

**Moe Activity Centre Plan Submissions - Item 7.1
Council Meeting 309 – 7 December 2009**

Name	Key Issues	Officer response
Max and Pam Lethlean	<ul style="list-style-type: none"> Concerns proposal will have negative impact on business located within Moore Street with the removal of car parking on George Street end of Moore Street. Moe's population and shopping catchment does not support a mall/shared area. Landscaping at the Purvis Lane/Hasthorpe Lane area should be removed 	<ul style="list-style-type: none"> Proposal allows for an increase in parking bays within Moore Street and does not reduce current parking provision. Shared spaces are designed to encourage walking and increase vibrancy and passive surveillance.
D Coupe	<ul style="list-style-type: none"> Concerns with relocation of the Library, would prefer to see refurbishment of current site. Plan does not address issues with rail crossing and roundabout. Suggestion to relocate station and put tunnel in for tracks. 	<ul style="list-style-type: none"> Council resolved at its Ordinary Meeting of 21 September 2009 to include Library services within the Moe Rail Precinct Masterplan. VicTrack, VLine, VicRoads and Department of Transport are all supportive of Masterplan, with undergrounding of rail considered but not supported due to funding requirement.
Judie Burleigh	<ul style="list-style-type: none"> Wholehearted support for entire project including relocation of Library (very excited about everything). 	Noted
Maree Hall	<ul style="list-style-type: none"> Support for project – tremendous concept which will far exceed community expectations. 	Noted
Nicole Goodwin	<ul style="list-style-type: none"> Support for Project – would like to see mothers room/baby change room incorporated into design. 	<ul style="list-style-type: none"> Parents' room proposed for Community Hub.
David Brant	<ul style="list-style-type: none"> Taxis rank – not suitable for the number of taxis and is on roadway. 	<ul style="list-style-type: none"> Five taxi bays in George Street and three bays in close proximity to Moe railway station shown on Masterplan. These configurations were proposed by the specialist traffic engineers as appropriate for the integrated transport solutions that are being sought in this Masterplan.
Submitter 1	<ul style="list-style-type: none"> Concerns with removal of shops in George Street and relocation of library. Suggests provision of more shops. Safety of vehicles and pedestrians on Lloyd Street rail crossing. 	<ul style="list-style-type: none"> Council has resolved to acquire the properties in George Street. Council resolved at its Ordinary Meeting of 21 September 2009 to include Library services within the Moe Rail Precinct Masterplan. Acknowledgement of safety concerns at Waterloo Road, however beyond the scope of this project.
Submitter 2	<ul style="list-style-type: none"> Proposed location of Public toilets, concerns for the elderly and disabled using Wheelie Walkers. 	<ul style="list-style-type: none"> Public Toilets will be located within the new community hub building and will also be located in the pavilion building. All facilities will be DDA compliant.
Manny Gelagotis	<ul style="list-style-type: none"> Plans look exciting overall, but offers the following comment. Concerned about loss of car parking opposite businesses west of George Street. 	<ul style="list-style-type: none"> Additional parking has been provided at the Western end of George Street to address concerns expressed in relation to parking.
Craig Hallinan	<ul style="list-style-type: none"> Supports project and recommends Skate Park be designed by specialists. 	Noted
Submitter 3	<ul style="list-style-type: none"> Suggest that Skate Park be relocated closer to the new playground area at Apex park and Security camera (CCTV) installation brought forward. 	<ul style="list-style-type: none"> Proposed location of Skate Park on Masterplan is supported through recognition of the importance of the provision of a youth space within the precinct consistent with the Findings Report (July 2009); consideration will be given to including additional youth activities within the Masterplan. Request for CCTV installation referred to Steering Group for further consideration.
John Mutsaers	<ul style="list-style-type: none"> Support for project – stating it to be a “first class proposal”. Would like to see a suitable exhibition area for local and visiting artists. 	<ul style="list-style-type: none"> Exhibition space for local and visiting artists proposed in community hub building. Additionally the Masterplan makes provision for Public Art in open space.

Name	Key Issues	Officer response
Vic Micallef	<p>Support for project – exciting plan, will modernise area and provide excellent facilities. Has the following comment.</p> <ul style="list-style-type: none"> Concerns about Skate Park relocation, public open space, a piece of public art to be placed in open space area, car park to be located closer to CBD. 	<ul style="list-style-type: none"> Proposed location of Skate Park on Masterplan is supported through recognition of the importance of the provision of a youth space within the precinct consistent with the Findings Report (July 2009) Public art suggestions noted. Easement on southern side of line has been accommodated for future rail needs. Department of Transport and VLine do not propose any expansion of the existing station in the short to medium term.
Joe Diamente	<p>Fully supportive of project. Recommendations:</p> <ul style="list-style-type: none"> Moore Street to be kept as a vehicle priority roadway Keep at least half the car parks at top end of Moore Street Skate Park to be kept in current location or relocated to Apex Park. 	<ul style="list-style-type: none"> Moore street Shared zone will encourage walking which will contribute to vibrancy and safety of town centre. Additional parking provided in George Street. Short term parking provided at southern end of parking within Moore Street. Proposed location of Skate Park on Masterplan is supported through recognition of the importance of the provision of a youth space within the precinct consistent with the Findings Report (July 2009).
Kate Collings	<p>Support for Project – welcome intended improvements with great excitement particularly trail extending into Moe, location of Skate Park and new library.</p>	Noted
Kristine Sapkin	<p>Support for Project – Moe moving in right direction with new buildings and facilities.</p>	Noted
Jon Hall	<p>Congratulate officers on general planning concept. Offers four recommendations:</p> <ul style="list-style-type: none"> Parking at western end of community centre to be established. Inconvenient location of parking at the eastern end of George Street. Skate Park to remain in current location. Parking at the southern end of George Street to remain. 	<ul style="list-style-type: none"> Additional parking has been provided at the Western end of George Street to address concerns expressed. The location and numbers of car parks to be provided has been prepared based on an assessment by specialist traffic engineers and urban designers. Key State Government Stakeholders have also contributed to the plan. Proposed location of Skate Park on Masterplan is supported through recognition of the importance of the provision of a youth space within the precinct consistent with the Findings Report (July 2009)
Jill Beck	<ul style="list-style-type: none"> Concerns regarding – expansion of rail corridor, traffic, car parking, commercial/mixed use, pedestrian overpass, Skate Park, fencing, library design. 	<ul style="list-style-type: none"> Provision of easement for additional rail has been addressed and the key state government stakeholders have contributed to the development of the proposed Masterplan. Additional parking has been provided at the Western end of George Street to address concerns expressed in relation to parking.

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		<ul style="list-style-type: none"> Proposed location of Skate Park on Masterplan is supported through recognition of the importance of the provision of a youth space within the precinct consistent with the Findings Report (July 2009) Railway overpass for pedestrians would be 24 hr accessible and accommodate motorised scooters in addition to pedestrians. Suggestions about existing steel fence noted. Specific concerns in relation to building design will be considered during detailed design.
Deidre Carmichael	<p>Support for project – draft concept seems “great”, but identifies concerns with:</p> <ul style="list-style-type: none"> Lack of car parking near Library. Suggestion to replace commercial/mixed use with long bay drive through parking. Question on provision of lifts or elevator in central hub building. Recommends a stand alone toilet near Skate Park. Suggests a sculpture or some type of Town icon near the library. Question of traffic flow along George Street and Moore Street. 	<ul style="list-style-type: none"> Additional parking has been provided at the Western end of George Street to address concerns expressed. Lifts will be provided in multi-story community hub building. Public Toilets will be located in Pavilion building which is in close proximity to Skate Park and inside Community Hub. No alteration to traffic flows will result from changes to shared space, it will only increase the pedestrian priority of the space, but traffic can still travel through.
David Taylor	<ul style="list-style-type: none"> Duplication of rail line and relocation of train station should be considered first. Rail corridor is cluttered with buildings, no provision for future expansion of car parking and other public transport features. 	<ul style="list-style-type: none"> Future rail needs have been considered and provision addressed. Key state government stakeholders have contributed to the funding and development of the Masterplan. The principles of Transit Cities are being addressed in this Masterplan and the town centre will see vibrant mixed use developments located in close proximity to a transport hub that will encourage walking, cycling and activity.
Moe Service Clubs	<ul style="list-style-type: none"> Location of Transport Interchange should be closer to Moore Street. 	<ul style="list-style-type: none"> Location of transport interchange agreed with VicRoads and Department of Transport.
Rotary Club	<ul style="list-style-type: none"> Suggestions for Bus route. 	<ul style="list-style-type: none"> Bus Routes to be decided by Department of Transport.
Apex Club	<ul style="list-style-type: none"> Lack of parking. 	<ul style="list-style-type: none"> Plan amended to provide space for tourist coaches adjacent to railway station.
Lions Club	<ul style="list-style-type: none"> Tourist coaches parking should be more central. Size of turning circles for buses. No buses or trucks should be allowed in Shared Space. No long bay parking near public toilets has been allocated. Supports bus interchange near train station. Retain library in current location. Skate Park should remain in present location. Future railway development may impact on commuter car park. 	<ul style="list-style-type: none"> Moore Street Shared space allows full vehicular movement. Turning circles will be considered at detailed design stage. Proposed location of Skate Park on Masterplan is supported through recognition of the importance of the provision of a youth space within the precinct consistent with the Findings Report (July 2009) Easement for future rail needs has been considered and addressed. Increased pedestrian activity is delivering on the principles of Transit Cities and would be a key outcome sought in this Masterplan.

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	<ul style="list-style-type: none"> Is it realistic to promote pedestrian activity as main use rather than cars. 	
Donna Meyer	Supportive of project and provided proposals for public art – Labyrinth, and Snakes and Ladders, to incorporate in the Masterplan.	Noted
Submitter 4	<p>Broad support, exciting concept with a very impressive urban design which has potential to give Moe a huge boost in morale. Offers the following recommendations.</p> <ul style="list-style-type: none"> Inappropriate location of Skate Park; suggests moving it to Haigh Street or Apex Park. Replace Skate Park with garden Architecture does not complement 'community village theme' Ok with loss of parking in shared zone, but total number of parking spaces in Moore Street must remain the same as existing. Integrate north and south by installing a wider crossing. Policing – No bikes, skateboards, scooters, smoking, littering or skylarking. 	<ul style="list-style-type: none"> Proposed location of Skate Park on Masterplan is supported through recognition of the importance of the provision of a youth space within the precinct consistent with the Findings Report (July 2009) Additional parking has been provided at the Western end of George Street to address concerns expressed in relation to parking. Building design conceptual only in Masterplan, comments noted.
Cheryl Neal	<ul style="list-style-type: none"> Suggests a postal box and public telephone booth be located outside the Precinct or within close proximity. Rail duplication required to accommodate future expansion Noise in library from trains. 	<ul style="list-style-type: none"> Suggestions regarding mail & phone to be considered in the detailed design. Easement for future rail is on southern side of existing rail and has been accommodated in the design. Noise from trains will be addressed in the detailed design.
Daryl Larsen	<ul style="list-style-type: none"> Does not support skate precinct. 	Noted
Alan Cox	<ul style="list-style-type: none"> Recommends inclusion of a town clock. 	<ul style="list-style-type: none"> Can be considered in the detailed design.
Alix Williams	<ul style="list-style-type: none"> Good location for bus/rail interchange and close to Community Hub. Concerned about 'narrowing neck' at Moore Street intersection. Concerned about proposed shared space, currently works well. Opposes relocation of Skate Park. Suggests BMX facility instead of Skate Park, to encourage bike riders. Commends Rail Trail. Tourist Info Centre needed, but lack of visitor and caravan parking for tourists. Concern about practicality of building design. Keep current fencing. 	<ul style="list-style-type: none"> Taxi rank located on both north and south of line. Shared space will increase pedestrianisation which will lead to greater activity, vibrancy and safety. Traffic and transport issues have been considered by specialist traffic engineers. Proposed location of Skate Park on Masterplan is supported through recognition of the importance of the provision of a youth space within the precinct consistent with the Findings Report (July 2009) Skate Park design will incorporate BMX elements. Noted comments on long bay parking and amendments made to draft Masterplan to address this. Detailed design will address specific concerns raised in relation to the built form. Comments on existing fencing noted. Will be considered in detailed design. Conflicts and movements will be considered in the detailed design of the commuter carpark

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	<ul style="list-style-type: none"> Commuter car parking needed now. Undercover waiting area for car and bus pickup. Replace commercial/mixed use with additional parking. Move railway platform to north. Retain eucalypt tree in Servo. 	<ul style="list-style-type: none"> Masterplan amended to note significant Eucalyptus Tree
Ken Whittaker	<ul style="list-style-type: none"> Against relocation of library. Provide tourist facility as central function. Poor parking for users of library. More toilets required. Long bay parking does not work – must be drive-thru', not angled. 	<ul style="list-style-type: none"> Council resolved at its Ordinary Meeting of 21 September 2009 to include Library services within the Moe Rail Precinct Masterplan. Additional parking has been provided at the Western end of George Street to address concerns expressed in relation to parking. Public Toilets will be provided in both the pavilion building and the community hub. Plan has been amended for long bay parking. Proposed location of Skate Park on Masterplan is supported through recognition of the importance of the provision of a youth space within the precinct consistent with the Findings Report (July 2009).
Latrobe City Youth Council	<ul style="list-style-type: none"> Against relocation of Skate Park. Support project, especially the inclusion of youth activities within design and the relocation of Skate Park and recommends design at Warragul and Sale as good examples. Geelong Youth Activity Area and North Sydney Plaza are excellent examples of youth spaces where the Skate Park is linked in with the surrounding community open space. Would like more activities included such as a half-basketball court and public Wi-Fi. 	Noted
Chris Brown	<p>General support of Masterplan, but suggests the following.</p> <ul style="list-style-type: none"> Community Hub should be east of Moore Street, opposite existing two-storey buildings. West of Moore Street, provide space for station duplication/commercial/multi-storey car park/open space. Against inclusion of Skate Park in CBD. More parking is required at the western end north of the railway line and should incorporate a loop to take people back out of the CBD without having to drive through it. 	<ul style="list-style-type: none"> Location of community hub based on sound analysis of key principles and consistent with Moe Activity Centre Plan. Proposed location of Skate Park on Masterplan is supported through recognition of the importance of the provision of a youth space within the precinct consistent with the Findings Report. (July 2009) Additional parking has been provided at the Western end of George Street to address concerns expressed in relation to parking.
David Beltrame	<ul style="list-style-type: none"> Support for Skate Park as shown on Masterplan. Concerned about environmental impacts, specifically car pollution if we replace the skate park with additional car parking. 	Noted
J and J Yeatman Yeatmans News Agency	<ul style="list-style-type: none"> Not enough commuter parking. Skate Park – against relocation; keep close to police station. 	<ul style="list-style-type: none"> Commuter parking spaces consistent with Department of Transport requirements. Proposed location of Skate Park on Masterplan is supported through recognition of the importance of the provision of a youth space within the precinct consistent with the Findings Report (July 2009)
Jean Piper	<ul style="list-style-type: none"> Lack of parking. 	<ul style="list-style-type: none"> Additional parking has been provided at the Western end of George Street to address concerns expressed in relation to parking.

