I support the project in full

2. How would you like to see the project continue? Is this consistent with the concept design launch In June 2011?

I would like to see the project implemented as per the Moe Rail Precinct Revitalisation Project Design June 2011. This position has recently been supported by the 6644 residents of Moe (with more signatures coming in) that signed the petition calling for the project to be implemented.

While I appreciate that there may be a diversity of views about minor elements of the design, it is critical that Council provide good governance through providing stable support for the project as per the design launched to the Community in 2011

3. Do you have a view on Council's current approach to securing State and Federal government funding through a staged project implementation process (i.e. funding sourced as required for implementation on specific stages of the project)?

Given the scale and diversity of the Moe Rail Precinct Revitalisation Project it will be important for Council to work with the State and Federal Government to identify those funding streams

most appropriate for the various elements of the project. Maintaining focus on the overall design and providing ongoing support for the project until its completion will be crucial.

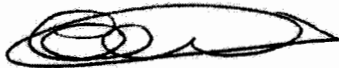
Whilst there has been some progress with the completion of the public toilets, bus/taxi shelter, town clock, landscaping and the commencement of works to relocate the overhead power lines, **Council has informed us that there has been no submission to either State or Federal Governments for the more substantial elements of the project – something that is urgently required!**

4. What are your expectations of community participation in the projects delivery going forward?

There has been substantial community consultation during the development of the Moe Rail Precinct Revitalisation Project Design. I and other members of the community now expect the project to be delivered and to be kept informed of the progress being made. No further consultation about the design can be justified.

I hope this helps and look forward to a favorable response.

Yours Sincerely



Christine Waterhouse
(03) 5127 2099



From: Tom Hayes
To: 'Luke.McGrath@latrobe.vic.gov.au' <'Luke.McGrath@latrobe.vic.gov.au'>
CC: Sandy Kam <Sandy.Kam@latrobe.vic.gov.au>
Sharon Gibson <Sharon.Gibson@latrobe.vic.gov.au>
Peter Gibbons <Peter.Gibbons@latrobe.vic.gov.au>
Michael Rossiter <Michael.Rossiter@latrobe.vic.gov.au>
Christine Sindt <Christine.Sindt@latrobe.vic.gov.au>
Graeme Middlemiss <Graeme.Middlemiss@latrobe.vic.gov.au>
Dale Harriman <Dale.Harriman@latrobe.vic.gov.au>
Kellie O'Callaghan <Kellie.O'Callaghan@latrobe.vic.gov.au>
Darrell White <Darrell.White@latrobe.vic.gov.au>
Date: 28/02/2013 1:37:13 PM
Subject: MACP submission

Hi Luke,

Please find attached a submission from Latrobe Valley Village in regards to the proposed Moe Activity Centre and Rail Revitalisation Project.

Tom Hayes.

CEO

Latrobe Valley Village Inc.

5 Ollerton Avenue

Moe VIC 3825

Ph; 03 5127 7488

Fax: 03 5126 4280

Email: 



Latrobe Valley Village Inc.

ABN: 38 645 298 359

28 February 2013

Dear Latrobe City Councillors

Latrobe Valley Village is a long established member of the business community of Moe/Newborough that has a vision to develop and expand our operations into the future. In order for our business to be able to grow and prosper, we believe that it is vital for council to actively support and attract investment into community infrastructure, to give confidence to businesses to develop and expand, thus creating employment opportunities within our community.

Latrobe Valley Village believes that the progression of the Moe Activity Centre Plan is crucial for the future development of Moe and Latrobe City as a whole. There have been years of work invested already by residents, community groups, and all levels of government to make this plan a reality.

Latrobe Valley Village calls on all councillors to listen to the business community and residents of Moe/Newborough, recognise the vast community response to the recent motion to review the project and ensure that the Moe Activities Centre Plan is endorsed and council actively applies for the necessary funding to complete the project.

Latrobe Valley Village is concerned that council is not listening to its electorate, and is failing in its duties to progress a project that was actually adopted in 2009.

Regards,

Wilhelm Koppe
President.

From: John & Jeanette Lawson
To: Luke McGrath <Luke.McGrath@latrobe.vic.gov.au>
Date: 28/02/2013 3:04:55 PM
Subject: Moe Precinct

Our Views have not changed,we feel it is vital for the towns future to get the project moving as soon as possible.

We must get the funding allocated as Moe is in its worst state in the past 50years .

The people of Moe are making their feeling known at all the meetings so far .

J &J Lawson

From: Kevin MYRTEZA
CC: Luke McGrath <Luke.McGrath@latrobe.vic.gov.au>
Date: 28/02/2013 3:14:14 PM
Subject: Moe Activity Centre Plan Submission

Attention – Paul Buckley,CEO Latrobe City

Have your views towards the MACP remained the same or changed?

- The rail precinct desperately needs improving, both for aesthetic and practical reasons.

How would you like to see the project continue? Is it consistent with the concept design launched in June 2011?

- I like the design, it is new, clean and modern and will bring Moe forward into the future.

Do you have a view on Council's current approach to securing state and federal govmt funding through a staged project implementation process?

- The fact that Cr Gibbons' motion specifically stated that no further funding be sought is a disgrace.

What are your expectations of community participation in the project's delivery going forward?

- This has been made clear in a number of ways, eg. petition, huge numbers at meetings etc.

Above all, because Moe deserves it!

JULIE MYRTEZA
NEWBOROUGH RESIDENT

From: Tom Hayes
To: 'Luke.McGrath@latrobe.vic.gov.au' <'Luke.McGrath@latrobe.vic.gov.au'>
CC: Sandy Kam <Sandy.Kam@latrobe.vic.gov.au>
Sharon Gibson <Sharon.Gibson@latrobe.vic.gov.au>
Peter Gibbons <Peter.Gibbons@latrobe.vic.gov.au>
Michael Rossiter <Michael.Rossiter@latrobe.vic.gov.au>
Christine Sindt <Christine.Sindt@latrobe.vic.gov.au>
Graeme Middlemiss <Graeme.Middlemiss@latrobe.vic.gov.au>
Dale Harriman <Dale.Harriman@latrobe.vic.gov.au>
Kellie O'Callaghan <Kellie.O'Callaghan@latrobe.vic.gov.au>
Darrell White <Darrell.White@latrobe.vic.gov.au>
Date: 28/02/2013 4:06:29 PM
Subject: MACP

Hi Luke,

Please find attached my submission in regards to the proposed Moe Activity Centre and Rail Revitalisation Project.

Tom Hayes.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Ph: [REDACTED]

Fax: [REDACTED]

Submission to Latrobe City Council re – Moe Activity Centre Project – MARRP

Dear Latrobe City Councillors,

I am writing to express my total support for the Moe Activity Centre Project in its current form. I have lived in Moe/Newborough for my entire life of 50 years. Moe is in desperate need of a revitalisation project and I believe that the current project as adopted in 2009 is a great start to the revitalisation of Moe.

As you have been informed, this project would not only be a great asset in its own right, there are a number of people waiting the progression of the project in order to invest substantial private money into the city in the form of further developmental projects. Moe needs this project to commence a real boost to the city's future developmental and employment prospects.

My views in relation to the project have remained the same, as not everyone will agree with all details of the project; it is not realistic to expect that they would. The residents of Moe have accepted that in the interest of the greater good, the project must proceed immediately in its current form.

I am very frustrated that council have not proceeded with application for funding for the entire project. What is the holdup? The project was passed in 2009 to proceed and funding to be applied for. What has happened?

My expectation is that council actually directs its officers to make the necessary funding applications and ensure that the project is implemented and completed as soon as possible. We do not need more public consultation, we have already had ample opportunity for consultation and a decision has been made. Get on with it and do your job.

We must proceed with this revitalisation project immediately; the city cannot survive in to future without a major facelift, and now is the time. Please stop pandering to petty self interested minorities and get this project going. The past 2 months has clearly demonstrated that the community is sick of reviews and whingers get this project going.

Tom Hayes



From: Tony & Lisa Price
To: Luke McGrath <Luke.McGrath@latrobe.vic.gov.au>
CC: Graeme Middlemiss <Graeme.Middlemiss@latrobe.vic.gov.au>
Christine Sindt <Christine.Sindt@latrobe.vic.gov.au>
Dale Harriman <Dale.Harriman@latrobe.vic.gov.au>
Sandy Kam <Sandy.Kam@latrobe.vic.gov.au>
Kellie O'Callaghan <Kellie.O'Callaghan@latrobe.vic.gov.au>
Michael Rossiter <Michael.Rossiter@latrobe.vic.gov.au>
Darrell White <Darrell.White@latrobe.vic.gov.au>
Peter Gibbons <Peter.Gibbons@latrobe.vic.gov.au>
Sharon Gibson <Sharon.Gibson@latrobe.vic.gov.au>
Date: 28/02/2013 12:57:39 PM
Subject: Moe Activity Centre Plan Submission

Mr. Luke McGrath
Latrobe City Council

28/2/2013

Dear Luke,

I would like it to be noted that I support the Moe Activity Centre Plan, including a new Library/ Civic Building and Youth Precinct along George Street. This is a very important project for Moe and needs to happen as soon as possible. It is a disgrace that this project has been delayed by an unnecessary review when it is clear that it has significant community support. I would also like to note my disappointment in the conduct of the current council and would appreciate answers to the following questions.

