



Department of Transport Latrobe City

11 March 2009

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Dear Paul,

Re: Moe Activity Centre Plan

As discussed briefly by phone several weeks ago, the Rail Planning Division within the Department of Transport (DOT) have recently revisited the future rail needs along VLines' eastern rail corridor between Melbourne and Traralgon.

As a result of this process the provision of additional rail tracks along the above corridor will now be on the south side of the existing track instead of the north side as originally envisaged and communicated to you in our letter of 14 February 2008.

Based on the conceptual drawing attached and associated calculations (which are based on and designed to meet a range of rail related safety and operational requirements) there are a number of implications for reconsideration in the future planning and development of the Moe Activity Centre, eg:

- A provision of a new easement of eleven metres on the southern boundary of the rail line reserve (measured from the centre of the existing rail track) to cater for the future expansion of passenger and rail freight capacity.
- In addition to the foregoing, it is also conceivable that the existing rail track may need to be relocated slightly to the south as a means of reducing or "flattening" the bend in the current rail line at the Moe station. Whilst a specific calculation of this distance is currently work in progress and therefore yet to be formally quantified, for practical purposes at this stage we suggest adding an additional metre to the above eleven metre easement.
- A new option to build a platform and station building on the north or city side of the rail line opening the way to incorporate this infrastructure in any new design for this particular section of the Activity Centre. It should be noted that in doing so however that a new station building on the north side may encroach to some degree on Lot 70 which is located within the subject precinct.
- Further to the above, having the station building located on the north/city side of the rail tracks would effectively remove the existing at-grade pedestrian level crossing, however the issue of pedestrian connectivity between the north side and south side of the rail lines would still need to be addressed.

Taking into account the foregoing, the DOT wishes to reconfirm the public transport infrastructure needs in and around the station precinct aimed at improving accessibility and modal connectivity as follows:

- A minimum of five bus bays for local services on the north side of the station in George St and as close to the station entrance as possible.
- Two further bus bays similarly located on the north side of the station for long haul VLine coach services.
- A minimum of 100 car spaces dedicated to rail commuter parking within the confines of the station precinct.
- A taxi rank of an appropriate size on the north side of the station.
- The provision of secure Bike Lockers within the confines of the station proper.

We trust the foregoing advice does not overly inconvenience Council's planning for this important project.

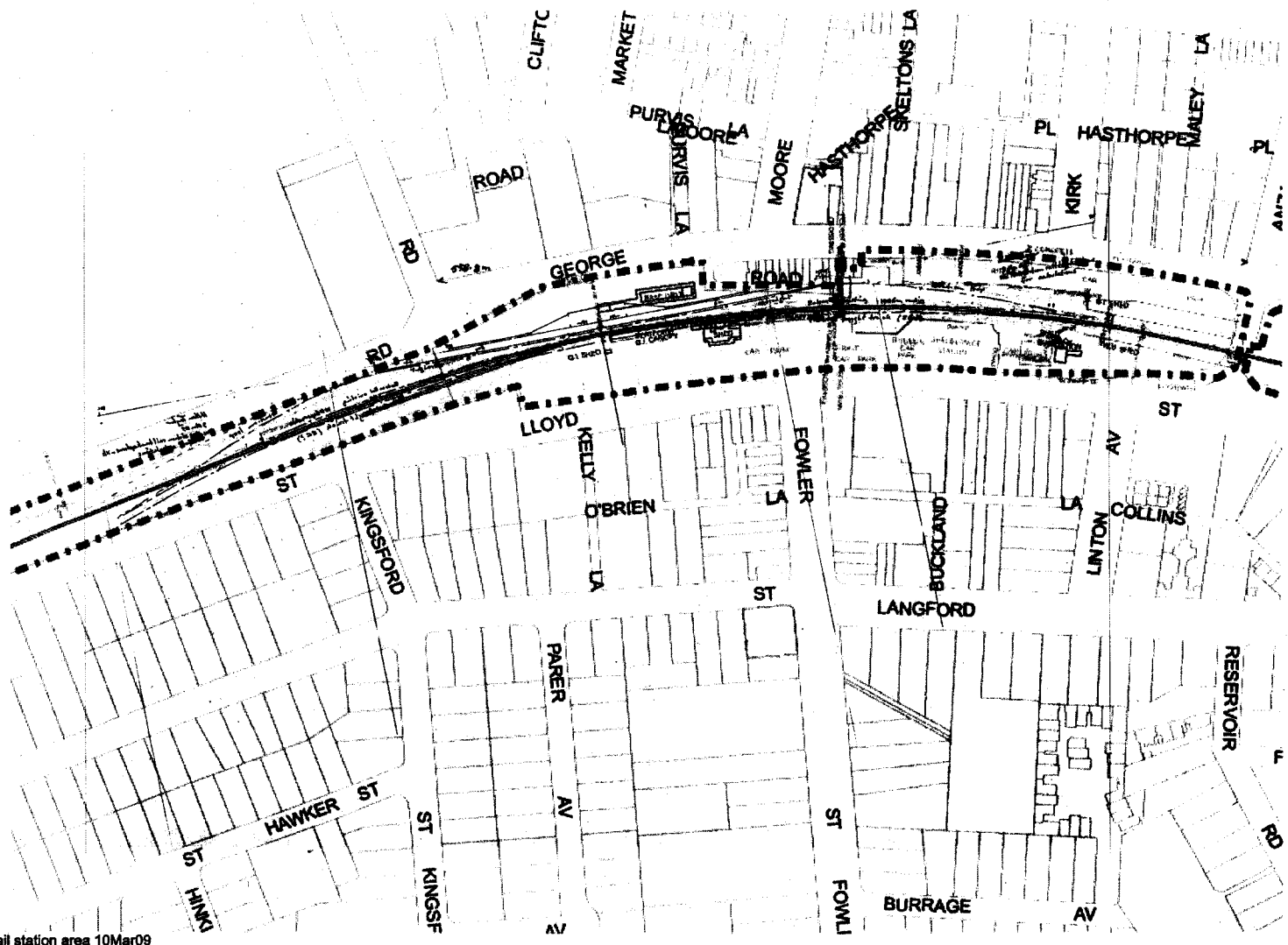
Please do not hesitate to contact the undersigned if you require any further information on this matter

Yours sincerely,



PAUL CROZIER
Regional Manager - Gippsland
Public Transport Division - DOI

cc Tim Pianta - Regional Manager, Eastern - VLine Passenger Services
Sergio Lacchiana - Deputy Director of Public Transport



Moe rail station area 10Mar09