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Friends of Latrobe Libraries	<ul style="list-style-type: none"> • Provide rectangular building for library with library functions on ground floor and space for future expansion. 	<ul style="list-style-type: none"> • Building shape will be determined through detailed design phase. • Comments on library being on ground floor noted.
P Aboltins	<ul style="list-style-type: none"> • No provision for traffic overpass over railway line between Lloyd St and George St, at Saviges Rd. • Long bay parking does not work – must be drive-thru', not angled, and on George St. • Commuter car parking needs to be redesigned. • Retain existing car park (30 spaces) and garden east of station. • Remove ped crossing west of Fowler. • Convenience Retail east of station not needed, as service station caters to this already. Replace with car park. • Retain existing car park east of service strn. • 'Sight corridor' west of community hub is waste of space and should be used to provide parking and space for future overpass. • No need for proposed 'commercial /mixed use' west of library. • Lack of parking for community hub and pavilion; at least 60 spaces required but only 9 provided. • Swap locations of library and pavilion (refer submission for details). • Against relocation of Skate Park. • Retain and widen existing car park between George St and railway line, east of Moore St. • Provide more regular shape for library building to efficiently use internal space. • Provide all library functions on ground floor. • Concern about library with windows 8 metres from railway line. 	<ul style="list-style-type: none"> • Overpass from Moore to Fowler Street not supported by state government at this time. • Plan has been amended to address issues raised with long bay parking. • Car parking cells are indicative layouts only and will be reconsidered at detailed design. • Commuter car parking spaces consistent with requirements of Department of Transport. • Pedestrian Crossing West of Fowler Street removed. • Service Station Development Site includes space currently used for car parking. • A mixed use development around an integrated transport hub is delivering on the transit cities principles. • Additional parking along George Street provided on plan. • Proposed location of Skate Park on Masterplan is supported through recognition of the importance of the provision of a youth space within the precinct consistent with the Findings Report (July 2009) • Issues around built form will be addressed in detailed design. Concerns noted.
K Hood	<ul style="list-style-type: none"> • Plans are "great" and project "long overdue". • Centrally locating library is a "fantastic idea". • Requests we respect and take care of businesses from buildings being demolished. 	Noted
Peter McNab	<ul style="list-style-type: none"> • The building is not large enough. 	<ul style="list-style-type: none"> • Size of library is based on population both current and forecast and is calculated according to an accepted formulae endorsed by State Government.

Name	Key Issues	Officer response
	<ul style="list-style-type: none"> • Inadequate parking for staff and patrons. • Facilities for community groups inadequate • Practical layout for efficient and cost-effective operation & good working environment • Working environment and successful co-location of services • Amenity, safety, security, book stock and adequate floor area for the library • Potential for future expansion not considered • Provision of adequate storage, floor space & facilities for community groups 	<ul style="list-style-type: none"> • Environmentally sustainable design principles will be adhered to in building design. • Library plan is indicative only and not final design, further consideration of layout will be done at detailed design stage. • Comments noted.
Jennifer McNab	<ul style="list-style-type: none"> • The ground floor of the building is not large enough • There is no suitable public or staff parking • The facilities for community groups are inadequate 	<ul style="list-style-type: none"> • Size of library is based on population both current and forecast and is calculated according to an accepted formulae endorsed by State Government. • Environmentally sustainable design principles will be adhered to in building design. • Library plan is indicative only and not final design, further consideration of layout will be done at detailed design stage. • Comments noted.
Sigrid Hopkins	<ul style="list-style-type: none"> • Concerned about loss of trees. 	<ul style="list-style-type: none"> • Significant trees have been identified to be retained. Wherever possible existing vegetation will be retained.
Cate Riches	<ul style="list-style-type: none"> • Floor plan offers poor provision for library facilities – 2 levels; no room for future expansion. • Lack of convenient parking for tourist centre, including drive through long bay, or Community Hub. 	<ul style="list-style-type: none"> • Library plan is indicative only and not final design, further consideration of layout will be done at detailed design stage. • Additional parking has been provided at the Western end of George Street to address concerns expressed in relation to parking.
Jeff Hitchins	<ul style="list-style-type: none"> • Car parking inadequate; affects growth of their businesses. 	<ul style="list-style-type: none"> • Additional parking has been provided at the Western end of George Street to address concerns expressed in relation to parking.
Michael Gotis		<ul style="list-style-type: none"> • These businesses have direct access to Clifton Street Car Park.
Submitter 5	<ul style="list-style-type: none"> • Suggests a new exit off Princess Highway to allow for ease of access from north to south of railway line. • Wants transport hub and carparking only. 	<ul style="list-style-type: none"> • New exit of the Princes Highway is outside the scope of this project. • Commuter parking spaces consistent with Department of Transport requirements.
Tony Pettinella	<ul style="list-style-type: none"> • Removal of parking in shared space, few events will be held in shared space so don't compromise car parking. 	<ul style="list-style-type: none"> • No net loss in parking within Moore Street. Shared space design will encourage walking and increase vibrancy and passive surveillance. • Event space will provide opportunity for both existing events and future events.
Wendy Baillie	<p>Does not support;</p> <ul style="list-style-type: none"> ○ Proposed trees and parks around station. ○ Demolishing of operating businesses. ○ Shared space concept for a rural town. ○ Proposed location of Skate Park. 	<ul style="list-style-type: none"> • Design supports increased passive surveillance. • Shared space will encourage walking and enhance vibrancy of space. • Proposed location of Skate Park on Masterplan is supported through recognition of the importance of the provision of a youth space within the precinct consistent with the Findings Report (July 2009) • Additional parking has been provided at the Western end of George Street to address concerns expressed in relation to parking. • Concerns with design of library will be addressed during detailed design.

Name	Key Issues	Officer response
	<ul style="list-style-type: none"> o Lack of car parking provision, particularly in shared space (ATMs, florist), and near library. o Library design; glass, heat, noise. o Additional meeting spaces as there are enough already in Moe. • Site contamination and ownership issues of old goods yard; costs of decontamination. • Overpass necessary to integrate Moore and Fowler Streets. 	<ul style="list-style-type: none"> • VicTrack have been on steering group that have overseen development of Masterplan. • Land contamination issues considered and addressed in detailed design. • Overpass from Moore to Fowler Street not supported by state government at this time.
Wendy Baillie	<ul style="list-style-type: none"> • Lack of parking in CBD and library. 	<ul style="list-style-type: none"> • Additional parking has been provided at the Western end of George Street to address concerns expressed in relation to parking.
Moe Traders Association	<ul style="list-style-type: none"> • Commuter car park is insufficient for future needs. • Long bay parking required on George Street not Lloyd Street. • Against shared space as traders want to encourage traffic into Moore Street, not discourage. Current shared space doesn't work, why try again. • Traffic surveys not done during busy hours 10am – 4pm. • Taxi ranks reduced. • Transport hub is not integrated. • Against removal of current businesses. • Against proposed location of Skate Park. • Questions future ownership of goods yard. 	<ul style="list-style-type: none"> • Plan has been amended to reflect long bay parking on north side. • Shared space design will encourage walking and increase vibrancy and passive surveillance. • Transport hub delivers an integrated response that is endorsed by key state government stakeholders. • Traffic surveys were conducted at varying times including Saturday between 10am and 1pm and Friday between 3pm and 6pm. • Taxi ranks provided on locations both north and south of railway line. • Proposed location of Skate Park on Masterplan is supported through recognition of the importance of the provision of a youth space within the precinct consistent with the Findings Report (July 2009)
Brad Law	Fully supportive of project and in particular the City Square and central green space, but suggests the following ideas:	<ul style="list-style-type: none"> • Urban Design principles encourage open space to be defined by built form. The size of the space is critical to its success.
Committee for Moe	<ul style="list-style-type: none"> • Relocate community building to east of City Square. • West side of goods yard to be developed with open air pavilion, toilets, transport hub and long bay visitor parking as priority and included in first stage of commuter parking. • Moore Street shared zone to have more parking and pedestrian path access to Purvis Plaza entry. • Enlarged City Square to replace shared space in Moore Street. • Refurbish Skate Park in existing location; or relocate to opposite side of railway line. • Restrict Service Station development to current site; provide parking or gardens on either side. • Expand commuter parking on south side as funds become available. • Further investigate North/South traffic movement. 	<ul style="list-style-type: none"> • Additional parking has been provided at the Western end of George Street to address concerns expressed in relation to parking. • Proposal allows for an increase in parking bays within Moore Street and does not reduce current parking provision. • Specific issues with community hub will be addressed at the detailed design phase. • Proposed location of Skate Park on Masterplan is supported through recognition of the importance of the provision of a youth space within the precinct consistent with the Findings Report (July 2009). • Service station site is private arrangement between the owner and VicTrack. • Commuter parking provision is based on figures provided by the Department of Transport.
Submitter 6	<ul style="list-style-type: none"> • Against relocation of library. 	<ul style="list-style-type: none"> • Council resolved at its Ordinary Meeting of 21 September 2009 to include Library services within the Moe Rail Precinct Masterplan.

Name	Key Issues	Officer response
	<ul style="list-style-type: none"> • Against demolition of shops. • Provide landscaped car park in railway area west of Moore St, instead of proposed buildings, as per Peter Aboltin's submission. • Leave open space and trees east of Moore Street as is. • Retain open space south west of station, do not provide commuter car park. 	<ul style="list-style-type: none"> • Existing vegetation and trees will be retained where possible. • Additional commuter parking a requirement of the Department of Transport.
Cheryl Wragg	1a: Relocate station, platform, commuter parking, long bay parking, and V-line buses to north of railway line; or	<ul style="list-style-type: none"> • Easement for future rail expansion has been considered and addressed. Steering Group comprises membership from both Department of Transport and VicTrack who have been involved in overseeing of development of Masterplan. • Long bay parking removed from Lloyd Street.
Moe and District	1b: Redesign commuter carpark to address 13 metre easement on south side; integrate with existing station forecourt car park; remove long bay parking along Lloyd St; classify commuter carpark as temporary, due to future rail duplication and potential relocation to north.	
Residents Association	2: Amend Masterplan to prioritize transport infrastructure.	<ul style="list-style-type: none"> • Plan delivers an integrated transport hub that is endorsed by all key state government stakeholders.
	3: Redesign Masterplan.	<ul style="list-style-type: none"> • Proposed location of Skate Park on Masterplan is supported through recognition of the importance of the provision of a youth space within the precinct consistent with the Findings Report (July 2009)
	4: Relocate proposed Skate Park to Apex Park.	<ul style="list-style-type: none"> • Council resolved at its Ordinary Meeting of 21 September 2009 to include Library services within the Moe Rail Precinct Masterplan. • If Masterplan is adopted, detailed design will commence and a funding/governance model developed.
	5: Against relocation of library and service centre	
	6a: Provide detailed estimated costing of project to public, and invite comments. Develop comparative costing of renovation and extension of existing library and service centre, and relocating station to north side of railway line.	
	6b: Remove community hub building; Skate Park; commercial/mixed use buildings; and active space building from phasing timetable.	
Michael Breen	<ul style="list-style-type: none"> • Currently operating from single taxi rank of 10 bays along George St east of Moore St, which works well. 	<ul style="list-style-type: none"> • Five taxi bays in George Street and three bays in close proximity to Moe railway station shown on Masterplan. These configurations were proposed by the specialist traffic engineers as appropriate for the integrated transport solutions that are being sought in this Masterplan.
Moe Taxis	<ul style="list-style-type: none"> • Masterplan must provide for minimum 10 taxi bays along George St. • Not enough customers at station and Lloyd Street to warrant rank there. • Traffic issues with proposed taxi rank location on George St opposite lane. 	
Christine Waterhouse	<ul style="list-style-type: none"> • Against proposed Skate Park inclusion in plan. • Concerned about loss of parking near shop. 	<ul style="list-style-type: none"> • Proposed location of Skate Park on Masterplan is supported through recognition of the importance of the provision of a youth space within the precinct consistent with the Findings Report (July 2009) • Additional parking has been provided at the Eastern and Western ends of George Street to address concerns expressed in relation to parking.
John Kerr Real Estate	Congratulates Shire on initiative and believes improvements will greatly benefit Moe community. Offers the following comment:	<ul style="list-style-type: none"> • Additional parking has been provided at the Western end of George Street to address concerns expressed in relation to parking.

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	<ul style="list-style-type: none"> • Concerned about loss of car parking in Moore Street shared space. • Location of public car park to the east is too far from Community Hub and central shopping area. 	<ul style="list-style-type: none"> • No net loss in parking in Moore Street.
Georgia Collings	<ul style="list-style-type: none"> • Support for project and believes improvement to Moe will boost appearance and morale of town. 	Noted.
Vaughan Speck	Fully supportive of project; concerned about delay in progressing the project.	Noted.
Pearse Morgan	Fully supportive of project; concerned about delay in progressing the project.	Noted.
Submitter 7	Fully supportive of project; concerned about delay in progressing the project.	Noted.
Mid Gippsland Family History Society Inc	<p>Concerned about access, parking, permanent storage, floor space and facilities for MGFHS. To maintain their current requirements they need following which are not provided in proposed floor plan:</p> <ul style="list-style-type: none"> - Night time access - Disability access - 24-hour toilet access - Sink & tea making facilities - Seating for 40 people - Suitable tables & equipment for meetings - Floor area or wall space for both permanent and temporary displays - Adequate room & access for installing compactus - Wall space for at least 3 computers & 2 microfiche reader / printers - Power outlets to support the above & casual requirements <p>Concerned about:</p> <ul style="list-style-type: none"> - lack of parking for visitors, and distance of car park for elderly & disabled - lack of adequate meeting room or lecture room for public events - lack of permanent allocation for MGFHS family history collection or society documents, equipment & other resources; - meeting rooms not large enough, and no meeting room with a kitchen 	<p>Additional parking has been provided at the Western end of George Street to address concerns expressed in relation to parking.</p> <ul style="list-style-type: none"> - Public Toilets will be located within the new community hub building and will also be located in the pavilion building. All facilities will be DDA compliant. - Library plan is indicative only and not final design, further consideration of layout will be done at detailed design stage. - Disabled / special purpose parking has been provided in the Library, besides drop-off area in front of library. - Comments noted.

Name	Key Issues	Officer response
Peter Beasley	<p>Concerns:</p> <ul style="list-style-type: none"> - Less than 3% of Moe population live within 500 metres walking distance of proposed civic hub. - Peak hour traffic movement through proposed Shared Zone does not meet VicRoads guidelines. - Bus interchange & taxi ranks are on opposite side of railway line. Transport hub concept ignored. - No provision for short term parking in former goods yard, as mentioned in the report. - No consideration to enhance pedestrian access from station to north of railway line. <p>Suggestions:</p> <ul style="list-style-type: none"> - Provide pedestrian underpass from railway station to north side - Bus interchange & taxi ranks should be immediately outside station - Provide covered waiting area for bus/ taxi passengers - Provide kiss-and-ride adjacent to platform - More car parking required at station - Redesign commuter car park per sketch attached with submission - Civic hub should provide for future expansion of railway station - Relocate civic hub to the east, to provide large green park area 	<p>Plan delivers an integrated transport hub that is endorsed by all key state government stakeholders.</p> <ul style="list-style-type: none"> - Easement for future rail expansion has been considered and addressed. Steering Group comprises membership from both Department of Transport and VicTrack who have been involved in overseeing of development of Masterplan. - Proposed location of Skate Park on Masterplan is supported through recognition of the importance of the provision of a youth space within the precinct consistent with the Findings Report (July 2009). - Commuter parking provision is based on figures provided by the Department of Transport. - Comments noted.
Tracey Borthwick	Fully supportive of project.	Noted.
Submitter 8	Fully supportive of project.	Noted.
Graham Scott	Fully supportive of project; opportunity to fine tune the plan.	Noted.



LEGEND:



EXISTING COUNCIL PARKING 293



NON-COUNCIL PARKING 938

TOTAL 1231

NOTE:
PARKING COUNT HAS BEEN DONE
OFF AN AERIAL PHOTO AND
APPROXIMATE ONLY.





Moe Rail Precinct

Revitalisation Project: Master Plan

Final Report | November 2009



SJB Urban



Moe Rail Precinct Revitalisation Project:
Master Plan

Prepared by

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01 Introduction

1.1 Project Background and Context 1.2 Project Brief

This Report comprises a Master Plan for the future redevelopment of the Moe Rail Precinct, with supporting concept plans for key elements of the Master Plan, and post-design analysis. The Master Plan incorporates a number of urban design initiatives and proposals aimed at revitalising the centre of Moe.

This Project was prepared by SJB Urban, together with SJB Architects, McCormick Rankin Cagney (Transport Planning) and Slattery Australia (Quantity Surveying). SJB Urban's team was engaged in August 2009, and submitted a Final Draft Report in September 2009, for public exhibition. This Final Report was completed in November 2009.