- Was this project always about revitalization of the Moe CBD and was never about a Transport interchange being the priority project?
- Does a new modern library on this site fit the criteria of revitalising the Moe CDB?
- Was it always anticipated that as each stage of the project progressed, funding would be sort for the next stage?
- Has the Gibbons motion voted on in December and supported by Gibson Cr Sindt & Cr Rossiter STOPPED COUNCIL OFFICERS FROM CURRENTLY SEEKING ANY FURTHER FUNDING FOR THIS PROJECT?
- Does Council believe there will be any issues acquiring the remaining parcel of land that the Building is to be cited on?
- Did the Moe Activity Centre Plan (MACP) project commenced in March 2007?
- Was the MRPRP Master Plan adopted by Council in December 2009?
- Was the MRPRP concept design adopted by Council May 2011?
- Was the Community consulted throughout the entire process?
- What is the reason behind this review, what new information has this current council obtained that the previous council did not consider?
- Will council review all major Projects within Latrobe City?
- What costs have been involved in this review including advertising, hours by council officers, police attending council meetings etc.?
- Will police be attending all Latrobe City council meetings in future or is this just for the privilege of community members attending meetings when Moe issues are on the agenda.

· Who instigated the Police to attend Council meetings and could you give the reasons why the police are attending?

· Have police attended Latrobe City Council meetings previously or is this something new to council?

THANKS

Tony Price

e-mail

Ph.

From: Wendy Farmer
To: Luke McGrath <Luke.McGrath@latrobe.vic.gov.au>
Date: 28/02/2013 6:19:29 PM
Subject: Submissions for MACP

Submissions following questions –

1. Have your views towards the MACP remained the same or changed ? My views have changed over the years as I have been involved in several meetings with community groups looking at the MACP, I believe this project will be a big asset for the Latrobe Valley & especially the people of Moe/ Newborough. My belief is we have had so many consultations lets get on with the project.
2. How would you like to see the project continue? Is it consistent with the concept design launched in June 2011 ? I would like to see the project go ahead with the design launched in June 2011
3. Do you have a view on Council's current approach to securing state and federal grant funding through a staged project implementation process? I am happy for council to source funds in stages but we need the councillors to push for funds instead of reviewing and stopping the project.
4. What are your expectations of community participation in the project's delivery going forward? I believe the community is very active & engaged in making sure this project goes ahead & I believe the council should embrace the community towards making this happen. Community groups like Rotary & Apex are always happy to work with council also.

I believe that our councillors that are supposed to represent the people of their electorate should now fight for this project and give the people what they deserve instead of their own agenda.

Wendy Farmer

████████████████████

████████████████████

From: Pearse Morgan
To: Luke McGrath <Luke.McGrath@latrobe.vic.gov.au>
Date: 28/02/2013 7:34:57 PM
Subject: MACP Submissions

Dear Mr McGrath.

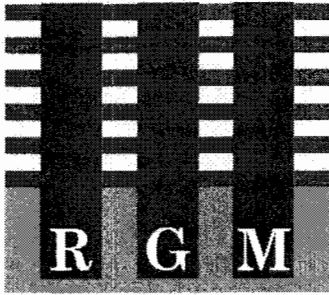
Please find attached my updated submission to the Latrobe City Council in respect of the MACP.

Regards

Pearse Morgan *FCA CPA CFP* | Director
RGM Accountants & Advisors
PO Box 633 Moe Vic 3825
Contact P: 03 5120 1400 F: 03 5127 5402
E: Pearse@RGMgroup.com.au

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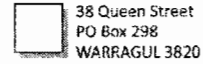
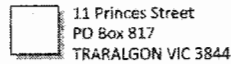


Accountants & Advisors

Phone: (03) 5120 1400

www.rgmgroup.com.au

Fax: (03) 5176 1786



27 February 2013

Mr Luke McGrath
Latrobe City Council

Dear Luke

MACP Submission

In response to your request that previous participants in the submission process be given the opportunity to restate or change their position in relation to this matter and in particular address four proforma questions, I note the following

1. Have your views towards the MACP remained the same or changed?

My views towards this project remains steadfastly the same in terms of my strongest support for the project.

2. How would you like to see the project continue? Is it consistent with the concept design launched in June 2011?

I would like to see the project continue consistent with the agreed design concept that was launched in June 2011.

3. Do you have a view on Council's current approach to securing state and federal government funding through a staged project implementation process?

My view on the approach to sourcing capital funding is simply that every available opportunity to seek both State and Federal funding should be pursued with vigour particularly at a time when we are in election mode at a Federal level and incumbent governments are always looking for opportunities to make announcements of largesse that the Latrobe City should take full advantage of.

4. What are your expectations of community participation in the project's delivery going forward?

The time for community participation is over, it was over 2 years ago when the project was launched in June 2011.

In my previous submission I made pointed reference to extreme minority views Viz a Viz the views of an organisation known as MADRA and how those view were presented as those of the wider community, which has proven to a falsehood evidenced by the Moe

community rallying to support the continuance of the project in its current form at recent public events.

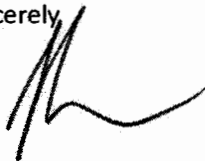
The actions of the MADRA organisation being successful in getting a second representative on the council can be compared to a 'stealth bomber' blind siding the Moe community to come out of nowhere to destroy this much awaited and heralded project.

The MADRA representative Mr Abolton has been flogging the 'dead horse' of an overpass at the bowling club roundabout which would cost an amount far in excess of the current MACP project and would be a scandalous waste of money compared to the value brought to the Moe community by the current MACP concept. It is interesting that the MADRA organisation has never been asked to show its costings or traffic management reports on their totally unwarranted overpass concept at any public meeting I have attended.

The attempts to derail the progress of this project of major significance to the Moe community mid stream after businesses were closed down, properties acquired and millions of dollars spent to date would be a public scandal which would question the core competency of the Latrobe City Council in the corridors of power of State and Federal Governments.

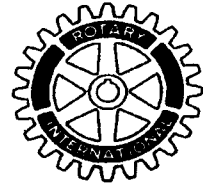
In short, this project need to be recommenced immediately to seize the opportunity to get Federal funding now, because delaying it, means ending any chance of getting any funding from the tranche of available funding from the 2013 election campaign.

Yours sincerely,



PEARSE MORGAN
RGM Accountants & Advisors
Director

Document Ref: 121558_1



Rotary Club of Moe

(Incorporated) ABN 11 637 844 651

DISTRICT 9820
CHARTERED 1949

P O Box 155
MOE Victoria 3825
Australia

President – Peter Kingsbury
Secretary – Neil McCluskey

26 February 2013

Moe Rail Precinct Revitalisation Project

SUBMISSION FROM – ROTARY CLUB OF MOE

HAVE YOUR VIEWS TOWARDS THE MACP/MRPRP CHANGED OR REMAINED THE SAME?

As outlined at the special council meeting on 20 February, 2013, the Rotary Club of Moe originally agreed in principle to the MRPRP, but invited Moe Lions and Apex to contribute thoughts at a Combined Service Club dinner held in September 2009.

A list of thoughts and concerns were collated from that discussion; and attached to the Rotary Club of Moe's submission.

At best, the 3 service clubs meet together only once during any given year, so the opportunity to meet within February was impossible.

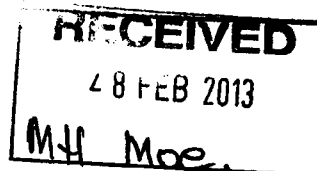
Consequently, the thoughts offered below solely represent the Rotary Club of Moe, who recently modified the original submission, deciding:-

- to fully support the Revitalisation Project Design which includes a new Civic Centre (incorporating a Council Service Centre, a new library, community meeting rooms and a café, a Civic Plaza, shared zone, bus interchange, taxi ranks, car parking and public toilets);
- To fully support a range of attractive and safe landscaped open spaces including youth precinct, greenroof, children's play area, picnic and barbeque area, terraced lawn, shade trees and public seating;
- To fully support development of a green belt flow from the railway station to the Moe Racing Club, thereby integrating the project.

HOW WOULD YOU LIKE TO SEE THE PROJECT CONTINUE?

The Rotary Club of Moe urges the Latrobe City Council to provide unified support to the project as presented in the design launch. The people have spoken! The various views presented passionately at February's Save Moe's Future rally, and the special council meeting, represent the large majority of the broader community. Issues relating to business, residential, investment, cultural, youth and recreational matters echo the thoughts of residents contacted during the petition gathering process.

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DO YOU HAVE A VIEW ON COUNCILS CURRENT APPROACH TO SECURING STATE AND FEDERAL GOVERNMENT FUNDING THROUGH A STAGED PROJECT IMPLEMENTATION PROCESS?

The Rotary Club of Moe would expect council to immediately and vigorously pursue state and federal funding, together with monies raised from any additional grants, in an urgent attempt to reinvigorate the MRPRP without additional delay.

Although not our preferred option, we would support council implementing staged project development as funds are gained, as it by far outweighs the current situation where funding is not only currently unavailable, but rather, not even being sought.

WHAT ARE YOUR EXPECTATIONS OF COMMUNITY PARTICIPATION IN THE PROJECTS DELIVERY GOING FORWARD?

The desire of the Moe Community to not only be heard on this issue, but to be actively participatory in current and future developments is self evident, given the input of so many committed townsfolk since the December 2012 council decision.

It is now apparent that, though our elected representatives do not support the project being presented, and by association, the ratepayers wishes, clearly a large majority of Moe people will be active in the projects delivery going forward.

Yours faithfully,



Roger Taylor

28th February 2013

Luke McGrath

LukeMcGrath@latrobe.vic.gov.au

Latrobe City Council

LATROBE CITY COUNCIL
INFORMATION MANAGEMENT

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SUBMISSION RE MACP FOR LATROBE CITY COUNCIL

I wish to submit my views to Council for consideration in the "Review" process regarding the Moe Activity Centre Plan, (MCAP).

I have never made a submission to Council before but with what has occurred in recent months I feel that it is important that I speak up.

I absolutely support the MCAP project in its entirety as endorsed by Council in 201. I categorically reject the need for any further consultation, reviews, surveys etc regarding this project.

I would like to see this project continue as per the design concept that was launched in 2011. I believed that when Council informed the Moe public they were going to secure state and federal funding through a staged approach that this is what would happen.

At no time was I ever informed in any manner Council would not follow through with this process. I am seriously concerned about the recent Councils actions or should I say, inactions. I am genuinely concerned that a minority of Councillors who have their own agendas are not only controlling council processes to suit their own outcomes but are holding the majority of people of Moe to ransom as a result. This, in my view, is a serious breach of natural justice in local council procedures.

I note that "*funding sourced as required for implementation on specific stages of the project*" shows lack of business acumen, foresight, commitment, and leadership, again in my view. If the mayor of New York, Cr La Guardia back during the Depression had the same view, the city would not be the city it is today, (his desire and passion to develop that city during a time where there was no money nation wide is widely recorded as having turned that cities fortune around). The council and the objecting councillors in particular, could learn something from this man and what a little passion, vision, and leadership can achieve.

I understand that certain parcels of land will not be sold to council until funding has been sourced, as had happened to the parcel of land involved with the Gipstafe project in Traralgon. It does not take a brain surgeon to work out that the first move then must come from Council, (seek funding).

I am a long term resident of Moe. I expect a fair, democratic, transparent, informative and smooth process to come from Council. Those councillors who have little experience or knowledge of the MCAP should not let power go to their head/s. Rather they should humbly and courteously abstain from decision-making in such matters that have been commenced prior to them taking their positions at council and matters that are greater than they have yet to fully understand. These councillors would earn more respect from not only their colleagues but from the Latrobe City community as a whole. We would then have more rather than less, faith in their ability to represent us in such matters.

No project should be held up just because an individual/or a minority might not like nor understand part of it.

This project is for the long-term benefit of all the residents of not only Moe, but the entire Latrobe Valley community. Moe is the gateway to the rest of the Latrobe Valley. We are the first that visitors see so let it not be the eyesore it currently is.

Yours Sincerely



Jenny Jackeulen

Moe

(this following address not for publication - [REDACTED])

ATT:- LUKE McGRATH

MCAP

SUBMISSION

RECEIVED
11 MAR 2018

Moe
19

Moe Rail Project, Submission 28/02/13.

Rodney Lloyd, [REDACTED] [REDACTED]

I had taken an interest in this project, but before the actions of council on 17 December 2012, I just assumed it would be completed at some point.

The meeting upon the site was a bit of a shock, as people yelled and called for sackings and completion of the project.

The following council meeting had a calmer tone, and standing room only, I did not stay long.

Special council meeting in Moe town hall, and I began to form opinions of what I thought this small city requires.

The Police presence at all three meetings put doubt in my mind as whether or not I should speak up and make enemies in a place I have so far been anonymous.

Free Speech, a right to be heard. We live in a democratic society, and if Local Council is to maintain integrity as the voice of the citizens, those citizens must stand up and be heard, without fear of retribution.

The other option is corruption and eventually criminal elements taking over the halls of power as the meek cower in the shadows. Mexico this is not.

Question 1. Have my views towards the MACP remained the same, or changed?

A. I would like to see the project revert back to being primarily a transport hub project.

Question 2. How would you like to see the project continue.

A. Duplicate the Rail line. This is part of the original talks, why has it been forgotten?

The road overpass from Fowler St to Saviges Road. Not my idea of a pretty sight, but this is what we need, rather than what we want. Traffic in Traralgon and Warragul is a good example of poor planning 20 years ago.

We here in Moe have the opportunity to plan for the next 30 years, and make this part of Latrobe City, the most liveable.

Traffic congestion is a city's worst enemy. Existing infrastructure is the biggest and most expensive hurdle when it comes to changing a street layout. Now we have a blank canvas in the middle of town, let us use this to move traffic and people around more easily.

A coach parking Bay for trips to the snow, was in the original plans, where is it now?

I did speak to a few skaters at the public meeting, and they just want a full size skate park of world standard. Location not so important. I say put the skate park at Apex Park, and make room for a dirt BMX track, as this give more options to cyclists.

The library and service centre should stay in the Civic Hub, and the old shire offices be purchased back from Tanjil Place Medical, to further cater for expansion of Moe's needs in the Civic Hub area.

Planning for a new premises for Tanjil Place Medical should take in consideration other existing medical sites, and access to chemist retail, and other medical services.

The Bus Terminal and Taxi rank, are easily moved to George street, just lots of space required!

Another reason why less infrastructure in the current development site is better practice than the June 2011 plans.

The rail trail must make way for rail duplication. I have not studied the area, but space for rail trail is secondary.

Question 3. My view on councils approach to funding?

Funding sourced as required seems a common sense idea.

The project should proceed in stages and funding sought as each stage nears completion.

Question 4. My expectations of community participation?

If not for the Dec. 17 actions, I would have no input to this process, so we are now in a very good position to achieve a common sense outcome. Hooray.

My apologies for a rushed document. Late at night on 28th Feb!

Regards Rodney Lloyd.

To the Latrobe City Council

Re: Moe Activity Centre Project

Although we personally find the current review of MACP somewhat bemusing we wish to add our submission to those of others wanting the project to resume without delay along with immediate initiation / resumption of fund seeking.

Without trudging over old ground, which is hard to do, we need to have a good look at where we are placed at the moment.

- The project has been through a lengthy design, draft and review process
- The structures that were needed to be removed to commence this project have been demolished.
- Initial levelling of the site completed
- Toilets and clock constructed along with the laying of a turfed area.
- Power is currently in the process of being placed underground in George Street.

Plus The vast majority of the Moe residents want this project completed and did not want this further review as evidenced in the petition of more than 6000 submitted to council by the Committee for Moe

Millions of dollars have spent to date. To stop now would have dire effects on businesses and residents of the City of Latrobe. We suggest that potential investors will be rightly concerned over the inconsistency of decision making by our councillors and look to other areas. It would make the time and effort to date quite appear quite futile along with a perception of gross mismanagement of public funding.

This is not how we wish this project to be considered. We want it to be seen as an innovative project that enhances central Moe both visually and practically, with ready access to transport, youth recreational facilities and a "state of the art" library.

Within our submission we wish to address what we consider two fallacies within a few of the previous, although recently re-reviewed submissions against proceeding with the current MACP.

1. Lack of parking in the business district due to loss of parking spaces to MACP

We park in the area regularly and bewildered by this ongoing claim. We have never, repeat never had to look too far for a parking spot and cannot see that the loss of a few parking spots at the end of Moore Street would have any negative impact on car parking. We do not know of any town / city where you can locate a car park directly outside the shop/business you wish to attend. The worst case scenario in Moe would be walking for three minutes to get to where you want.

We thought we would undertake a brief survey to validate these comments. Please see tables below.