The study forms part of the Latrobe Transit Cities project, which is overseen by a Project Team coordinated by Latrobe City, with representation from the Department of Planning and Community Development (DPCD), Department of Transport (DoT), Department of Innovation Industry and Regional Development (DIIRD), VicRoads, VicTrack and V/Line.



1.1 Project Background and Context

The town of Moe is located in Gippsland, Victoria, approximately 135 km south-east of central Melbourne. *Melbourne 2030* designated Moe as a Transit City, along with Morwell, Traralgon and Warragul as part of the Warragul-Latrobe Transit City group.

The railway corridor which runs through the centre of Moe's CBD forms part of V/Line's Eastern Region line, between Melbourne and Bairnsdale. Moe is located between Trafalgar and Morwell on this line. The train journey takes 1.5-2 hours from Melbourne.

This Master Plan was initiated and administered by Latrobe City Council. It comprises several key urban proposals initially proposed through previous studies and planning projects.

The Moe Activity Centre Plan (MACP) was prepared by Tract Consultants (December 2007) to assist in achieving Transit City principles in Moe, and identifies seven key projects to be delivered as catalysts for broader regeneration. With relevance to this study, these projects include:

1. Moe Station Precinct, Civic Hub building(s)
2. Integrated bus loop and street upgrades
3. Moore Street Shared Zone
6. Roundabout overpass

As part of the MACP project, community and stakeholder consultation exercises were carried out, coordinated by Red Road Consulting, including a targeted stakeholder Search Conference and the community-wide SpeakOut consultation activities, in March and August 2007, involving approximately 250 Moe stakeholders and residents.

This work was expanded to the Moe Rail Precinct Revitalisation Project Master Plan consultation process, which involved a context audit, a capacity building program, an intensive Design In workshop, and a shopfront Ideas Shop. The outcomes of this process are detailed in the Consultation Findings Report by Red Road Consulting (July 2009).

These and other background documents provide a comprehensive information base for the work set out in this report.

1.2 Project Brief

The consultancy brief for this project included three key components, as follows:

- Master Plan for the Railway Precinct
- Concept Plans for the redevelopment of the Moore Street Shared Space
- Concept Plans for a new Civic/Community Hub, comprising a new library facility, Council and community facilities and a pedestrian plaza.

As stated in the project brief, the key objective of the project is to provide a physical plan showing the proposed layout options of the Rail Precinct, Moore Street and the rail overpass and the facilities and related developments and linkages to key activity nodes within the Moe Activity Centre.

Also as specified in the brief, the purpose of this consultancy is to produce a Master Plan for the Moe Rail Precinct and a preliminary design for the Civic Hub area that:

- establishes a **civic hub** project as the **catalyst** for commercial development and urban renewal.
- facilitates a better urban environment for the Moe community through the application of **quality urban design** practices.
- meets or exceeds all DoT **public transport** functional layout and operational requirements.
- is appropriately **integrated** into the surrounding sites and Moe town centre area.
- provides **comfort and amenity** for users through convenient and **effective circulation** and well designed, fit for purpose facilities.
- ensures **public safety** and security by maximising **passive surveillance** of all areas.
- prioritises amenity of **north-south links** across the rail line for train bus interchange and town centre users.
- creates a **new civic gateway** to the town centre from the south by realigning a direct shared path from Fowler Street fronted by new development at both sides of the rail crossing.

- restructures existing station parking to **improve visual and physical connections** across the rail corridor and to the train station.
- provides **active uses** fronting a **pedestrian plaza**.
- establishes the precinct as a **centre for community pride**, information and learning.
- meets or exceeds the relevant *Melbourne 2030* and **Transit City objectives**.
- retains existing significant **vegetation** where possible.

It should be noted that as this project involves preparation of a Master Plan and Concept Designs, it does not cover some detailed design considerations. Significant further design work is required towards implementation of the proposals, but the plans in this Report provide a considered framework to facilitate best-practice outcomes in accessibility, ESD and solar control, acoustics, building services, lighting and other detail design aspects.



02 Background

2.1 Background Document Review 2.2 Vision

2.1 Background Document Review

This section provides concise summaries of key strategic documents, which provide the principle background information and prompts for the Moe Rail Precinct Revitalisation Project: Master Plan. The documents summarised below represent the most relevant background information, but were reviewed together with several other strategic, planning and technical reports relevant to this location and project

This information provides key inputs and prompts for the planning and design work presented later in this Report.

2.1.1 Moe Rail Precinct Revitalisation Project: Master Plan – Community Engagement & Consultation Activities (2009)

Consultation Findings Report

The following consultation activities occurred in early 2009: Context Audit, Capacity Building Program, Design In Workshop and an Ideas Shop. The predominant themes which emerged were as follows:

'Function' themes

- Transport hub services - rail precinct must remain a transport hub
- Car parking facilities - more car parking should be required
- Library - relocation and redevelopment at the station precinct
- Lifestyle/entertainment - space should satisfy lifestyle needs
- Youth and child-friendly facilities
- Community services and facilities

'Form' themes

- Integration/connection - existing and new
- Safety and amenity
- Image - new, fresh, modern, well appointed

Vision

A place where community members can be transported: physically, socially, culturally, and educationally.

Key words: 'gather', 'welcome', 'comfortable', 'safe', 'information', 'trains', 'café', 'library', 'integrate north and south', 'cutting edge', 'cultural', 'lifestyle-oriented'.

Policy statement: "Council will respond to emerging issues in a creative, sophisticated, inclusive and proactive manner".

The consultation process aimed to maximise opportunities to:

- gather information
- disseminate information
- facilitate 'preferred futures' negotiation
- facilitate inclusive community-based consultation
- facilitate specialised processes
- avoid consultation fatigue

Core principles of the consultation process:

- refine and build upon the Vision
- inclusive, broad process
- encourage new and innovative ideas and solutions
- build ownership, accountability and transparency
- provide a useful tool for future work

Function Themes

Functions/uses: must have / could have / must not have: various items

Transport hub

- Enhanced transport hub, beyond a train station.
- Modern and efficient, welcoming and legible.
- Interchange between various modes: train (commuter/tourist), bus (local, V/Line), car, taxi, bicycle, pedestrian
- Should not be development solely for transport purposes
- Design advice: redevelopment of rail crossing as an underpass or overpass, link rail trail to development, provide secure bike storage, taxi rank - George/Lloyd Streets, secure, comfortable, inviting waiting areas

Car parking facilities

- Majority view that more parking is needed
- Need to explore need, so not to waste opportunities on public land
- Keep parking to periphery, pedestrian focus at centre
- Potential for decked parking (but this is very expensive, also visual impacts)

Library services

- Majority view favours the relocation and redevelopment of the library
- Vision - departure from old style libraries:
- Modern, 21st century facilities, connected, creative/programmable, integrated with other activities, sustainable
- Design must address safety and noise amenity issues.

Lifestyle/entertainment oriented activity

- Civic focus: non-transport facilities would meet lifestyle needs and attract people to spend time
- Examples: cafes, meeting spaces, gallery, entertainment (cinema, theatre), open space
- Blurring/merging public/private activity, co-locating passive and active facilities in new and interesting ways
- Facilitating integrated/mixed activities
- Facilitate cafes/restaurants which open into the evening
- Creative thinking about how space can be programmed, accommodate different uses

Youth and child-friendly facilities

- Appropriate, supervise and healthy activity for children and youth
- Skate park - improve, integrate, expand or relocate?
- Creating safe spaces
- Creating opportunity and building capacity - education/training
- Recreation opportunities
- Improve safety and amenity of skate park, supervision opportunities
- Children's play in open areas
- Youth-friendly spaces - welcoming to young people

Community services and facilities:

- Shopfront-type facilities for key community services (CFA, Centrelink, Medicare, post office)
- Toilets, transport information, seating, lighting, open space
- Creating a consistent design 'look' for street furniture etc

Form Themes

Principles include:

- Priorities amenity of North-South links
- New pedestrian-focussed activity at crossing, to establish train station and interchange in a "civic hub" and a focus for community pride and interaction
- New civic gateway to the town centre
- New development at both sides of crossing
- Improve visual and physical connections across station – restructure car parking
- Active uses fronting a pedestrian plaza
- Range of civic facilities
- Retain existing vegetation and community projects
- Catalyst for urban renewal

Integration/Connection: integrative role of project is critical:

- Physical – improvement of N-S connections
- Service – ease transport connections
- Social – opportunities to meet, mix, relax

Safety and amenity: perceived safety seen as a critical issue or success factor:

- Promoting legitimate activity (day and night)
- Lighting, surveillance

Image: improved, well-appointed, modern, positive and welcoming image of Moe:

- Gateway role
- Local/service role
- Precinct presents an aesthetic 'blank slate'

Design principles:

- High quality urban design
- Functional and designed for use
- Environmentally friendly
- Attractive
- Inviting, active outdoor areas
- Safe and vibrant
- Well lit
- Architecturally landscaped

Vision (as above) – based on the function and form themes established.

The Moe Rail Precinct will:

- Provide a range of accessible and integrated services, minimal barriers
- Accommodate creative mixed uses, including redeveloped library
- Support lifestyle aspirations – a place to linger
- Provide a safer, cleaner and higher standard built environment
- Provide updated facilities – vibrant and beautiful
- Create a vibrant and diverse economic environment
- Become a catalyst to other economic activity
- Value and reflect the natural environment

2.1.2 Moe Activity Centre Plan: Urban Renewal Strategy & Implementation Plan (2007)

This project builds upon the earlier Urban Renewal Framework for Moe, prepared as part of the Latrobe Transit Centred precincts Study (LTCP). The key objectives were to address prioritisation and budgeting of capital works, provide a basis for funding applications, and review occupancy arrangements for VicTrack land, with a focus on short-mid term implementation.

The LTCP provides several key outcomes for Moe:

- Better public transport – upgraded station, new node/hub
- Tourism destination – with cycle connections
- New urban lifestyle –
- Stronger economy – office node, business premises
- Better housing options – apartments, medium density

The report includes an Urban Renewal Framework, which identifies Catalyst projects:

- Station upgrade
- Streetscape upgrades
- Attracting urban lifestyle amenities
- Land packaging for development
- Incentives and advice for development
- Demonstration projects

Issues with the LTCP were identified as follows:

- Unclear strategic rationale, little 'ownership'
- Difficult to identify viable demonstration projects
- Lack of clarity of vision of 'lifestyle' hubs
- Lack of clarity of best model for delivering desired catalyst projects

The LTCP essentially proposed the privatisation of the station precinct through key development sites for higher density residential and commercial/office development. However economic viability issues will preclude this in the short term at least.

Therefore focus is on civic and public facilities and open space, and public domain improvements, and the relocation of the library, with other community facilities, as a potential catalyst for the town centre.

Framework Plan Elements

- Establish railway land as green corridor linking racecourse (west) and botanic gardens (east)
- Community parks on VicTrack land
- East-west links
- Crucial public open space in the centre, focussed on transport hub
- Enhancing N-S connections across railway
- Activating open spaces with commercial/transit activity
- Integration of pedestrian and cycling trails
- Prioritising other modes over cars
- Establishing new bus routes
- Establishing a bus interchange at the station

Development Principles

- Civic Hub – high quality address, central activity location
- Service Station – redevelopment for efficiency and commercial opportunities, commercial interface with civic hub
- Former goods yard – market redevelopment with value add, short term parking potential
- Existing parkland – consider parking expansion, note sensitive issues
- Existing park/skate park/car park – restructure for cycle link, more efficient layout
- Rose garden – embellish park, conceal overpass, adaptive re-use of substation building
- Eastern landscape corridor - gateway role

Implementation Projects

Project 01: Moe Train Station Precinct, principles and actions:

- Pedestrian level crossing – relocate west to align with Moore St
- Civic hub plaza – open public space, partial cover
- Civic hub library – integrate library, community, transport and commercial facilities/activities
- Civic hub pavilion – amenities, bikes, health
- Commercial development site (south, adjoining service station)

Project 02: Integrated Bus Loop and Street Upgrades

- Proposed bus loop along George St, Saviges Rd, Albert St, Anzac St, Langford St

Project 03: Moore Street Shared Zone, principles and actions:

- Reinforce as primary shopping street
- Strengthen pedestrian connection to the station precinct
- Formalise intersection with George Street
- Retain existing mature trees
- Slow traffic through design

2.1.3 Clifton Street Precinct: Urban Design Guidelines (2008)

This document was prepared by Tract in September 2008, and provides comprehensive design guidance for future development within the Clifton Street Precinct (area bounded by George, Moore and Albert Streets and Saviges Road). Key excerpts with relevance to the Moe Rail Precinct Revitalisation Project: Master Plan are as follows:

Constraints and Opportunities

Movement (cars), Movement (people), Public realm

Master Plan

Consolidated parking areas

Public open green spaces

Development parcels

Built form

Streets, connections through

Moore Lane as a Path/Shared Zone (connecting into Moore St)

Urban Design Guidelines

Urban Context:

- Respond to Moe built form context
- Address/screen service areas
- Encourage redevelopment, for active frontages to internal areas
- Enhance connections with town centre, including Moore St and Station Precinct

Road Network:

- Establish clear links through
- Delineate between roads and car park areas
- Safe and efficient servicing

Parking:

- Hierarchy, delineation,
- Efficiency, clear identification of spaces, rationalisation
- Bicycle parking
- Landscape design – visual break-up
- Clear pedestrian zones and crossings
- Guidance by areas

Pedestrians and cyclists

- Pathways – primary and secondary
- Visibility and natural surveillance
- Seating

Building settings:

- Presentation, avoid blank walls etc
- Service areas
- Frontages and verandahs

Landscape and public open space

- Vegetation
- Visual amenity and integration
- Ecological value
- Materials, furniture

Site Planning

Safety

- Clear definition of space
- Active frontages
- Encouraging activity
- Sheltered public transport stops
- Lighting
- Signage and orientation



Vision Statement for the Moe Rail Precinct Revitalisation Project: Master Plan (excerpt):

A place where community members can be transported: physically, socially, culturally, and educationally.

Source: Moe Rail Precinct Revitalisation Project: Master Plan – Community Engagement & Consultation Activities (2009): Consultation Findings Report

Key Words:

- Gather
- Safe
- Welcome
- Information
- Trains
- Café
- Integrate north and south
- Comfortable
- Cutting edge
- Library
- Cultural
- Lifestyle-orientated



03 Analysis

[3.1 Site Analysis](#)

[3.2 Site Assessment - Station Precinct](#)

[3.3 Site Assessment - Moore Street Shared Zone](#)

[3.4 Sub Precincts](#)



3.1 Site Analysis

The maps and photographs in this section represent a brief visual overview of the Rail Precinct and surrounding context.

The plans on pages 22-23 represent an outline analysis of the existing physical conditions within and around the Moe Rail Precinct, identifying various factors which may influence the design outcome, including:

- Existing buildings and green spaces
- Edge conditions (built form)
- Views and vistas
- Pedestrian movement – links, connections and barriers

This basic analysis raises various issues and prompts for the later design and planning work, at a range of scales. These outcomes are explained later in this Report.