Survey parking locations 27/02/13 11.00am-11.30am

Business District

Car park area	Our Comment	Vacant spaces 27/02/13
Woolworths	Sometimes hard to find a park but generally OK	30+
Coles	Easy to find a park	60+
K Mart	Always ample parking	200+
Between ALDI/Sam's Warehouse	Always available parking	40 +
Behind Fire Station	Always available parking	60+
Behind old city offices	Sometimes hard to find a park but generally OK	20+
Haigh Street (From Anzac-Moore Streets)	Always available parking	40+
Behind RSL	Sometimes full	5

There were still numerous car parking spaces in the streets within the business district not included above and not allowing for 30+ spaces currently unavailable due to the works in George Street

Railway Station

Car park area	Our comment	Vacant spaces 27/02/13
Station car park	Usually full during weekdays	Nil
Lloyd Street Nrth side	Always available parking	70+
Langford street (150m away)	Always available parking	40+

Note: Not allowing for restricted time parking in Fowler and Lloyd Street South side which was considerable at the time.

We suggest it would be some years, even with a predicted increase in residency, that Moe would need to look to extra parking although when needed there is adequate land along Lloyd/George Streets to do so.

Note:- Time did not allowed us to be more specific with the exact number of spaces ("drive by" count)or parking times but believe those within the tables are "all day".

2. Option to keep the current library/ refurbish

That "half the people in Moe" don't want it moved (as published in a letter to Latrobe Valley Express) is typical propaganda. The residents we know are for the construction of a new library. No-one we speak to has seen any survey/poll indicating this is not the case.

We would consider that while the MACP was underway it would be remiss to not construct a modern library within the precinct. Its situation within a transport hub would make it more accessible for those who do not have their own transport. That is "close to Albert Street School" has merit but a move to the precinct would make it nearer to other schools. More to the point it is a public library.

That it is beside the railway line, we believe, should not be a concern. This city has their offices and a TAFE in similar proximity to the railway and we have not heard of any major concern over noise issues. Modern construction methods allow for very effective sound insulation and double glazing to prevent such concerns.

Summary

We the undersigned are in agreement with the majority of the Moe residents that the building of the MACP is a requirement in continuing the growth of Moe both residentially and economically.

Moe is the next major rail stop after Drouin and Warragul for those seeking reasonably priced country living while commuting to Melbourne's CBD or Eastern suburbs. The railway precinct would enhance the viability of this alternative to those seeking such a move. The economic benefits to both residents and traders are obvious.

- Increase in money being spent in Moe. More small business opportunities creating jobs
- Increase in domestic construction with the potential for local building companies to benefit and potentially creating more jobs / apprenticeships.
- More demand for trade and maintenance services potentially creating jobs.
- More children to keep our school numbers at levels that achieve maximum teaching resources.

Moe has seen a lot of disappointment over the last 10-15 years through loss of business and services. Moe needs the MACP to capture the chance to harness these potentials.

Steve McIntosh

(Mob. Ph. No. [REDACTED])

David Thompson

(Mob. Ph. No. [REDACTED])

Rob Mizzi

(Mob. Ph. No. [REDACTED])

Darryl Reid

(Mob. Ph. No. [REDACTED])

Andrew Templeton

(Mob. Ph. No. [REDACTED])

Brendon McIntosh

(Mob. Ph. No. [REDACTED])

Mark Dyer



(Mob. Ph. No. [REDACTED])

Keith McKendry

(Mob. Ph. No. [REDACTED])

Richard Horton

(Mob. Ph. No. [REDACTED])

Mark Moos

(Mob. Ph. No. [REDACTED])


From: Gwen Brown
To: Latrobe Central Email <LatrobeCity@latrobe.vic.gov.au>
Date: 1/03/2013 1:04:29 PM
Subject: MACP Review

To the relevant person,

My written submission in relation to the review is attached.

Gwen Brown.

Gwen Brown.



01 March 2013.

Paul Buckley,
Chief Executive Officer,
Latrobe City,
PO Box 264,
Morwell. Vic. 3825.

Dear Mr Buckley,

RE: MACP REVIEW

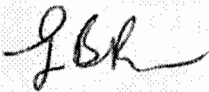
I wish to submit my continuing support for the MACP as described in my previous submission on 04 December 2007.

I believe that the MACP should continue in its current form as there has been more than adequate public consultation and input by the consultants engaged by council to develop the design in accordance with their technical expertise and the considerable community input.

People should respect the democratic decision and let the project proceed. Let any further monies now be spent on the development itself.

Obviously, due to the size of the project, I would expect the funding to be achieved in stages over a period of time.

Yours Sincerely,



Gwen Brown.

From: John Kerr Real Estate
To: Latrobe Central Email <LatrobeCity@latrobe.vic.gov.au>
Date: 1/03/2013 12:47:01 PM
Subject: MOE RAIL PRECINCT REVITALISATION PROJECT REVIEW

Dear Sir/Madam,

I refer to your letter dated 5 February 2013 and attach a letter in regard to the review.

ROBERT SIM

Director

John Kerr & Associates Real Estate

PO Box 62

MOE 3825

Phone: 03 5127 7133

Fax: 03 5127 7144

reception@johnkerr.com.au

28 February 2013

Mr P Buckley
Chief Executive Office
Latrobe City Council
Commercial Road
MORWELL VIC 3840

Dear Paul

**RE: MOE ACTIVITY CENTRE PLAN & MOE RAIL PRECINCT
REVITALISATION PROJECT**

As a previous submitter and supporter of the abovementioned projects, I write this letter to once again reinforce my view that these projects in their entirety are vital to the communities of Moe, Newborough and surrounding districts and should be pursued vigorously by Council.

The projects should always have been viewed as a structured, staged design and constructed with Government funding forming the bulk of any monies required to build the projects.

Long and short term goals should be set, however there must be no doubt as to the final outcome being a fully completed project as outlined in the agreed and accepted design.

The projects are pivotal to the vibrancy of the commercial centre of Moe and vital to the community who have embraced and supported the concept from the beginning and who should continue to be informed and consulted in all matters going forward.

Yours faithfully
JOHN KERR & ASSOCIATES REAL ESTATE

A handwritten signature in black ink, appearing to read 'R. Sim', is written over a horizontal dotted line.

ROBERT SIM
Director

From: Vaughan Speck
To: Luke McGrath <Luke.McGrath@latrobe.vic.gov.au>
Date: 1/03/2013 4:21:58 PM
Subject: Submission MACP

Dear Luke

Could you please accept my submission to Council re the MACP

Submission re Moe Rail Revitalization Project

I am frustrated and appalled that the Community has again been asked to give it's opinion about this project. In particular I have been asked to explain whether or not my views have changed since the project was approved following massive community consultation some time ago

Have I changed my mind ? NO.

Simply there has been no reason to do so.

The real question is not have I changed my mind, but why are we now wasting more time and money on another review.

Firstly, no new vital game changing information is available.

Moe councilors have made no real attempt to inform citizens (even after the event) as to why this motion was moved. Thus I assume there is none.

We continue to be provided with information by amateur town planners from MADRA.

I prefer the opinion of the professional council employees and am confident that the project will improve the lives and amenity of the Moe population.

Secondly, there has been no groundswell of protest from Moe citizens angry at the possible diversion of funds to this project, believing they are needed for other more important projects in other towns.

This project must go ahead to provide a physical and psychological boost and focus for the town, and to ensure that business and investment confidence is maintained.

Properly representative public groups are in favour of the project.

Recent petitions and meetings confirm that the vast majority of Moe citizens want it to go ahead.

The council should vote to ensure that the project priority is raised above that of the Traralgon pool. The project must go ahead and the councilors responsible for the delaying motion should resign in apology.

Regards

Dr Vaughan Speck

Tanjil Place Medical

Moe, Vic

Tel 03 5126 1344

Fax 03 5126 1142

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Ref: 1000

01 March 2013

Paul Buckley.
Chief Executive Officer,
Latrobe City.
PO Box 264,
Morwell. Vic. 3844.

Dear Paul,

RE: MOE PRECINCT REVITALISATION PROJECT REVIEW

I refer to your letter of 5th February, 2013 (Ref: 819534), and wish to advise that my views on towards the MACP and/or MRPRP have not changed from my earlier submission dated 05 February, 2013.

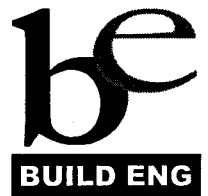
In fact, my opinions have strengthened in this regard.

Please register my continuing support for the current proposal.

Yours faithfully,



Chris Brown.



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From: brendanjenkins [REDACTED]
To: Latrobe Central Email <LatrobeCity@latrobe.vic.gov.au>
Date: 1/03/2013 4:03:15 PM
Subject: Moe Activity Centre Plan

Dear Ms Mayor,

I would like to confirm the original submission of the Moe Branch of the ALP in relation to the Moe Activity Centre Plan. The Branch and its members past and present continue to support the project and are disappointed that the Latrobe Coty has stopped any work towards making this project a reality.

If anything the MACP is now more relevant that it was at its inception. The requirements for an integrated community information and activity centre for modern communities is now universally recognised. The concept that brings together all members of the community in the one place alongside a major transport interchange is an opportunity which not every community can attain. In Moe's case we have the location, need and the overwhelming support of the Moe Community to make it happen.

Over time the chosen site will become even more of a crucial centre for the Moe Community and we are again fortunate that there is so much more additional land available on either side of the railway, not already part of the MACP. In short, future needs can be met at this precinct where they would not be able to be provided for anywhere else in the Moe area. In fact current locations for present services offer no opportunity to expand and already have no adjoining car parking and transport interchange opportunities for the limited activity presently undertaken much less the amount of activity which will be undertaken into the future.

The Latrobe City need to undertake this project ASAP.

Yours sincerely

Brendan Jenkins

For the Moe ALP

Mr Paul Buckley PSM
Chief Executive Officer
Latrobe City

28 February 2013

Dear Paul

Moe Rail Precinct Revitalisation Project Review

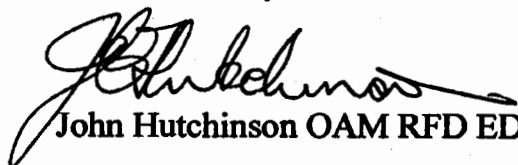
Thank you for again inviting me and many other Moe people to contribute to the shape and progress of the Moe Rail Precinct Project. I was impressed with the structure and support for the public consultations that took place from 2007.. However I am disappointed with the progress since then and shocked at the delays and current stalling that has since occurred.

I wish to answer the questions raised in your letter to me as follows:-

1. I continue to support the Moe Activity Centre Plan as approved by our Council in 2011.
2. I would be keen to see the project continue as designed and approved with strong Council support to build on the good work done in design and consultation phases.
3. I believe the project needs to be staged in logical and financially supportable phases to ensure a timely and complete project is achieved . The phases need to be established and publicized so that the Latrobe City public is aware of the milestones and can support their achievement.
4. I am sure Council can be supported by the Moe Community in representations to Federal and State Governments for funding for each of the future well defined stages. Moe Development and the Trades Association would be key contacts in this regard.

Summarising, I fully support the consultation that occurred, the design concept and the staging approach. I am very disappointed with the pace of progress and the current stall and trust that Council will work to deliver this excellent project in the best way possible.

Yours sincerely


John Hutchinson OAM RFD ED FIEAust

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27th February 2013

SUBMISSION RE MACP FOR LATROBE CITY COUNCIL

I wish to submit my views to Council for consideration in the "Review" process regarding the Moe Activity Centre Plan.

Firstly, I want to state that I have never made a submission to Council before but given the events since the Council meeting on December 17th 2012 I feel compelled to voice my opinion.

I unequivocally give my full support for the MCAP as has previously been endorsed by Council in 2011. I categorically reject the need for any further consultation, reviews, surveys etc as I, being a member of the Moe community, have been involved in these for many years.

When you ask if I have a view on Council's current approach to securing state and federal funding I am disgusted. Given that at Council's 4th June meeting, Recommendation 2 was "to continue to pursue funding opportunities to progress various elements of the MRPRP in a staged delivery approach". In light of this I was totally shocked at the December meeting to hear that NO funding applications had progressed. My question to the whole Council is "What did you do to progress this project in the interim six month period?". The people trusted Council to uphold it's own recommendation and it would appear that you did not.

As a resident and a rate payer I am puzzled. Originally I fully agreed to a staged delivery approach but clearly now I want Council to define what they mean by this term. To me "staged" means continually moving forward, constantly seeking funding with a predicted end date in sight. It does not mean not following through with your commitment to seek funding and keep the project going.

Councillors have an obligation to listen to the people. They have an obligation to bring an open mind to their role and act with integrity. I have seen no evidence of this and therefore my belief in the integrity of Council and my democratic right to expect "fair process" has vanished.

If Council can decide to act with the required integrity needed to bring this project to fruition then my expectation is that they will ACTIVELY seek funding to stage the project to completion in a timely manner. I as a resident would expect to be updated on a regular basis of Councils work and the progression of the project. I do not want to waste more time and money with irrelevant meetings, bogus reasons for delaying the project nor perceived unfair practices.

Yours Sincerely


Jenny Jones

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26th February 2013

Luke McGrath

Latrobe City Council

Morwell 3840

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SUBMISSION RE MACP FOR LATROBE CITY COUNCIL

I wish to submit my views to Council for consideration regarding the Moe Activity Centre Plan.

I am a long term resident of Moe and have the strong opinion that the MACP as endorsed by Council in 2011 will provide the city of Moe with a positive focal point that will revitalise the CBD and the whole city in general.

I have never made a submission to Council before but with what has occurred recently I feel that it is important that I make this submission for Council's consideration.

I have lived in Moe my whole life and have school aged children. Like all other parents, I want the best future possible for my children. I see the MACP as a real catalyst for improving the overall presentation of the city. I see it as a major opportunity for attracting investors who in turn will create employment for local people. I see it as a strong commitment to the youth of the city and I see it as a catalyst for uniting the people who call Moe home.

As a worker and a parent I am not interested in Council's internal bickering. I am not interested in what a handful of knockers have to say. I am not interested in Councillors who flatly refuse to listen to the people. I am interested in proactive people. I am interested in creating jobs, I am interested in seeing democracy in action and I am interested in seeing if Council will fulfil its commitment to Moe.

This project has been consulted to death. It's time for action. Councillors need to wake up and realise that the people have spoken through the public meetings and the petition. It's time to take off the blinkers and face the reality that they were put there to represent their constituents in a fair manner. Move on. Get over your ego's and do what the people have asked for. Most people don't want to live in a ghost town because businesses leave. Most people don't want to say "Come to Moe and see our bus stop". For all it's might Moe is trying to improve its standing and should be supported by the Council who very happily collects our rates.

Come on Council. You know what needs to be done. Work collectively for the good of the city of Moe and all the wonderful people who live here. Report back to us on the progress you are making in terms of bringing the MACP to fruition rather than what you are doing to stop it.

Yours Sincerely



Debbie Yeomans

26th February 2013

C.E.O.

Latrobe City Council

SUBMISSION RE MACP FOR LATROBE CITY COUNCIL

I wish to submit my views to Council for consideration in the "Review" process regarding the Moe Activity Centre Plan.


I have never made a submission to Council before but with what has occurred in recent months I feel that it is important that I speak up.

I absolutely support the MCAP project in its entirety as has previously been endorsed by Council in 2011 and I categorically reject the need for any further consultation, reviews, surveys etc regarding this project. My views from the beginning of this project until now have not changed.

In terms of how I would like to see this project continue my response is as per the design concept that was launched in 2011. I believed that when Council informed the Moe public that they were going to secure state and federal funding through a staged approach then this is what would happen. At no time did Council ever lead me to think that they would not follow through with this process. As a result of Councils recent actions I am seriously concerned as to whether the people of Moe have been exposed to Council not fulfilling their commitments. I note with interest that you state "funding sourced as required for implementation on specific stages of the project". It seems absurd business acumen if this is a static statement. In other words, if Council is going to wait until one stage is completed before seeking funding for the next stage then this indicates no forward planning. Surely once funding was obtained for a specific stage and then that stage was well underway, Council would then have the nous to begin getting ready for the next stage and be proactive in securing funding.

As a resident I would expect to be kept informed of Councils progress towards an end result. I don't see any need for the project to be held up just because an individual might not like something. This project is for the long term benefit of all the residents of Moe and this is not the forum for individual personal preference verses the majority view. If a few individuals are so egotistical as to think that a whole community will stop for them then Council needs to step up to the plate, take control and act as directed by the vast majority of citizens.

Yours Sincerely


Anna Henley

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26th February 2013

Luke McGrath

Latrobe City Council

Morwell 3840

SUBMISSION RE MACP FOR LATROBE CITY COUNCIL

I wish to submit my views to Council for consideration regarding the Moe Activity Centre Plan.

I am a long term resident of Moe and have the strong opinion that the MACP as endorsed by Council in 2011 will provide the city of Moe with a positive focal point that will revitalise the CBD and the whole city in general.

I have never made a submission to Council before but with what has occurred recently I feel that it is important that I make this submission for Council's consideration.

I have lived in Moe my whole life and have school aged children. Like all other parents, I want the best future possible for my children. I see the MACP as a real catalyst for improving the overall presentation of the city. I see it as a major opportunity for attracting investors who in turn will create employment for local people. I see it as a strong commitment to the youth of the city and I see it as a catalyst for uniting the people who call Moe home.

As a worker and a parent I am not interested in Council's internal bickering. I am not interested in Councillors who flatly refuse to listen to the people. I am interested in proactive people. I am interested in creating jobs, I am interested in seeing democracy in action and I am interested in seeing if Council will fulfil its commitment to Moe.

This project has been consulted to death. It's time for action. Councillors need to respect that the people have spoken through the public meetings and the petition. It's time to face the reality that they were put there to represent their constituents in a fair manner. Move on and do what the people have asked for. Most people don't want to live in a ghost town because businesses leave. Moe is trying to improve its standing and should be supported by the Council who very happily collects our rates.