Aerial image of Moe CBD



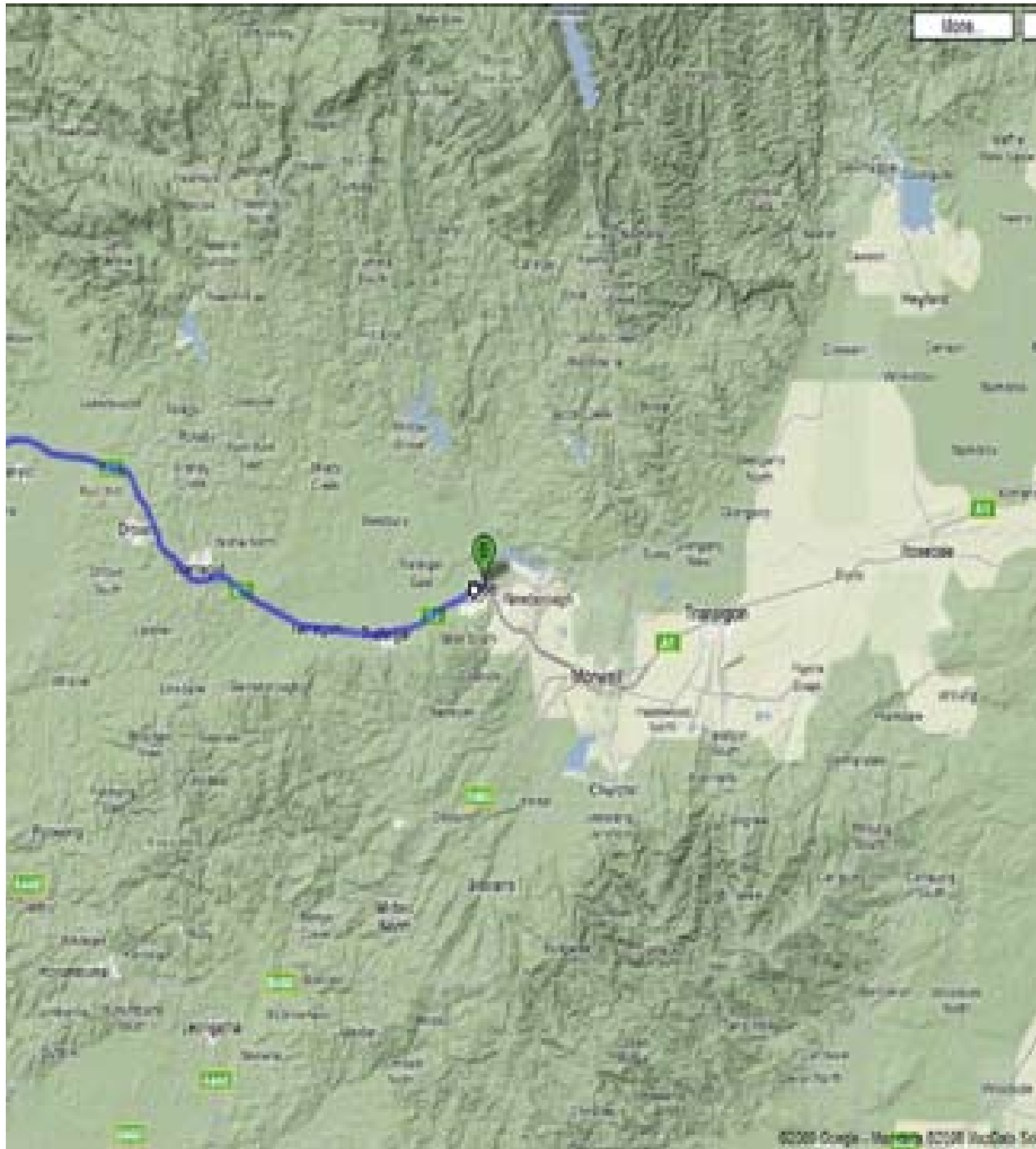
Aerial image of Moe Rail Precinct



Existing Moe Train Station building and platform



Moore Street, looking south towards the Rail Precinct and existing shops



Topographic terrain map of the region around Moe, indicating the ranges to the North and South (Source: Google)



Intersection of Moore and George Streets, with Rail Precinct behind shops at right



View from existing Station platform



Existing pedestrian level crossing, looking south towards Lloyd Street



Existing landscape area and public car parking at north side of Precinct

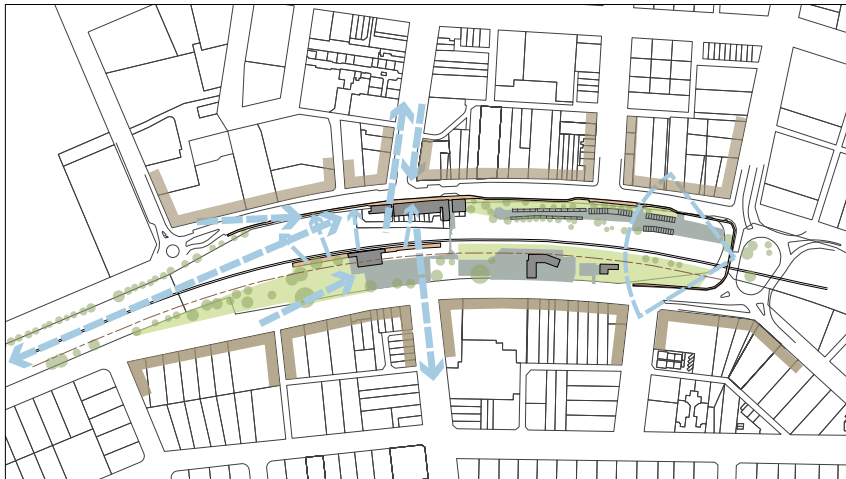


Existing Service Station within the Rail Precinct, on Lloyd Street

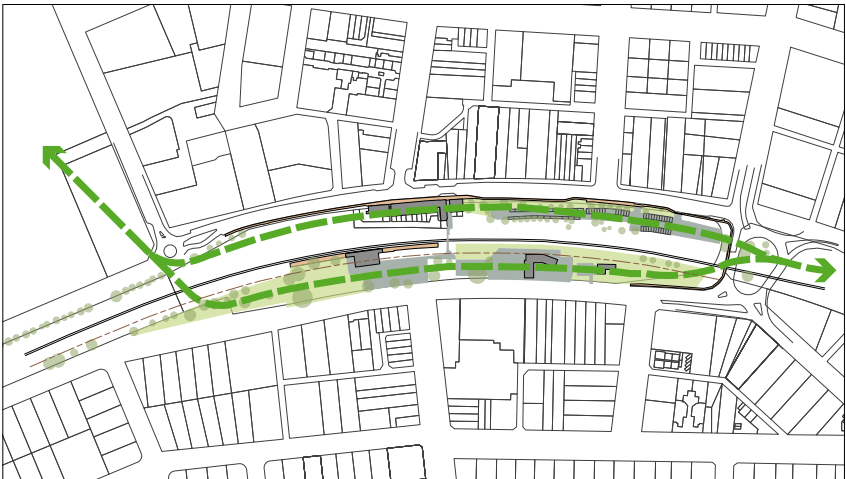


Existing shops on Lloyd Street, facing the Rail Precinct

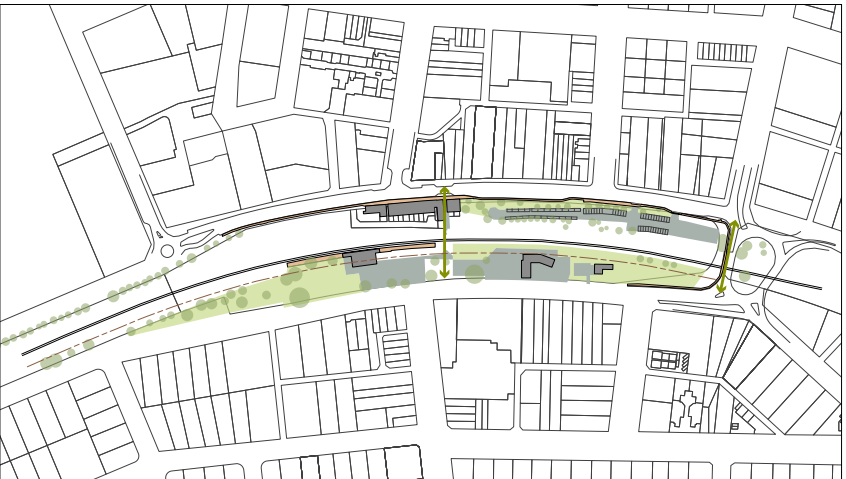
3.1 Site Analysis (continued)



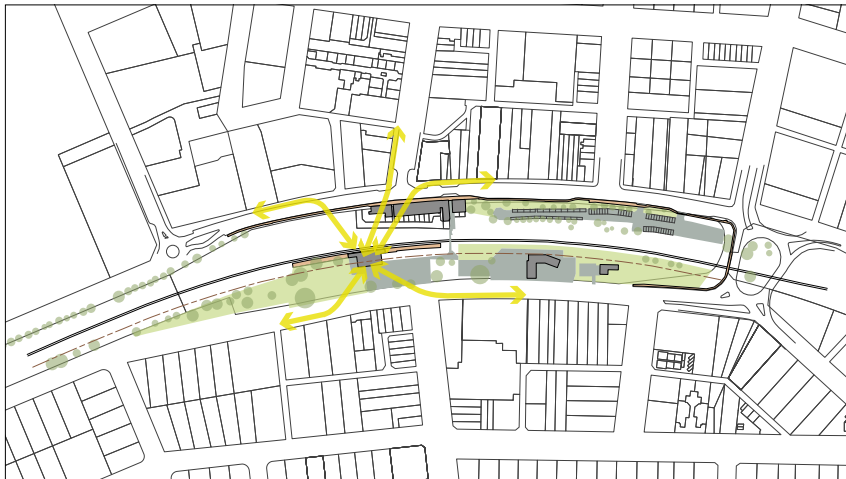
View Corridors and View Lines



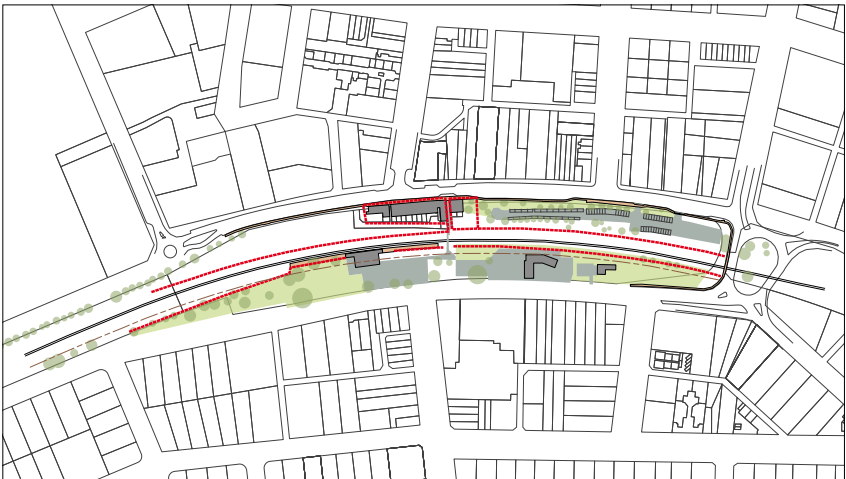
Open Space Corridor



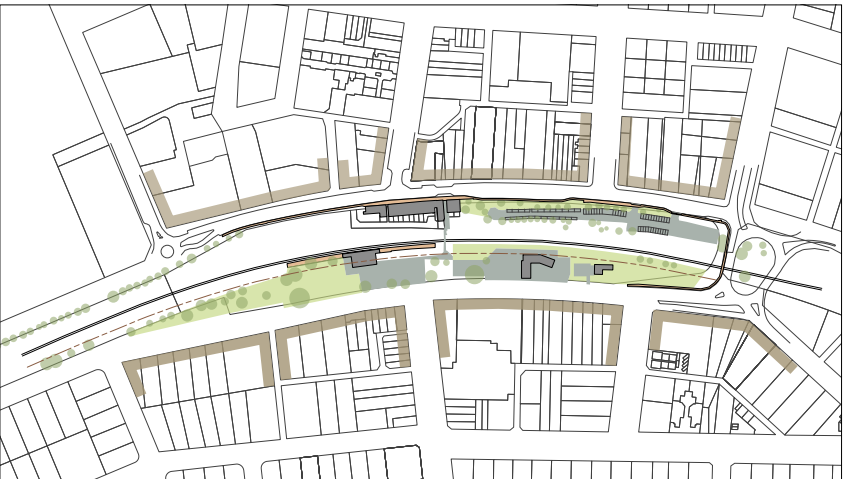
Existing Pedestrian Links



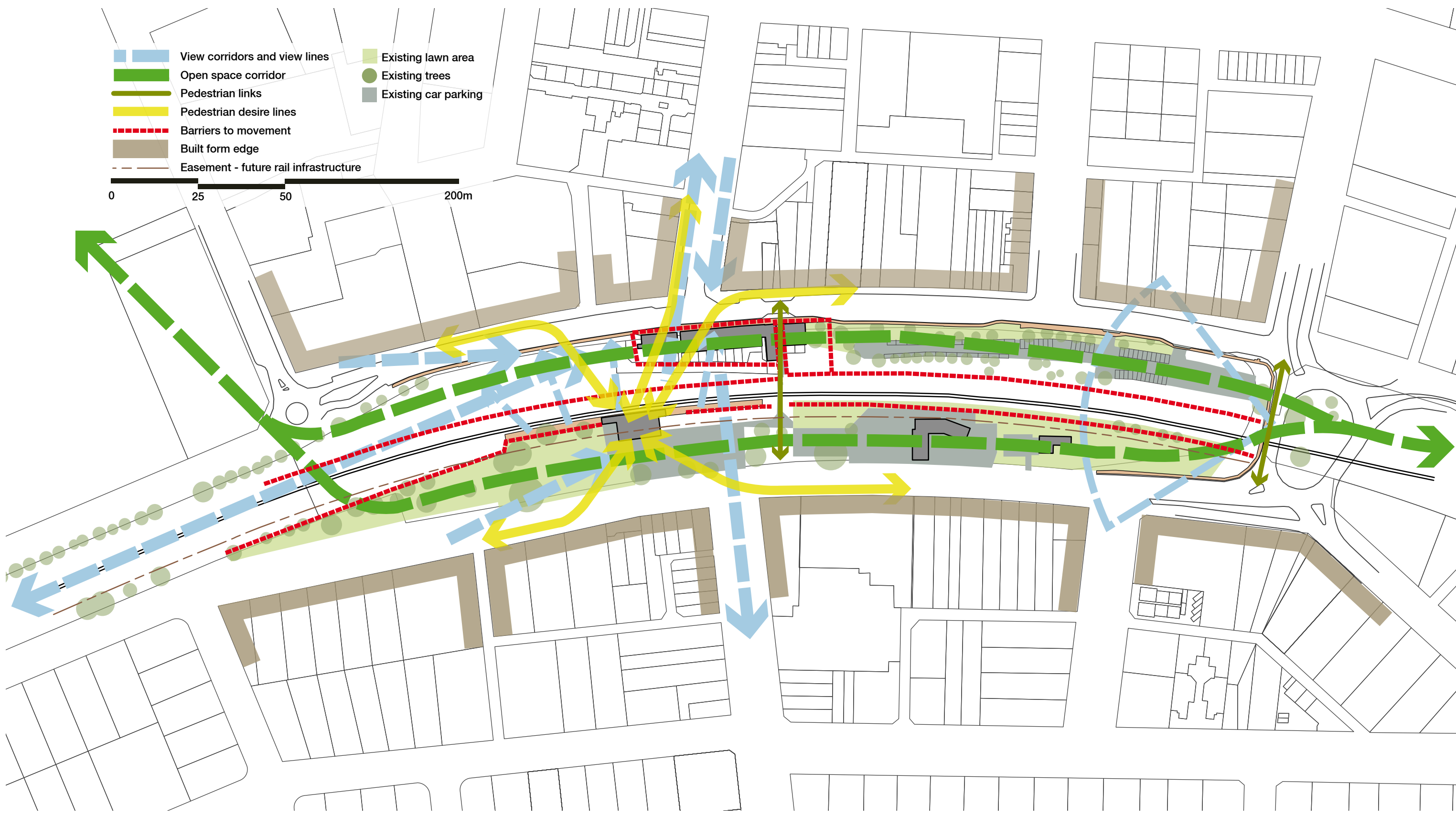
Pedestrian Desire Lines



Barriers to Movement



Built Form Edges



- View corridors and view lines
- Open space corridor
- Pedestrian links
- Pedestrian desire lines
- Barriers to movement
- Built form edge
- Easement - future rail infrastructure
- Existing lawn area
- Existing trees
- Existing car parking

0 25 50 200m

3.2 Site Assessment – Station Precinct

The following analytical assessment of the Moe Rail Precinct is based on a detailed review of background documents, consultation outcomes and physical conditions in and around the Precinct. The assessment is categorised as follows:

- **Issues** or problems to be addressed through the master plan and implementation
- **Priorities** for action or short-term delivery
- **Constraints** or limitations to achieving the objectives
- **Opportunities** for added value or extra benefit

This format provides a clear, legible rationale for the subsequent design proposals, reflecting a thorough understanding of the place, and couching the proposals in the context of the current circumstances. In this way, the master plan is guided to directly address the existing conditions and context.

3.2.1 Issues

Barrier to north-south movement

The railway corridor and station precinct through central Moe forms a significant barrier to north-south movement within the town centre. The existing pedestrian level crossing is the only connection between the Lloyd Street/Anzac Street overpass and a connection at the western end of the Racecourse, and is concealed, narrow and quite unwelcoming. Further, this crossing is not aligned with pedestrian routes to the north or south. This situation significantly constrains north-south movement and accessibility, effectively ‘cutting the town in half’.

The railway is lined with steel paling fencing at the Station Precinct, but further to the east and west, the railway is open to the adjoining open space and streets. Therefore, the safety or security requirements for the fencing at the Station may be questioned.

Lifestyle/entertainment

The Moe town centre currently lacks lifestyle and entertainment facilities, and this need has been identified through consultation processes. These facilities may include cafes, meeting spaces, gallery spaces, cinemas, theatre and open spaces.

Visibility of Station from north

The existing single-storey shops in the Rail Precinct on the south side of George Street serve to obstruct views and visibility to the Station from Moore Street, which is Moe’s primary pedestrian-focussed shopping street. This makes the Station virtually invisible from large areas of the town centre.

Station entrance from north

The pedestrian entrance to the station from the north consists of a narrow walkway between two blank side walls of shops, leading to the pedestrian crossing. This entrance lacks prominence, visibility and any sense of amenity, welcome or safety, and is completely unsuitable.

Skate Park

The existing retrofitted skate park consists of several steel ramps arranged on an asphalt surface. Its location is isolated from other uses, the equipment is quite basic, and opportunities for passive surveillance are very limited, with no built form or activity nearby.

Youth and child-friendly facilities

Consultation processes have confirmed a current lack of youth- and child-friendly facilities in Moe generally. The Rail Precinct is particularly relevant to this issue, as significant numbers of adolescents use the trains and buses to travel to school, and so spend time in the precinct waiting or on arrival.

Image, appearance, aesthetics

The existing conditions in the Rail Precinct reflect a poor-quality visual and aesthetic environment. Unpaved surfaces, disused rail infrastructure, backs of shops, utilitarian fences and other barriers contribute to a harsh, unpleasant environment. The outlook to the north from the station platform is similarly unpleasant.

Library

The existing Moe library facilities are deemed inadequate for current usage levels and Moe’s current population, and potential growth in population and patronage. There is potential to give this service and key community facility a ‘lift’ in spatial quality and amenity.

Rail Trail

The existing Moe-Yallourn rail trail, a cycling trail utilising the former railway line, currently commences just east of the Anzac Street roundabout/rail bridge, so is disconnected from the Station and city centre.

Legibility

Urban legibility describes the clarity or readability of urban areas, to guide movement and easy accessibility, especially for pedestrians. At the Moe Rail Precinct, existing entrances, buildings, fences and other barriers contribute to quite low levels of legibility. That is, the entrance from the north is concealed and difficult to find, and the existing shops obstruct views into the Station. There is potential to create a more legible system which responds to pedestrian desire lines.

3.2.2 Priorities

Safety

Improving safety and perceived safety in and around the Station is a key priority for the proposed redevelopment works. This matter concerns the application of CPTED principles (Crime Prevention through Environmental Design), which affects site layout, building design and frontages, landscape and fixtures.

Amenity

Creating a great place where people like to linger and spend time is a key priority for the Rail Precinct and Civic Hub. The new community hub must be attractive, comfortable, easily accessible and functional for a wide range of groups, individuals and activities.

Implementation

Moving the redevelopment progress rapidly towards implementation (construction) is a key priority. It is vital that the lengthy planning and consultation work is seen to yield tangible results and value for the Moe community.

Access

Ensuring optimal accessibility for all is a primary objective for the new civic/community hub. This includes visual accessibility, allowing people to see their destination, and physical accessibility, through clear movement and entrance points.

New facilities

Alongside the community hub (library and associated facilities), the civic hub must also accommodate key public facilities, including toilets/change rooms, transport information, seating, lighting, signage and open space.

Youth-friendly spaces

It is important that the redeveloped precinct provides spaces which are attractive and welcoming to young people, without excluding other age groups.

Skate Park

Improving the safety, quality and amenity of the skate park, with improved supervision opportunities, is also a priority. It is important that supervision opportunities remain passive, and do not affect the youth-friendliness of the facility. The space should not be seen to be overly 'controlled' by adult supervision.

Streetscape upgrades

Achieving physical upgrades to streetscapes around the Station Precinct, particularly Moore Street and George Street at the station entrance area, will significantly enhance the appearance and perceived quality of the precinct. These upgrades may include new paving, landscape/planting, lighting, signage and street furniture.

Public Open Space

The provision of public open space in the town centre, focussed on the transport hub, is seen as crucial to the project. The CBD currently lacks high quality open space, and the proposed Civic Hub presents an ideal opportunity for a great space in a key, central location, surrounded by new, active uses.

Integrating transport modes

Currently, the different transport modes in Moe lack effective systematic or physical integration. The designs for the redevelopment of the precinct should provide for enhanced connectivity between trains, local and regional buses, cycling, walking, taxis and private vehicles. This should involve development of a new interchange which allows:

- Integration of pedestrian and cycling trails
- Prioritising other transport modes over cars
- Establishing new bus routes
- Establishing a bus interchange at the station

3.2.3 Constraints

Site contamination

The *Phase II Environmental Site Assessment – Moe Rail Station* report (SKM 2006) indicates the presence of contaminants in the soil and groundwater within the Station Precinct. This may present a constraint to some building construction and activities, for safety reasons, or through additional cost for remediation, if required, but requires further investigation.

Car parking requirements

The Department of Transport has indicated a required increase in commuter car parking at Moe Station, and some community inputs have expressed a current shortfall. The future requirement is specified by DoT as 100 commuter parking spaces. Parking for other future uses in the precinct, and other parking provision, would be in addition to this.

Budget/funding

The need for a publicly-funded catalyst project in Moe has been identified as a key to wider urban renewal activities, and the proposed civic hub is seen as the primary catalyst. The extent of capital works, and therefore the design of the building(s) and public realm spaces, will need to be considered in the context of a detailed funding model.

This issue should be explored through the design options and preliminary costings, and may potentially be addressed through a staged development which can evolve over time, as funding becomes available.

Existing assets

The Station Precinct currently contains a number of existing community assets, including green open space, community projects / furniture and mature trees. While these elements may constrain future redevelopment initiatives, their presence may also provide opportunities to maintain connections to the precinct's history, through retention or relocation, as appropriate, and these potentials should be explored through the design process.

3.2.4 Opportunities

Future rail infrastructure

The project needs to incorporate an easement for potential future rail expansion (additional track) on the south side of the existing railway line. This comprises an offset distance of 11 metres from the centreline of the existing tracks within which new buildings should not be planned. However, this proposal has not been included in the recent Victoria Transport Plan, so its implementation in the short-medium term is unlikely.

Other transport infrastructure requirements

The redevelopment must also incorporate infrastructure and spatial provision for other transport modes including:

- local bus interchange (on street spaces for bus stopping and layover)
- bicycle facilities - secure storage, change facilities
- taxi rank
- drop-off / kiss-and-ride
- commuter parking

Creating a new Civic Hub and focus for the town

This project is focussed on a strategic opportunity and direction to create a new civic precinct and 'heart' for the town of Moe, establishing the train station and transport interchange in a 'Civic Hub', which becomes a focus for community pride and interaction.

Catalyst for urban renewal

The development of a new Civic Hub at the Rail Precinct is seen as a potential catalyst to further urban renewal in central Moe, establishing new benchmarks and creating the conditions to encourage private redevelopment of retail, commercial and residential properties in the centre.

Library

The relocation and redevelopment of the Moe Library at the station precinct has been identified as a key driver for the Civic Hub project. The rejuvenation of the Library will reflect a departure from 'old style' libraries, with contemporary facilities, services and design approach.

Integrated service: Library / Council Services

The new Library facility will provide integrated services, performing library functions as well as Council services for Moe, such as rates collection, animal registration and other key services. The design and layout must allow for this combination of services to be provided by multi-skilled staff.

Image enhancement

It has been acknowledged that Moe suffers from an 'image problem', in how it is perceived from outside. The building(s), spaces and facilities of the new Civic Hub should uplift the visual image or perception of the Rail Precinct and Moe generally, through new, fresh, modern and well appointed facilities and spaces. The power of new, dynamic, exciting facilities in a prominent, central location in shifting the image of a place, should not be underestimated, and is a key aspect of this study.

Integration/connection

Redevelopment at the Rail Precinct presents the opportunity to create a new or enhanced connection across the railway lines. The crossing at the Station performs a key function for transport access, but also plays a key role in the wider CBD, forming the only demarcated connection for pedestrians between the Anzac Street overpass and the level crossing south of the Moe Racecourse.

Staging

The recommendations of the Master Plan are likely to be implemented over an extended time period, beginning with priority actions and short-term initiatives, then continuing as funding and other opportunities arise. The Master Plan should therefore provide an effective staging sequence and implementation strategy, to prioritise actions and allow incremental development towards a final goal.

New gateway/entrance to Moe

The Rail Precinct is located centrally in the town, but also forms its primary gateway or entrance point. Therefore the Civic Hub development can provide a new, enhanced entrance to the activity centre, with contemporary, sophisticated built form, spaces and facilities.

Integration of transport and civic facilities

By developing a Civic Hub and community facility at the Rail Precinct, the opportunity arises to integrate civic and transport services and facilities. The new hub may incorporate waiting areas, 'real time' transport information, cafe and retail uses, which provide secure, comfortable, inviting spaces for community members and travellers alike.

New experience of Moe

A new community hub building may be designed to offer new and unique experiences of the town centre and beyond, through exciting spaces, view opportunities, social interaction, events and services.

Integration of Moe-Yallourn Rail Trail

The Master Plan and Civic Hub provide an opportunity to integrate the established Rail Trail bicycle path to Yallourn, through a new connection to its existing start point just east of the Precinct.

Removal of existing shops on George Street

The opportunity to acquire and demolish the existing shops on George Street, will allow a new entry to the Station and a dramatic 'opening up' of the Station to Moore Street and George Street. This initiative has been established prior to the Master Plan, and will allow the creation of a new street and public realm environment and interface between the Station and town centre.

Integration of community/commercial facilities and services

The Community Hub building may incorporate facilities for use by key community services such as the CFA, Medicare, Centrelink and Australia Post. These services may not have a permanent or full-time presence, but may utilise flexible spaces or shopfront facilities on a regular basis. A number of other service providers may also utilise space in the new facility, which should provide flexible, adaptable spaces for various activities over time.

Active uses fronting a pedestrian plaza

A new civic, public open space, of appropriate size and design for a range of activities, can be edged by active uses, for a defined, enclosed, vibrant public space, which feels safe, welcoming and active, and is an integral part of Moe's CBD.

Tourism destination

The new Civic Hub can also become the focal point for Moe as a tourism destination, building on linkages to surrounding mountain ranges and alpine areas, cycling connections, and other local assets, providing information, guidance and facilities and convenience services to visitors.

Stronger economy

Part of the intended catalyst effect of the proposed Civic Hub is to instigate a boost to local economic activity. This may take a range of forms, for example:

- Small business incubator services, training and affordable facilities for start-up enterprises
- Cafe/restaurant which showcases Gippsland's regional produce
- Flexible office spaces for temporary/part-time usage by a range of occupants throughout the week
- New accommodation and/or residential development
- Tertiary/TAFE education and training facilities, new student population

Increased economic activity tends to be self-perpetuating - the required kick-start will continue to evolve and grow local business and opportunities.

Better housing options – apartments, medium density

Redevelopment within the Rail Precinct may also provide opportunities to incorporate improved residential options, including apartments and medium density development, in the heart of town. This will bring other spin-off benefits, increasing local activity, patronage for businesses and services, safety and vibrancy in and around the precinct.

Youth focus

Part of the proposed redevelopment should reflect a specific youth focus, in its location, design, spatial arrangement and facilities. This may reflect a more hard-edged, gritty design approach, but should allow young people to appropriate the space independently.

Passive surveillance

Opportunities for new buildings to allow for visual interaction and passive surveillance of surrounding public realm spaces, including the Station platform and environs, civic plaza, streetscapes and youth facilities, should be maximised through the design of facades and internal spatial arrangements.

This may extend to allow informal supervision of the youth-focussed spaces, but this aspect should not be overtly controlling, as to affect the 'independence' of youth facilities.

Green/open space corridor

The Rail Precinct already contains significant areas of green open space and garden areas. This aspect may be enhanced and even expanded, to form an open space corridor linking the Racecourse (west) and Botanic Gardens (east), comprising a cycle link and other active and passive recreational spaces.

Service Station

The Rail Precinct Master Plan provides the opportunity to guide future development of the existing Service Station on the south side fronting Lloyd Street, to ensure space efficiency and support commercial opportunities and an enhanced interface with the Station, open spaces and Civic Hub.

3.3 Site Assessment – Moore Street Shared Zone

3.3.1 Issues

Functional failure

The existing Moore Street Shared Zone is currently functioning as a ‘hybrid’ low-speed street, rather than as a true Shared Space. It largely still looks like a street, with defined space for cars and people, and does not provide sufficient restrictions or ‘signals’ to control or slow down vehicular movement. Community inputs have reinforced its functional failure.

Communication failure

The primary philosophy of Shared Zones or Shared Spaces is not defining spaces, but keeping spaces ill-defined, to encourage caution and sharing.

A key aspect of successful Shared Spaces is the messages the design communicates or signifies to users of the space. Currently the Moore Street Shared Zone gives a number of wrong messages, preventing its successful functioning as a Shared Space:

- The asphalt surface on the road makes it look like a normal street
- This surface is distinct from the brick paved footpaths, creating two separate spaces for people and cars
- The large ‘10’ speed limit figures painted on the road also signify that this is space for cars, not people
- The Shared Zone signage is too small and discreet
- The scale of the street surface is large and expansive (asphalt surface), whereas a Shared Space needs more variation in surfaces and more of a human scale in the detail articulation.
- There is insufficient warning to vehicles approaching the Shared Zone, that they are entering a different type of street.

Image, aesthetics

The existing brick paving, seating, shopfronts and arched canopies create an ‘old, tired’ impression or image. Moore Street does not look fresh or inviting. As a result, the existing public realm spaces along Moore Street do not appear to experience significant usage.

3.3.2 Constraints

Community acceptance and support

Shared Spaces are a new form of street design, and may be seen as radical in the context of Australian towns and cities. As a result, this initiative is likely to be subject to community concern and reaction, particularly during the early phase of adaptation to changed conditions. Retail traders may also resist this initiative.

3.3.3 Opportunities

Creating a great street

Shared Spaces can be great streets, where all users enjoy complete freedom to use the space and move through it, and where an attractive, safe and well-designed environment encourages people to linger and spend time.

Learning lessons from others

In creating a Shared Space, it is essential that the design is right, including the details. Therefore it will be vital that skilled and experienced designers are involved, and that other examples are carefully studied and analysed for their successes and failures. The City of Bendigo is currently undergoing a program of Shared Space treatments in the city centre, with one section already constructed and open, and the next section to commence in early 2010.

Connecting to the Rail Precinct/Transport Interchange

The re-design of the Moore Street Shared Zone, coupled with the removal of existing shops in the Station Precinct at the southern end of Moore Street, presents opportunities to create a stronger, clearer connection between the CBD and the Station.

3.4 Sub-Precincts

To provide place-specific design proposals and guidance across a large area, and to facilitate positive linkages and relationships with adjacent areas of the Moe CBD, it is beneficial to identify various Sub-Precincts within the Master Plan area. These Sub-Precincts are defined by approximate boundaries and locations, and are loosely based on the preferred strategic directions, proposed activities and future redevelopment opportunities.