You know what needs to be done. Work collectively for the good of the city of Moe and all the wonderful people who live here. Report back to us on the progress you are making in terms of bringing the MACP to fruition rather than what you are doing to stop it.

Yours Sincerely



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Friends of Latrobe City Libraries
c/- Jill Beck
[REDACTED]

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Mr Paul Buckley
CEO
Latrobe City Council
PO Box 264
Morwell Vic 3840

28 February 2013

Dear Paul,

Thank you for the opportunity to provide a new written submission from Friends of Latrobe City Libraries concerning the current review of the Moe Activity Centre Plan and the Moe Rail Precinct Revitalisation Project.

In regard to the questions which we have been asked to address in the submission, first, the Friends group wishes to reiterate its previous view on the above projects. That is, the group has since its formation been working with Council as the community voice of library users. We believe that the Latrobe community deserves and expects a high standard of library service provision, and have been directly involved in the redevelopment of the Traralgon Library. In addition our volunteer activities have provided the Latrobe City Libraries with significant financial assistance to support library resources and activities.

The proposal to relocate the Moe Library to the railway site raises a considerable number of concerns, particularly since we are aware that concept plans for a new library have been developed without any community consultation. We believe that this has been a significant failure of the process to date. Thus in relation to the second question to be addressed by this submission, the group does not believe that it is able to comment in any detail about the continuation of the project, given the unavailability of the plans for the new library completed since the June 2011 launch.

The Friends concerns around the proposed location include the removal of the library, a key focus for community activity, away from the existing civic hub. It will be further from the Moe Town Hall, post office, Regional Education Centre, primary schools, and elderly accommodation (all high traffic destinations for community members). As well, the new site will have reduced access to car parking, which is already at a premium, especially on race days.

The Friends suggest Council refer to the location pointers in the internationally recognized *People places: a guide for public library buildings in New South Wales*, which can be viewed online at www.sl.nsw.gov.au. This document includes many valuable recommendations on developing and planning for a new library.

Added to the above, is the advice received from Hume council staff not to build a multi-level facility as with their Broadmeadows library. Bearing in mind that Latrobe City Council still

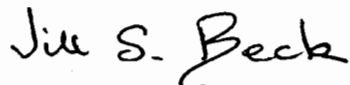
has to temporarily suspend meetings when noisy trains go past their own Council chamber, from a noise perspective, how could it possibly be considered an improvement to move the library from its current location to adjacent the railway line.

In relation to the third question to be addressed by this submission, the Friends preference is that the funding for this redevelopment be pursued as Council's priority so that the full project can proceed. This is likely to provide a cheaper, timelier and more satisfactory outcome than a staged development.

The Friends request that while the funding proposal is being developed, all options for locating and improving the Moe Library be reviewed openly and transparently and with community consultation. These options should include the upgrading and/or extension of the library in its present location. In the interim, significant refurbishment to the present building, which appears to have been placed on hold for the last 6 years, should proceed as quickly as possible. This is important given that no major facility improvement is likely for at least 3-4 years.

In relation to the fourth question to be addressed in this submission, the Friends group expects that there should be genuine community consultation with emphasis given to library users and library staff to openly express their views particularly about whether the library is relocated compared with at least the cost option of upgrading on the present location. Absolute transparency is required during all phases of the Review and any further development of the Project. This expectation is embodied within the Council Values (*Council Plan 2012-2016*), and thus the Friends group considers that it, as well as the community, should be invited to comment on and review all the options for a redeveloped Moe Library Service.

Yours sincerely



Jill S. Beck
Secretary/Treasurer
Friends of Latrobe City Libraries

28th February 2013

C.E.O.

Latrobe City Council

Morwell 3840

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SUBMISSION RE MACP FOR LATROBE CITY COUNCIL

I wish to submit my views to Council for consideration regarding the Moe Activity Centre Plan.

I am a long term resident of Moe and have the strong opinion that the MACP as endorsed by Council in 2011 will provide the CBD of Moe with a positive focal point that will revitalise the centre.

I have never made a submission to Council before but with what has occurred in recent months I feel that it is important that I speak up.

The MACP clearly combines many vital community and visitor facilities that will not only attract people to our city but also investors. I am aware of some objectors to this project who wish to have a car park and bus terminal located on this prime piece of land. My response to this suggestion is that car parking and a bus stop will do nothing to improve the appearance of the CBD, it will do nothing to improve the investment in the city and it will not provide the community with a focal community space. I ask the question "what is the use of a transit area if there are no shops, facilities or businesses to bring the people into the city"? We can have all the car parking under the sun but ultimately, if we cannot attract businesses that people are interested in then what is the point? Is our logo going to say "Come and visit Moe. Lots of parking but nothing to see or do". The other aspect of the MACP that I strongly support is that it gives the residents hope. Hope for a better future. Hope that we will attract investors which in turn will provide employment of our children.

It is with interest that when I read the submissions against this project the arguments all seem to be centred around relocating the library. With all due respect I could easily come up with just as many reasons why the library should be incorporated into the MACP. To think that a few people are risking the future of this city based on their personal preference as to where the city's library is located demonstrates a complete lack of understanding in all the research as to how communities work together and thrive. The library will still be in the CBD, it will still be within walking distance for any mobile elderly person who could get to the current site and it will be far more accessible than where it is now.

It is quite astounding when I read that the actual proposed new site is next to a railway line and that it is an inappropriate location. Might I remind Council that you approved the building of the Traralgon TAFE right next to the railway line. Might I remind Council that a huge amount of money was spent building the Latrobe City offices right next to the railway line in Morwell. It would seem that when development in Moe is suggested it is the only city in Latrobe where the railway line is an inappropriate location.

How do you explain this situation? I don't think you can. A fair and reasonable person would have to have certain doubts about Councils credibility if it approved two out of three projects located along a railway line.

I believe strongly that the MACP should proceed full speed ahead. I see absolutely no need for further consultation nor time wasting going over what has already been thoroughly consulted with the people. The community has spoken on so many levels it would appear that certain people do protest too much just so that they can hear their own voices.

I expect that the Council will end this review with a focus on making up for lost time. I expect that the Council will direct all its available resources into seeking state and federal funding to get this project back on t rack. I expect that Council will keep the people of Moe informed on what it is doing, where the project is up to and what is happening next. I expect that the Council will act on the feedback that they have had from the vast majority of residents and work to instil confidence In the system.

Yours Sincerely

A handwritten signature in black ink, appearing to read 'Irene Ballard', written in a cursive style.

Irene Ballard

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28 February 2013

Latrobe City Council

To Latrobe City Council

MOE RAIL PRECINCT REVITALISATION PROJECT REVIEW

First I wish to formally reiterate my thanks already expressed verbally at the LCC meeting at the Moe Town Hall 20-2-13, to those Latrobe City Crs responsible for deciding to undertake this review. This review is long overdue & open & transparent evaluations of these works should have been conducted prior to any on the ground works commencing & ongoing open, public review procedures conducted prior to the commencement of every new stage of these works.

I submit the following addressing the questions you have asked.

Have my views towards the MACP and/or MRPRP remained the same or have they changed?

They not only remain similar to those I have expressed in submissions to LCC dated 7-12-2007 & also 4-11-2009 but as a consequence of LCCs actions since December 2009, I have become even more sceptical of the publicly released infrastructure construction objectives/aspirations associated with the MACP/MRPRP & unless a convincing argument with new information is presented in this review, I am opposed to the transfer of the library from its current location in Kirk St to the proposed location in the vicinity of the corner of George St & Moore St.

The reason why the library has been proposed to be relocated has never been openly & clearly explained nor has it been openly indicated who initiated this proposal or why.

This needs to occur or the scepticism within & outside of the Moe community about the library relocation being an excuse for the freehold stakeholders in the former Moe City Council Offices to expand their freehold real estate by acquiring the former library & service centre site, will remain an ongoing source of speculation & conjecture damaging to the reputations of all those stakeholders advocating the library transfer proposal, & also the LCC & the community as well.

If it is so important to construct an iconic building in the vicinity of the George St & Moore St intersection for the future of Moe why can't the advocates of such a construction stump up the money themselves to deliver such a proposal instead of advocating the redirection of scarce taxpayer & ratepayer resources away from other community priorities & in the direction that would appear to be principally for these advocates benefit?

Sort of makes you wonder how Moe has managed to evolve to what it is today, after originating from a stop on the Old Coach Road without an iconic building to apparently be the panacea for the "future".

Perhaps Moe could have a medical clinic located in a uniquely iconic building, importantly paid for by the promoters of iconic building construction/medical clinic expansion, rather than paid any more for by the ratepayers & taxpayers of this community who have already committed what is reported to be at least \$7.5m to what has essentially been the destruction of ~ a dozen or so business premises & the loss of business from this community or maybe these advocates of spending large amounts of other peoples' money could risk their own money to construct business premises in an iconic building & just maybe we could get a sports store back into the business precinct, as used to exist before the premises occupied by "Tonys Sportz" was demolished.