The Sub-Precincts within the overall Moe Rail Precinct are as follows:

Sub-Precinct 01: Civic/Community Hub

Central area, incorporating the future Civic/Community facilities and pedestrian plaza and existing Train Station, and extending into Moore Street.

Sub-Precinct 02: Moore Street Shared Space

New landscape/streetscape treatment to Moore Street, with new, pedestrian-focussed connection into the Rail Precinct.

Sub-Precinct 03: Commercial / mixed-use

Potential development area for private sector development, opposite the Clifton Street Precinct, potentially comprising commercial offices, community/institutional uses, small-scale/convenience retail or even residential development.

Sub-Precinct 04: Active space

Area immediately east of the Civic Hub, comprising a new Skate Park, and potential new facility for active uses – entertainment, hospitality, recreation, functions and events.

Sub-Precinct 05: Public open space (west)

Passive green space at the west end of the Precinct, building on existing landscape area, potentially incorporating significant public art and enhanced landscaping.

Sub-Precinct 06: Public open space (east)

Passive green space at the east end of the Precinct, building on existing landscape area and replacing the existing Skate Park, potentially incorporating significant public art and enhanced landscaping, including visual screening of the road overpass.

Sub-Precinct 07: Commuter car parking

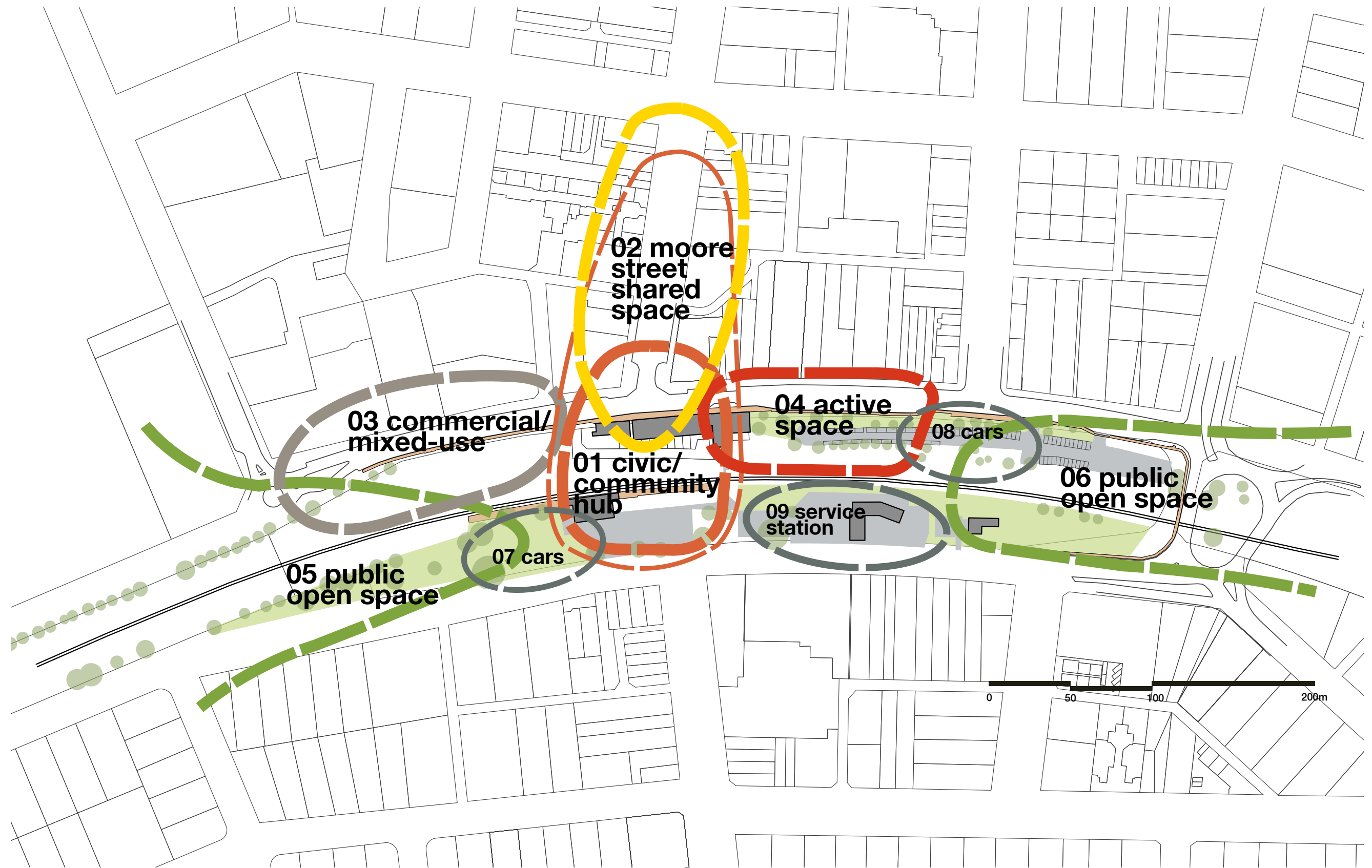
Reconfigured and expanded commuter car parking and V/Line coach area, with new pedestrian path and tree plantings.

Sub-Precinct 08: Public car parking

Reconfigured and expanded public car parking, with new landscape areas.

Sub-Precinct 09: Service Station

Existing Service Station is expected to expand. Enhanced interfaces to the Rail Precinct public realm areas, through landscape treatments and small-scale built form.



Proposed Sub-Precincts plan (indicative)



04 Master Plan

4.1 Urban Design Principles 4.2 Master Plan - Design Statement 4.3 A Contemporary Response to Local Context
4.4 Master Plan - Elements 4.5 Reference Images 4.6 Design Guidelines 4.7 Implementation Strategy

4.1 Urban Design Principles

Through careful analysis of the Project Brief, the various background documents and consultation activities, and the Rail Precinct existing site conditions, a series of ten (10) key Principles were identified, to guide the design and planning work. These Urban Design Principles are as follows:

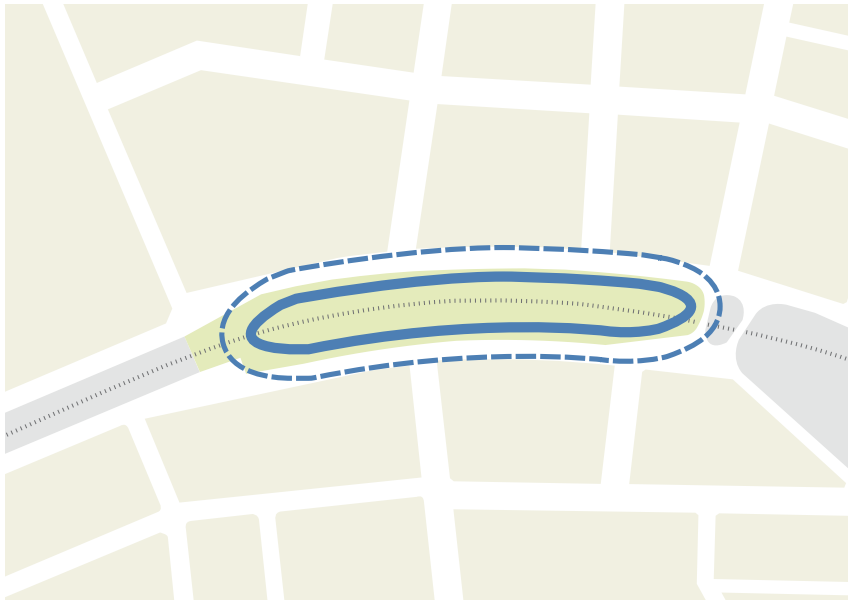
Principle 1: Integration and 'Repair'

Repair the urban spaces of the Rail Precinct through integration and a comprehensive strategic planning approach.

The existing Rail Precinct is currently loosely organised, disparate and fragmented, without any clear order or rationale for the location of spaces and activities, or the interfaces between them. The unpleasant visual environment of leftover spaces, disused rail infrastructure and back-of-house areas are reinforced by the expansive 'openness' and lack of definition in the area.

The master plan should provide a clear approach to integrating the various current and potential future uses within a legible order, and should seek to 'repair' the environment, towards a more pleasant, attractive, safe and accessible precinct.

The redevelopment of the Moe Rail Precinct will be highly integrated with surrounding development, streets and spaces, and will enhance connections across the Precinct, and between the Precinct and surrounding areas.

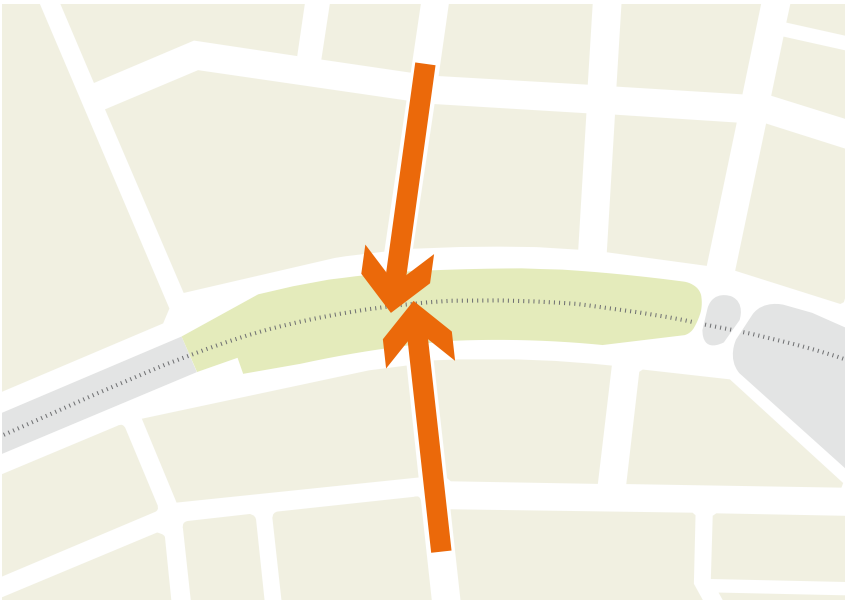


Principle 2: Connections

Enhance existing connections and create new links to facilitate ease of movement, comfort, amenity and visibility, particularly for pedestrians and cyclists.

The railway corridor runs east-west through the centre of Moe's town centre, and forms a significant barrier to north-south cross-movement in Moe, effectively 'cutting the town in half'. The existing pedestrian level-crossing is difficult to see and to access, especially from the north, and is not well integrated with surrounding street systems. The existing shops facing George Street form a further visual and movement blockage, and existing car park areas further limit easy pedestrian access to and through the Rail Precinct.

Future development in the Rail Precinct should seek to develop and enhance existing connections, and create new ones, across the rail corridor, and between the town centre and the Station, particularly for pedestrians and cyclists. Connections and access routes should respond to established movement routes in the town centre, and to natural pedestrian 'desire lines'.

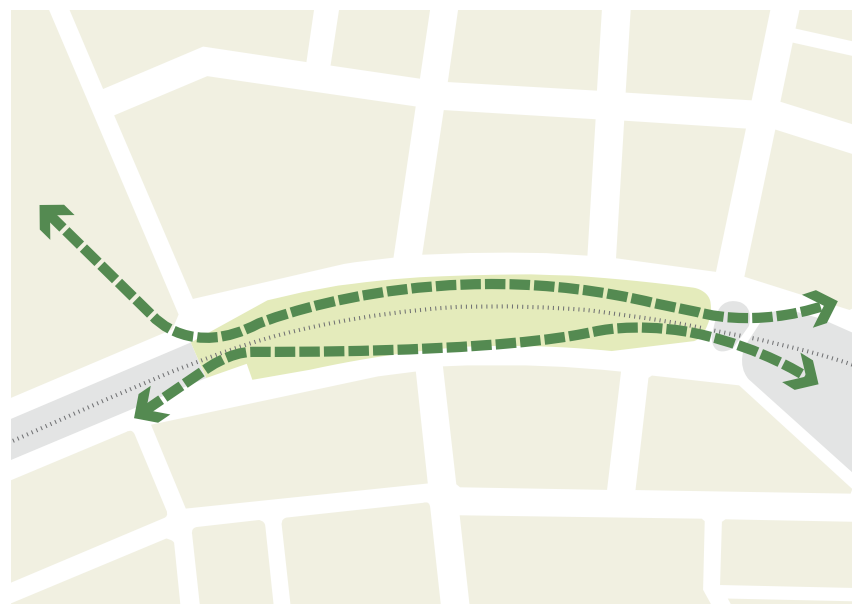


Principle 3: Green corridor

Develop and reinforce the Rail Precinct as a green, open-space based corridor.

The existing Rail Precinct displays evidence of an earlier condition as a more comprehensive green corridor, linking the green open spaces of the Moe Racecourse to the west, and the Botanic Gardens/River environs to the east.

This project presents the opportunity, as identified in previous consultation inputs, to develop and reinforce the railway corridor as a green connection through the town centre, while still accommodating new development and infrastructure over time, providing valuable public open space, a landscaped backdrop to the urban area, an attractive movement corridor, and potential for productive gardens and other activities.



Principle 4: Active/passive

Establish distinctive character areas within the Rail Precinct north and south of the railway line.

In response to the site conditions and surrounding urban activities, the opportunity exists to reinforce the duality of the precinct by developing the northern side of the railway line as an 'active' area (urban environment, dynamic design, active recreational activities), and the southern side as a 'passive' area (landscape focus, passive recreation, community spaces).

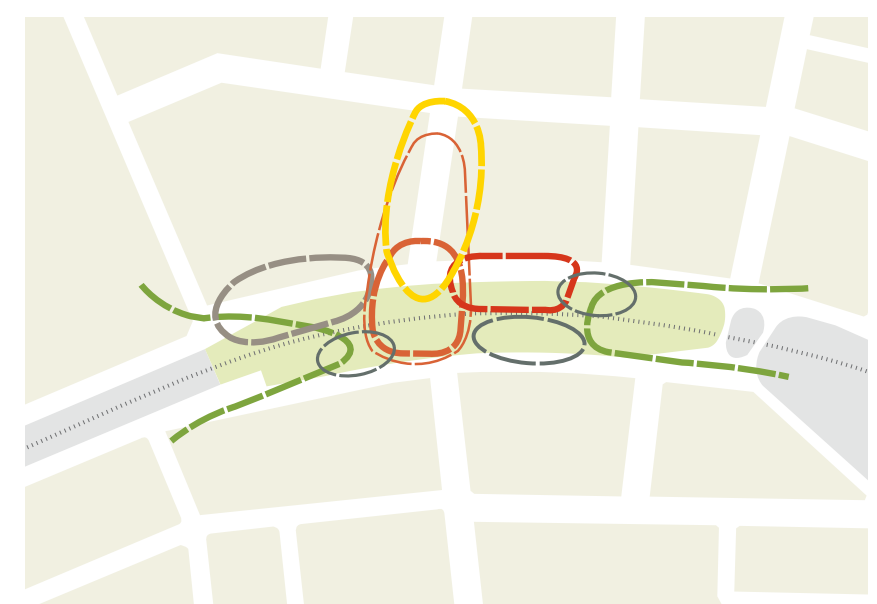
This approach will allow a distinct identity to be developed for each side, while also developing enhanced connections and accessibility between the north and south sides.



Principle 5: Sub-Precincts

Distribute activities within the Rail Precinct according to defined, but loose, sub-precincts.

New development in different parts of the Station Precinct should respond to the character, land-use and built form of adjoining/adjacent locations in the CBD, while maintaining optimal development opportunities.



4.1 Urban Design Principles (cont.)

The analysis has identified a series of potential sub-precincts within the Rail Precinct, to guide future activities in different parts of the site. The indicative Sub-Precincts are identified as follows:

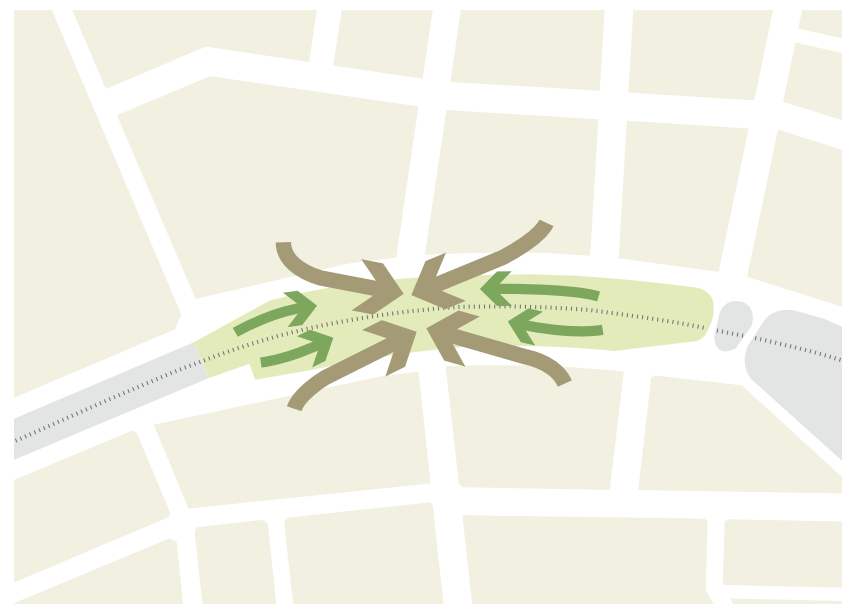
- 01 **Civic/Community Hub:** located centrally in the Precinct, at the south end of Moore Street
- 02 **Moore Street Shared Space:** new streetscape treatment, extending Moore Street into the Civic Hub
- 03 **Commercial/Mixed Use:** located west of the Civic area, facing the Clifton Street Precinct to the north
- 04 **Active Space:** located east of the Civic area, comprising a redeveloped skate park and other recreational facilities
- 05 **Public open space (west):** landscaped open space north and south of the railway, forming the west end of the Precinct
- 06 **Public open space (east):** landscaped open space north and south of the railway, forming the east end of the Precinct
- 07 **Commuter car parking:** reconfigured parking, located immediately south-west of the Station building (west of existing parking) to allow a pedestrian forecourt and landscaped area located centrally at the north end of Fowler Street
- 08 **Public car parking:** reconfigured parking located in the north-east area of the Precinct
- 09 **Service Station:** existing facility, with allowance for expansion, and reconfigured interfaces with other parts of the Precinct.

Principle 6: Compression, consolidation

Move towards a more intimate, urban, active character, through consolidation and compression of activities.

The Rail Precinct's existing character is defined by loose organisation and distribution of elements, lack of order, and expansive, underutilised spaces, creating an 'empty' feel. The Moe CBD displays similar characteristics in its spacious built form distribution.

To create an active, vibrant, dynamic, exciting and safe Civic Hub, new development in the Rail Precinct should focus on compression and consolidation, or bringing things closer together, while still providing adequate space for the various functions and activities.



Principle 7: Creating a 'centre'

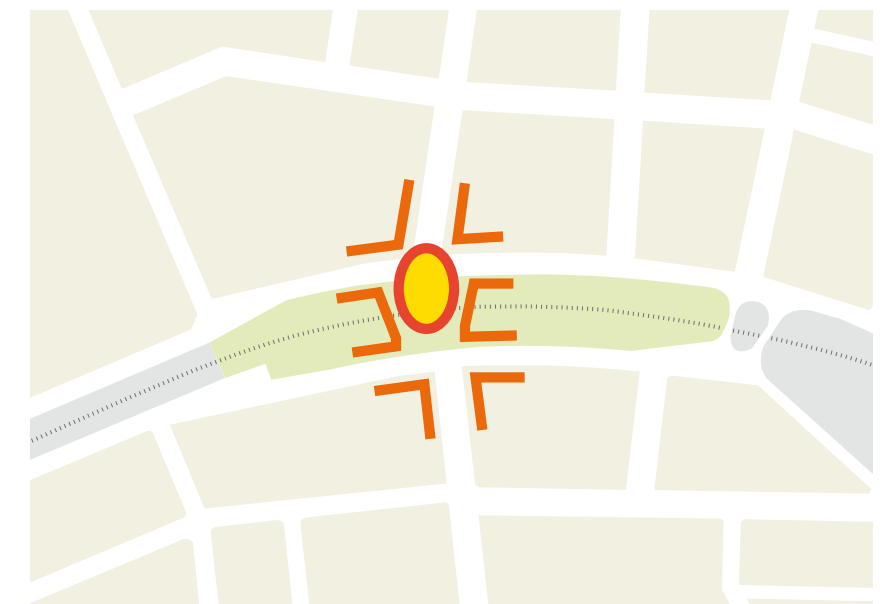
Establish a new city 'heart' and focal point at the Rail Precinct.

Moe's CBD currently lacks a clear focal point or 'heart'. While Moore Street is the main retail area in the town centre, it lacks the valued urban qualities of a well-conceived civic space and surrounding built form.

This project presents the requirement and opportunity to establish such a 'centre' for Moe, based around a new pedestrian plaza and surrounding community-based facilities.

This new focal point should achieve the following:

- Legibility and accessibility, including entrances and sense of arrival
- Safety and security
- Frontages – interaction between buildings and the public realm
- Celebrating the railway, and intersection point



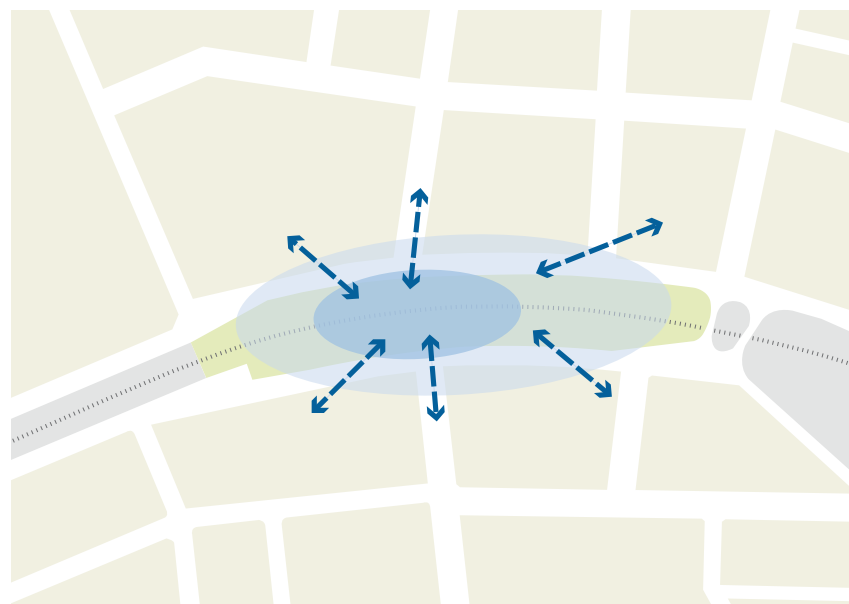
Principle 8: Image and presentation

Boost the visual image and perception of the Rail Precinct and Moe CBD.

As the key arrival point and central location in Moe, visible both from trains and private vehicles approaching the CBD, the Rail Precinct plays an important role in 'setting the scene' and projecting the image of Moe.

Opportunities exist to significantly enhance this image and therefore perceptions of the town, by upgrading the built form, open spaces and landscape of the Rail Precinct, and ensuring that future development opportunities attract high-quality design outcomes.

The design approach in the master plan presents a distinctive urban system/structure, through principles of dynamism and flow, and overlap and 'slippage' between buildings and spaces.



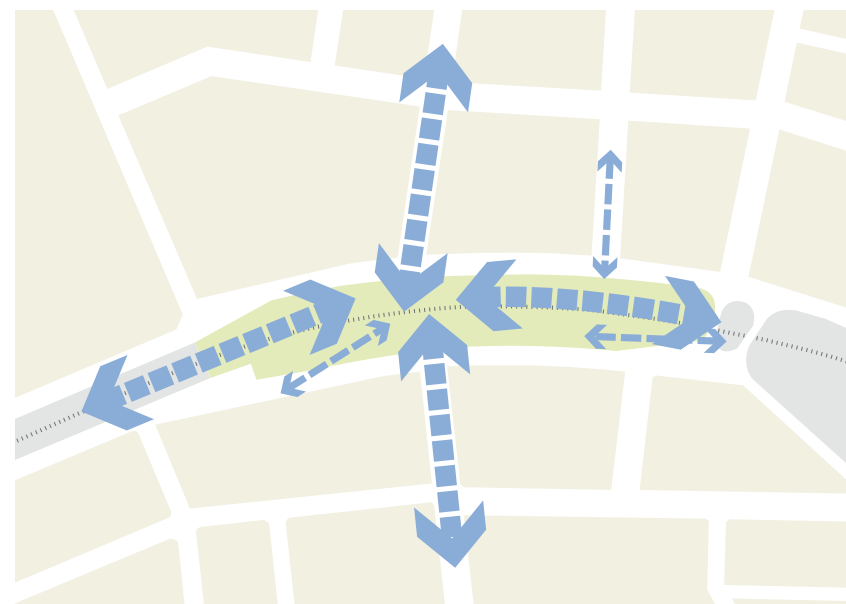
Principle 9: Views, viewing opportunities

Build on existing view corridors and establish new viewing opportunities, to enhance the sense of place and experience of Moe.

The Master Plan should seek opportunities for views from the Rail Precinct to the wider geography and landmarks, and for celebration of the railway and its intersection with key north-south streets.

Moore Street provides significant and attractive view opportunities to the Baw Baw's to the north, but this view is not currently available from the Station. Views to the south along Fowler Street to the Strzelecki Ranges are also dramatic and enticing. Reconfiguration of the Rail Precinct should enhance access to these view opportunities, as well as new ones, and should 'celebrate' the experience of the railway corridor and train movements.

Localised views must also be considered and resolved, to ensure attractive views to, and from, the Rail Precinct and Station. This includes alignment and positioning of built form, spaces and car parking, and the design of buildings and landscape to offer optimal visual conditions.



Principle 10: Stageability

Plan for the Rail Precinct to evolve and redevelop over time, and utilise and build upon existing assets.

Master Plans must accommodate the need to implement the proposals over extended periods, as conditions change and funding becomes available, as well as providing a degree of flexibility to adapt to changed circumstances in the future. The Master Plan for the Rail Precinct should reflect a series of discrete projects which can be delivered into the future.

The Moe Rail Precinct is a large area and its potential redevelopment will not occur all at once. The Master Plan must accommodate this, by allowing the incremental contribution to the overall vision and framework through multiple individual projects.

Building on existing assets within the Rail Precinct is also key to achieving the overall vision, rather than seeking drastic redevelopment of the overall area.



4.2 Master Plan - Design Statement

The proposed Master Plan for the Moe Rail Precinct integrates the various inputs and drivers, including:

- Directions contained in the Moe Activity Centre Plan
- Consultation inputs for the Moe Rail Precinct
- Site analysis and assessment
- Urban Design Principles
- Review of draft plans during the project process

In essence, the Master Plan is about creating an active, vibrant urban centre, with a key public space, framed by new buildings providing active edges, enhanced movement and access provision to integrate the various transport modes, and integration of other spaces and facilities within a continuum of landscape space.

This 'green corridor' provides a consistent framework along the length of the Precinct, which accommodates the various other spaces and uses through expansion and compression of landscape space.

The rail corridor itself forms a key design driver. Its broad, curving sweep sets up a dynamic, kinetic condition, which influences the arrangement of space and built form, and the railway is 'celebrated' through enhanced viewing and experiential opportunities within the Precinct.

The alignment of the rail corridor as it straightens to the west, is extended through the Precinct, as a dynamic, defining line and view corridor as one moves between the Station and Moore Street.

Moore Street is to be upgraded as a Shared Space, creating an enhanced, pedestrian-focused main street experience, while retaining vehicular access at low speed. The Master Plan proposes to extend this streetscape condition across George Street and into the Rail Precinct. The new pedestrian plaza thereby becomes an extension of the main street. This is a key strategic initiative to connect the Rail Precinct with the CBD, facilitating easy pedestrian movement, and focussing pedestrian activity in and around this urban hub.

The potential for increased commercial and residential development within the Rail Precinct has been raised previously. The Master Plan accommodates some commercial development at the western end facing the Clifton Street Precinct, but takes the approach that the Precinct should be reinforced as a green, recreational open space corridor, with increased urban development focussed on the town centre itself, which appears to present significant development potential.

The Master Plan incorporates the retention, continuing use or adaptive re-use of existing built form and landscape elements wherever possible. This includes the existing Station building and platform, pedestrian level crossing, community furniture items, significant trees and open space areas.

The components of the Master Plan are described in more detail in Section 4.4, in the form of Sub-Precincts and Elements.



Axial alignments provide key design drivers for the Master Plan, providing enhanced view corridors and opportunities to 'celebrate' the experience of the railway

4.3 Moe Rail Precinct Revitalisation Project: Master Plan – A Contemporary Response to Local Context

The proposed Master Plan is derived from a number of references and sources, including the extensive background work, community consultation inputs and physical site considerations. The work also represents an interpretation of local character and context - a response to Moe's unique urban qualities, in a distinctive, contemporary language.

This response to context may be summarised as follows:



Building diversity

Moe's CBD incorporates a diverse range of building types, periods and styles, without any apparent dominant characteristics. Buildings are typically one-two storeys in height, and may be of party-wall configuration (connected buildings), or buildings set in grounds (separate, standalone buildings).

Response: this setting can accommodate new, contemporary buildings, to further contribute to the established richness and diversity.



Strong, bold buildings forms

Central Moe includes a number of prominent buildings of bold architectural design and siting. These buildings become landmarks and memorable sites within the urban context, and mark key locations, functions and event spaces in the city. These buildings typically accommodate important functions for the city.

Response: The city appreciates and benefits from bold, modern design, as appropriate to marking key sites in Moe. Important civic functions should be accommodated in strong, contemporary and responsive architecture.



Streets and lanes

Moe's town centre incorporates a grid-based system of streets, with laneways for rear access and parking. This creates a traditional, highly legible urban structure, and provides multiple choices of movement routes. The railway corridor interrupts this system, forming a barrier through the town. Buildings typically display 'zero lot lines', or no setbacks, creating defined streetscapes and urban spaces.

Response: The Master Plan builds on Moe's established street system, creating new paths and 'lanes', and utilises built form to define key movement paths and urban spaces.



Wide streets - boulevards

A key characteristic of the Moe town centre is the wide, straight avenue streets, which extend from the CBD out towards suburban and rural areas. These streets engender a spacious, dispersed feel in the centre, and provide a legible urban system.

Response: The Master Plan extends the key avenues of Moore and Fowler Streets (extending to the north and south) to inform the layout of buildings and spaces. The Plan also reinforces the Precinct as a broad, landscaped corridor through the city.



View corridors

The street structure described above sets up long-distance view corridors, including sightlines to the Baw Baw's to the north, and the Strzelecki Ranges to the south.

Response: The Master Plan also uses movement paths and built form to define and 'frame' interesting viewing opportunities, of the railway corridor/ train movements, and other sights within and beyond the town centre.



Contrasting geometry

The Rail Precinct incorporates a contrasting geometry within the CBD - the curved sweep of the rail corridor is juxtaposed by the rectilinear grid of the surrounding streets.

Response: The Master Plan proposes a dynamic, angular and 'open' geometry of buildings and spaces within the Rail Precinct, in response to its curvilinear layout and dynamic condition, and in contrast to the predominant order of the city centre.



4.4 Master Plan – Elements

This section will describe the various components of the proposed Master Plan for the Moe Rail Precinct, with descriptions categorised by Sub-Precincts, and elements within each Sub-Precinct.

Sub-Precinct 01: Civic/Community Hub

The proposed Civic Hub comprises a careful arrangement of several elements, as follows:

City Square/Pedestrian plaza

The city square urban plaza comprises paved and lawn areas, trees, furniture and lighting, located on axis with Moore Street on the north side of the railway line, as an extension of the Moore Street Shared Zone (but without vehicle access to the plaza).

Moore Street connection

This extension of the Shared Space surface between Moore Street and the city square, at a constant level, forms a raised 'table' which vehicles cross over along George Street.