To bring credibility back to LCCs decision making process around the MACP/MRPRP this Review must recommend that LCC evaluate the advantages & disadvantages, including projected costs of upgrading/expanding the library on its current site. At no stage in the limited consultation that has occurred so far has this been openly considered by LCC, despite numerous submissions requesting this occur from a variety of submitters & even one possible example submitted to LCC.

For the benefit of new Crs & as a reminder to ongoing Crs I repeat the exhortations delivered by almost all of the employees of Hume Council we spoke to when a delegation of interested Latrobe City stakeholders visited the relatively new Broadmeadows library a couple of years ago.

"Do not build a multi-level library".

They said if they had the opportunity to start from scratch again they would design/construct a single storey, ground level library.

My scepticism/opposition towards the MACP and/or MRPRP has increased because of the lack of open consultation. No open consultation about the plans released at the June 2011 concept design launch has occurred until now, yet I have been advised by LCC staff that new drawings for the layout of the proposed relocated library have been completed since the June 2011 launch.

This reinforces the feeling of scepticism expressed by many participants of the "Design In" conducted in May 2009. Many indicated they felt as though they had been subjected to "sham" consultation, having been segregated into groups with conveniently equivalent numbers of those known to be sceptical of the proposals & those seeking to see the proposals proceed without question hindering reasonable alternatives being able to be considered.

The "Speak Out" conducted in August 2007 in the Moe Town Hall that is supposed to be one of the community consultation justifications for the relocation of the library occurred with the only information put forward to the ~100 people reported to have participated, being a picture on the wall of the internals of a library with a view out of the library window onto a pleasant garden scene, this photo was accompanied by the question, "would you like a new library?". Of those who said yes they didn't actually say yes to relocating the library adjacent to & overlooking the railway line around the intersection of Moore St & George St because that detail wasn't included for consideration.

Bearing in mind that LCC still has to temporarily suspend their meetings when noisy trains go past their own Council chamber, how could it possibly be considered an improvement to move the library from its current location to adjacent the railway line from a noise & vibration perspective?

Of the consultation that has occurred in 2009 & 2007, the most consistent criticism has been about the reduction in proposed car parking availability in the vicinity of the intersection of George St & Moore St. The June 2011 concept design launch does not appear to deliver sufficient if any improvement to proposed car parking availability.

This criticism appears to be particularly relevant to the loss of parking from the proposed Moore St shared zone, the south side of George St & the relocation of the car park from the south side of the Herbert Martin gardens east to where the existing skate park is located.

The proposed destruction of the mature trees in the Herbert Martin gardens apparently to shift a skate park ~150 m to the west & transfer a diminished no. of car parking spaces ~ 150 m east to the location of the existing skate park appears to be an absurd & obscene misuse of taxpayers & ratepayers scarce resources.

This brings me back to some of the criticisms I have of the manner in which LCC has conducted itself in relation to this project. Around May 2012 a public meeting was conducted in LC HQ in Morwell where amongst other issues discussed LCC was asked about progress on the MACP. Cr [as she was then] Lisa Price responded indicating all the works to be conducted associated with the establishment of the new toilets & bus shelter would be conducted within the footprint of those structures that had already been demolished. This misrepresentation has been indicative of many misrepresentations expressed in the community by the proponents of the current MACP/MRPRP. Around a dozen mature trees at the western end of the Herbert Martin gardens were subsequently removed as part of these construction works that according to [then] Cr Lisa Price were supposed to be confined to the footprint of the demolished structures in that vicinity. Consequently the shade & aesthetic effect afforded to this area by the trees at this end of the Herbert Martin gardens has been greatly diminished. Not a word of retraction, apology or regret about this misrepresentation has been expressed by Lisa Price to the community or by the other Crs present at that meeting. This introduces the issue of LCC / [then] Cr Lisa Price having been identified in the media as being found guilty in court of having misused ratepayers resources in the course of the conduct of the 2008 LCC election. This episode in itself brings into question the bona fides of all decisions related to the MACP/MRPRP in the course of 2008 through until 2012.

Cr O'Callaghan has been reported as suggesting the decision to conduct a review of the MACP/MRPRP sends a message that reflects poorly on the LCC.

To the contrary all of the decisions undertaken by the LCC since 2007 until the decision to conduct this review have been sending recurring messages that reflected poorly on LCC & this community & this review is long overdue!

How would I like to see the project continue?

I do not want to see the project continue without a thorough analysis of alternative options to all aspects of the MACP/MRPRP remaining to be completed.

Is this consistent with the concept design launch in June 2011?

Not that I can see.

Do I have a view on Councils current approach to securing state and federal government funding through a staged project implementation process? (i.e. funding sourced as required for implementation on specific stages of the project)

As stated previously what about getting the proponents & stakeholders likely to profit from the current proposals to stump up their own money to gamble on their own chance to make a windfall profit instead of them expecting scarce taxpayer & ratepayer dollars to be redirected away from other priorities towards their apparent personal benefit.

Perhaps the stakeholders in the freehold real estate the medical centre is located on could be prevailed upon to demonstrate what good corporate citizens they're prepared to be & they can make the space in front of the medical centre available for a skate park so that the youth of the community can genuinely feel like they are being embraced not just by the rest of us but by the high income earning stakeholders in the former Moe City Office real estate as well & being welcomed into the centre of the town between the RSL, Tanjil Place Medical Centre, the LCC service centre & diagonally opposite the Town Hall & the Post Office. I could think of no better location for a skate park apart perhaps for Apex Park, Ted Summerton Reserve, the vicinity of the Moe-Newborough Leisure centre & maybe a few other locations around the community that are already being utilised as youth recreation precincts & don't require the expenditure of large amounts of taxpayers & ratepayers scarce money to convert them from their current purpose to something else altogether.

What are my expectations of community participation in the projects delivery going forward?

Try to focus on achieving those things that are not going to divide the community in the way the proposed transfer of the library component of the MACP/MRPRP has.

Clearly at the October 2012 LCC election the candidates with a history of opposing the relocation of the library were democratically elected without the assistance of utilising ratepayers resources to assist their election as Lisa Price was reported to have done in the 2008 election. The candidates who indicated they supported the relocation of the library were democratically defeated.


Let's try to have open community participation in any future works associated with the MACP/MRPRP & try to salvage something positive out of this debacle & at the very least try to come up with some proposals that will enhance the role of the railway station as a transport hub & do not proceed to build unnecessary constructions that will impede the capacity of this area to expand its function as a transport hub for the community.

i.e. improved access, egress & security of pedestrians to & from the station with better night lighting & better shelter from wet windy weather around the platform & to & from pedestrian pick-up & put down areas; improved access, egress & parking of all vehicles including buses, taxis, cars & bikes. Better integration of appropriate & required commuter & tourist services.

I'm sure that there are many other fine possibilities that many could come up with after open, sustained, effective planning sessions, that are not constrained by apparently pre-conceived objectives that limit individual contributions in the way the May 2009 "Design in" appeared to, but please let's try to keep it realistic in the first instance & try to do things that do not require such a leap that it becomes difficult to bring significant %s of the community along with the proposed concepts as well.

Yours Sincerely,

Bruce McDonald

A handwritten signature in black ink that reads "Bruce McDonald". The signature is written in a cursive style with a long, sweeping underline that extends to the right.

From: [REDACTED]
To: Luke McGrath <Luke.McGrath@latrobe.vic.gov.au>
Date: 1/03/2013 4:56:34 PM
Subject: Submission for MACP - A & C Corrigan

To: Latrobe City
Attention Luke Mc Grath

Submission regarding Moe Activity Centre Plan – Moe Rail Precinct, revitalisation project.

We wish to tender a submission for the support of the MACP as outlined in the concept launch of June 2011.

1. We have always been excited about, and supportive of this project.
2. We are extremely disappointed and shocked that this project has been halted by a review process and would like to see the project continued in its entirety as per the project design released in June 2011.
3. We feel that the review process instigated by Councilor Gibbons and supported by a small number of Latrobe Councilors has jeopardised and delayed funding opportunities.
4. This project has always been about our community, both Moe and Latrobe. As business owners for the past fourteen years in Moe and citizens of Latrobe for the last fifty-two years we have a good feel of the level of support from locals for this project. Many people have spoken for the project and we consider this to be a valued part of the decision making process. There is clearly overwhelming support, by way of petition and submissions and informal discussion from the community.

This project (not the review) has our full support and we only wish that our local councilors could see that this is what the community wants without review and delay.

Yours faithfully

Andrew & Kate Corrigan
[REDACTED]
[REDACTED]

26th February 2013

C.E.O.

Latrobe City Council

Morwell 3840

SUBMISSION RE MACP FOR LATROBE CITY COUNCIL

I wish to submit my views to Council for consideration regarding the Moe Activity Centre Plan.

I am a long term resident of Moe and have the strong opinion that the MACP as endorsed by Council in 2011 will provide the city of Moe with a positive focal point that will revitalise the CBD and the whole city in general.

I have never made a submission to Council before but with what has occurred recently I feel that it is important that I make this submission for Council's consideration.

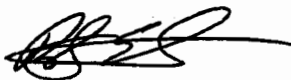
I have lived in Moe my whole life, I operate a small business in Moe and have been involved with kindergartens & schools and I am currently on school council at South Street Primary School where my 2 youngest children attend. Like all other parents, I want the best future possible for my children. I see the MACP as a real catalyst for improving the overall presentation of the city. I see it as a major opportunity for attracting investors who in turn will create employment for local people. I see it as a strong commitment to the youth of the city and I see it as a catalyst for uniting the people who call Moe home.

As a worker and a parent I am not interested in Council's internal bickering, however I find it hard to believe that anyone would spend the money that council has spent then put the project on hold, if this was done in the private sector the responsible person would be dismissed immediately for wasting company money. Also the fact the disruption to those businesses that were in the buildings purchased & demolished was now for nothing, we lost a long established business in Tony's Sports to the town forever as Tony's was unable to find satisfactory premises & decided to close the business & retire, again a total waste & a loss to Moe.

This project has been consulted to death. It's time for action. Councillors need to wake up and realise that the people have spoken through the public meetings and the petition. It's time to take off the blinkers and face the reality that they were put there to represent their constituents in a fair manner. Move on. Get over your ego's and do what the people have asked for. Most people don't want to live in a ghost town because businesses leave. Most people don't want to say "Come to Moe and see our bus stop". For all it's might Moe is trying to improve its standing and should be supported by the Council who very happily collects our rates.

Come on Council. You know what needs to be done. Work collectively for the good of the city of Moe and all the wonderful people who live here. Report back to us on the progress you are making in terms of bringing the MACP to fruition rather than what you are doing to stop it.

Yours Sincerely



Mr Rob Geisler



LATROBE CITY COUNCIL
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Latrobe City Council

Morwell 3840

LATROBE CITY COUNCIL

- 1 MAR 2013

DS MO14

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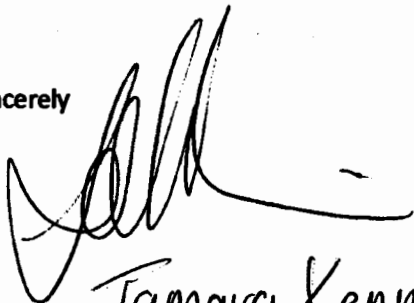
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As a worker and a parent I am not interested in Council's internal bickering. I am not interested in what a handful of knockers have to say. I am not interested in Councillors who flatly refuse to listen to the people. I am interested in proactive people. I am interested in creating jobs, I am interested in seeing democracy in action and I am interested in seeing if Council will fulfil its commitment to Moe.

This project has been consulted to death. It's time for action. Councillors need to wake up and realise that the people have spoken through the public meetings and the petition. It's time to take off the blinkers and face the reality that they were put there to represent their constituents in a fair manner. Move on. Get over your ego's and do what the people have asked for. Most people don't want to live in a ghost town because businesses leave. Most people don't want to say "Come to Moe and see our bus stop". For all it's might Moe is trying to improve its standing and should be supported by the Council who very happily collects our rates.

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Yours Sincerely


Tamara Kennedy

LATROBE CITY COUNCIL
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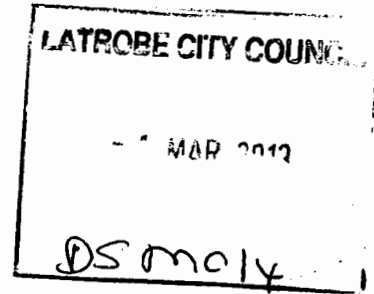
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Latrobe City Council



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In terms of how I would like to see this project continue my response is as per the design concept that was launched in 2011. I believed that when Council informed the Moe public that they were going to secure state and federal funding through a staged approach then this is what would happen. At no time did Council ever lead me to think that they would not follow through with this process. As a result of Councils recent actions I am seriously concerned as to whether the people of Moe have been exposed to Council not fulfilling their commitments. I note with interest that you state "funding sourced as required for implementation on specific stages of the project". It seems absurd business acumen if this is a static statement. In other words, if Council is going to wait until one stage is completed before seeking funding for the next stage then this indicates no forward planning. Surely once funding was obtained for a specific stage and then that stage was well underway, Council would then have the nous to begin getting ready for the next stage and be proactive in securing funding.

As a resident I would expect to be kept informed of Councils progress towards an end result. I don't see any need for the project to be held up just because an individual might not like something. This project is for the long term benefit of all the residents of Moe and this is not the forum for individual personal preference verses the majority view. If a few individuals are so egotistical as to think that a whole community will stop for them then Council needs to step up to the plate, take control and act as directed by the vast majority of citizens.

Yours Sincerely

A handwritten signature in black ink that reads "Brett Kennedy".

Brett Kennedy

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Latrobe City Council

Morwell 3840

LATROBE CITY COUNCIL

- 6 MAR 2013

OS MOR

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Yours Sincerely

Peter Wyntjes
Peter Wyntjes

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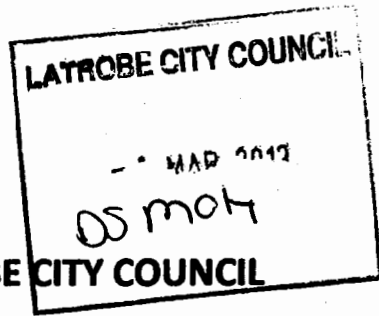
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Latrobe City Council



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Yours Sincerely

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Val Hemmings

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Latrobe City Council

LATROBE CITY COUNCIL

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DS MCH

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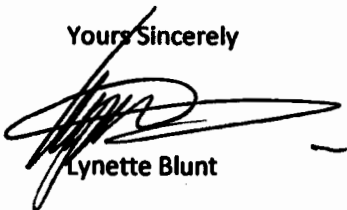
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Lynette Blunt

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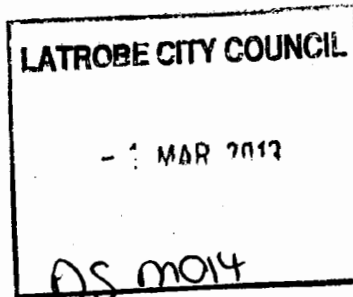
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Colette Beck

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Latrobe City Council

LATROBE CITY COUNCIL

- 1 MAR 2013

DS mom

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Miriam Aquilina

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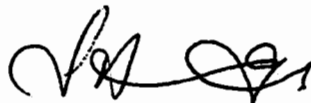
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Trevor Hemmings

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From: Luke McGrath
To: Michelle Franke <Michelle.Franke@latrobe.vic.gov.au>
Date: 7/03/2013 3:47:10 PM
Subject: Fw: MACP

From: Old Gippsstown [mailto:enquiries@gippslandheritagepark.com.au]
Sent: Thursday, March 07, 2013 03:39 PM
To: Luke McGrath
Subject: MACP

Good Afternoon Luke,

I understand I have missed the deadline but would still like to put this forward:

I wish to submit my thoughts on the MACP developments.

I write as a manager of a business in Moe and as a resident outside the City, but avid user of the shopping facilities and other services offered in Moe.

My major concern is that the recent decision of council has created a lot of uncertainty and confusion in the eyes of the community at large, as well as in the mind of State and Federal Governments.

As a resident of Willow Grove since 1987; and now more recently Trafalgar, Moe has been our preferred place for shopping and services. Moe is a centre for shopping and services to the surrounding areas from Trafalgar through to Yarragon as well as Thorpdale and Narracan. In some instances people live in Drouin and surrounding

areas but prefer Moe to Warragul.

Therefore the MACP would only enhance and thus encourage more people to the town. It would have provided better access with public transport.

Also Moe is seen as a location for people travelling to Melbourne and suburbs. This would increase with the development of the railway precinct.

The consultation process that was entered into to arrive at the final MACP was far ranging and inclusive of all segments of the community.

The decision on the final plan was accepted – although as with any large development you will not please everyone. It followed due process and from what I could see correct procedures.

What disturbs me is that a decision can then be overruled by a representative who had involvement in the anti-group on the development. As an ex-shire councillor I would question the interpretation of the parties pecuniary interest.

The current pecuniary interest requirements are so strict that I cannot see how such a motion could have been accepted – let alone being voted on by the said party.

Council needs to now rescind the motion and reinstate the development immediately.

Kind Regards

Michael Fozard | Manager | Old Gipps town

**Ph 03 5127 3082 | Fax 03 5127 8709 | Email:
enquiries@gippslandheritagepark.com.au**

www.gippslandheritagepark.com.au