Civic/Community Hub

This new, three-level building comprises the redeveloped Moe Library and associated spaces, Council functions, galleria/lobby, internet café, community meeting rooms/spaces and outdoor deck areas.

Pavilion

This small building contains a small tourist information/community information space, café and public toilets, with opportunities for bicycle hire or other related facilities.

South forecourt

The forecourt to the south of the railway line comprises paved and lawn areas, trees, furniture and lighting with pedestrian pathways aligned with existing crossing points to Lloyd Street, and pedestrian desire lines to the Train Station.

Existing Station building

The existing building and platform remain in place, with potential for inclusion of a small café or other community use within the building. Potential new architectural treatment to the building's east end would enhance its appearance and visibility from the pedestrian plaza and Moore Street.

Existing pedestrian level crossing

The existing crossing is retained in the short term, with potential for upgrades to paving, fencing and landscaping.

Future pedestrian bridge

The Master Plan allows for the potential construction of a new pedestrian overpass, to replace the existing pedestrian level crossing at the Station. This bridge would be located close to the existing Station building and platform, and would incorporate lifts and stairs at both ends.

This bridge may be constructed concurrently with construction of the Civic Hub, or at a later stage as additional funding becomes available.

There is potential for the bridge to be attached to the Civic/Community Hub building and 'share' the vertical circulation for the building, thereby saving costs for the bridge as a separate element, supporting a more integrated design and co-locating different activity generators.

Sub-Precinct 02: Moore Street Shared Space

Shared Space (south section)

Based on the overall strategy for connecting an enhanced Moore Street Shared Space with the Rail Precinct, this street becomes a Sub-Precinct within the Master Plan. It provides a new, continuous paved surface, with pedestrian priority while maintaining vehicular access, and with new landscaping, lighting and street furniture. On-street parking is not provided in this section, but relocated to the north section, with a slight net gain in parking provision. Short-term stopping, drop-off and deliveries will be available. A 'break' in the roadway immediately south of Hasthorpe Place helps to slow vehicles approaching the Shared Space from the north.

Using operable/movable bollards or similar controls, this space may be temporarily closed to vehicular traffic for special events, such as Market days and festivals.

Moore Street / parking (north section)

The northern section is proposed to remain largely in its existing form, to minimise required expenditure, with potential for minor reconfiguration of streetscape/landscape treatments and linemarking for car parking. This section contains all the on-street parking, providing more spaces than currently exist in Moore Street between Albert Street and George Street. This section provides turning space before the 'break' near Hasthorpe Place, to allow vehicle U-turns when the Shared Space is closed to traffic for events.

In the future, the Shared Space may be expanded to incorporate the northern section of Moore Street up to Albert Street.

Sub-Precinct 03: Commercial / mixed-use

Potential commercial building(s)

This precinct presents opportunities for future private sector development of commercial buildings, with design flexibility within a general framework for built form distribution and arrangement. Residential or mixed-use development is also possible in this location.

Taxi rank

The upgraded, indented taxi rank is located on the south side of George Street, west of Moore Street, providing for six car spaces (with potential for more as required)

Car parking

New on-street, angled parking is proposed immediately west of the new taxi rank, providing additional parking close to the Civic Hub.

Sub-Precinct 04: Active space

Potential recreation/entertainment facility

This Sub-Precinct presents the opportunity to integrate a recreation/entertainment facility – potentially incorporating entertainment/hospitality uses, indoor sports, or function/event spaces. This building should provide active frontages through transparent walls, revealing the activity inside.

Skate Park

Through integration with other active recreation facilities, the Skate Park is 'legitimised' as a genuine recreational pursuit, providing a range of youth-focused recreation opportunities. The new Skate Park will be integrated with the terrain, including the existing level increase from the street in this area, and forming a back drop to conceal the rear of the Service station to the south.

Rail Trail

The Moe-Yallourn Rail Trail is to be extended from its current starting point east of the Rail Precinct, through the Precinct to the Civic Hub, running parallel with the railway lines and emerging at the front of the active recreation sub-precinct. Commercial or Council-run bicycle hire and/or sales should be investigated to further support this initiative.

Transport interchange

The new, indented transport interchange accommodates up to four (4) local buses concurrently in street-based parallel bays, and is located on the south side of George Street, east of Moore Street.

Sub-Precinct 05: Public open space (west)

Open space and landscape

The existing open green space at the west end of the Rail Precinct is to remain, with potential for landscape upgrade. Some elements of park furniture should be relocated to the central open space in the south forecourt, or other locations, to accommodate the expanded commuter car park.

A new landscape/planting strategy should be prepared for the Rail Precinct overall. New plants and trees should be local/indigenous, drought tolerant species.

Public art

This sub-precinct adjoins Lloyd Street, which is the arterial road and main vehicular access route to and through Moe. A significant public art (sculpture element) or landscape device would provide a visual gateway gesture to the town and the Rail Precinct from the west.

Compression/contraction between green space and grey space

The configuration of open space areas throughout the Rail Precinct Master Plan reflects the expression of compression and expansion/contraction between green spaces and paved areas, and a visual continuity of green space along the corridor.

Sub-Precinct 06: Public open space (east)

Open space and landscape

The existing open green space at the east end of the Rail Precinct is to remain and expand, with potential for landscape upgrade. Further landscape treatment should be incorporated to mitigate the visual impact of the road overpass.

Public art

A public art/landscape gateway gesture may also mark the eastern end of the Rail Precinct (refer Sub-Precinct 05).

Substation

The existing substation has been considered for adaptive re-use, potentially as a café or gallery. However advice to this study indicates that due to site contamination, this building is to be removed, and so is not shown in the Master Plan.

Sub-Precinct 07: Commuter car parking

Car parking provision, layout and access

The reconfigured and expanded commuter car park provides at least 100 spaces (the existing commuter car park contains 34 spaces). The layout of two aisles and a central pedestrian path is oriented to align with pedestrian desire lines for accessing the Station and view lines to the Station, and to respond to the overall, dynamic design approach.

A taxi rank for three vehicles is also located within this car park, immediately in front of the Station building.

V/Line coach access and interchange

A separate forecourt space is allocated for stopping and turning movements by V/Line coaches, adjoining the commuter car park area. Coaches will enter off Lloyd Street through the commuter car park entrance, and then circulate around, stopping in front of the existing Station building, then exit back to Lloyd Street via a dedicated access way.

This space also accommodates four (4) 'kiss and ride' short-term parking/drop off spaces.

Pedestrian movement and landscape

The commuter car park is proposed to be arranged around an 'angled' orientation, with a central pedestrian pathway through the car park, aligned with the natural desire line for pedestrians moving along Lloyd Street from the west towards the Station. This also presents the opportunity for a line of trees along this path, aligned with the view line to the Station building. The significant oak tree near this car park is retained and protected.

Sub-Precinct 08: Public car parking

Car parking provision, layout and access

The reconfigured and expanded public car park provides 67 spaces, including some long-bay spaces for cars with caravans or boats, arranged in a two-aisle layout with landscaping treatment in the car park area.

Pedestrian movement and landscape

The pedestrian footpath should be reconstructed along George Street, along the north edge of this car park, with full DDA compliance. To the south of the car park, the proposed Rail Trail extension runs between the car park and the railway line, with associated landscaping.

Sub-Precinct 09: Service Station

Expansion

It is understood that the current owners of the Service Station on the Rail Precinct, Freedom Fuels, have lease arrangements to remain in this location for the long term, as well as to expand its operations, utilising its lease area west of the existing Service Station, currently used for overflow commuter car parking. This expansion is understood to extend west approximately to the extent of the existing pedestrian level crossing.

Interfaces

It is important to manage the visual impacts of the Service Station within the Rail Precinct, as the Precinct is upgraded and redeveloped as a centre and focal point for the town. Addressing its interfaces with other part of the Rail Precinct will allow the visual impacts to be addressed.

Proposed interventions include:

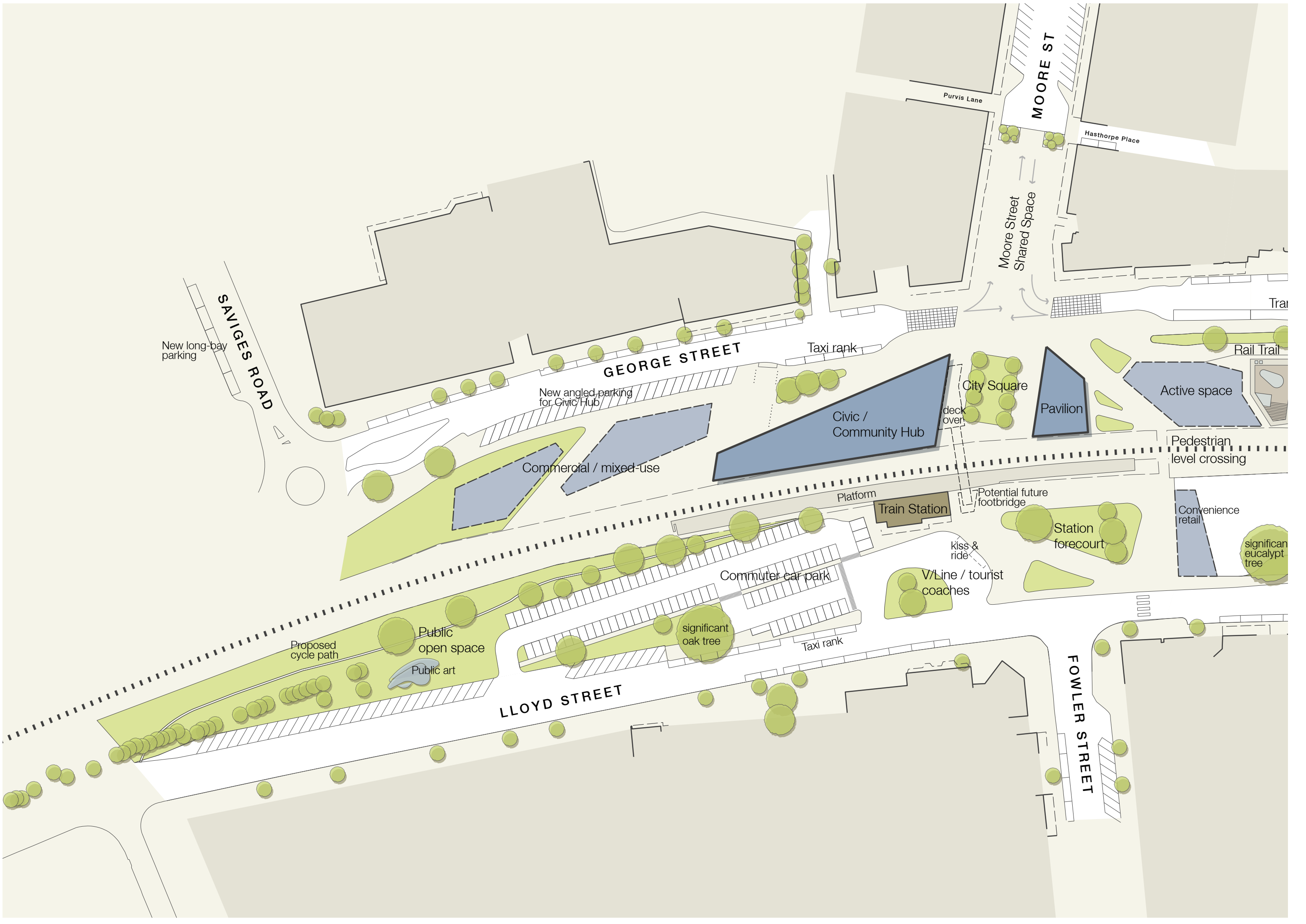
- Small convenience/retail/commercial: addressing the south Train Station forecourt and access to the level crossing, providing an active frontage and screening the Service Station from these areas.
- Landscaping to Lloyd Street frontage, to 'soften' the appearance of the Service Station area.
- Landscape screening to open space area east of Service Station.
- Landscape mounding and planting to rear (south) edge of proposed Skate Park, to visually screen the rear of the Service Station as viewed from the north.
- The significant eucalyptus tree just west of the Service Station is retained and protected.

Car parking summary

The following table provides a summary of the numbers of car parking spaces currently provided, and proposed in the Master Plan.

The expanded and reconfigured parking areas provide for significant increases in the number of spaces available, to accommodate possible future demand. The loss of some on-street parking on George Street is predominantly due to the new Transport Interchange (bus bays), but this loss is offset by gains elsewhere.

	Existing provision	Master Plan provision	Net change
Commuter car park (south)	34 spaces	102 spaces	+ 68 spaces
Public car park (north)	63 spaces	72 spaces	+ 9 spaces
George Street (on street parking)			-9 spaces
Moore Street (on street parking)	52 spaces	53 spaces	+1 spaces
TOTAL			+ 69 spaces





Transport Interchange

GEORGE STREET

KIRK STREET

ANZAC STREET

Skate Park

Public open space

New long-bay parking

Public car park

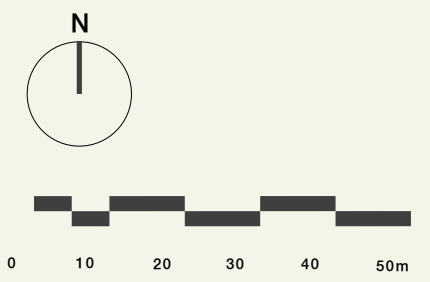
Rail Trail

Service Station

Public open space

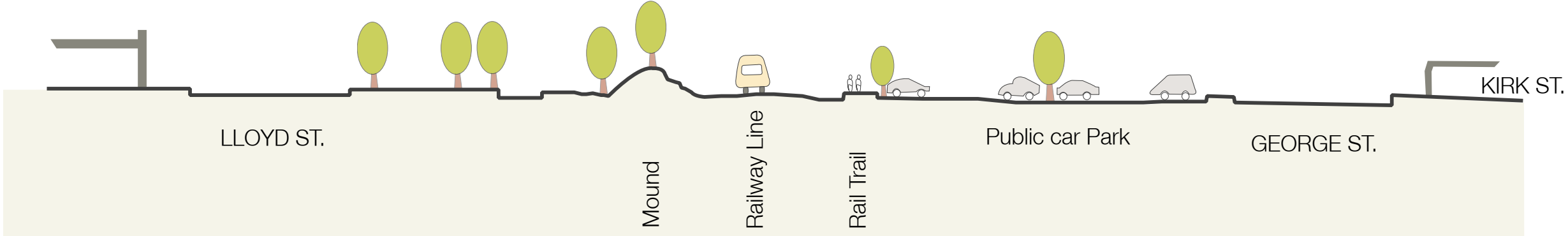
Public art

LLOYD STREET

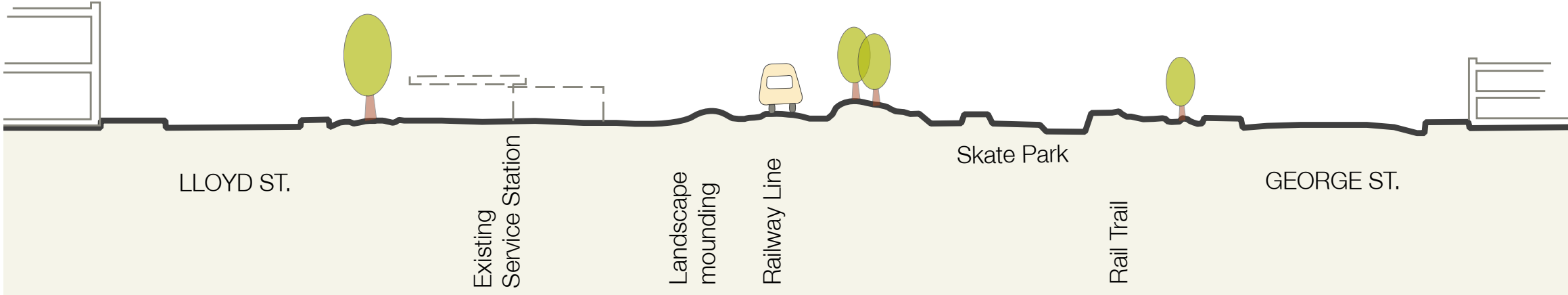


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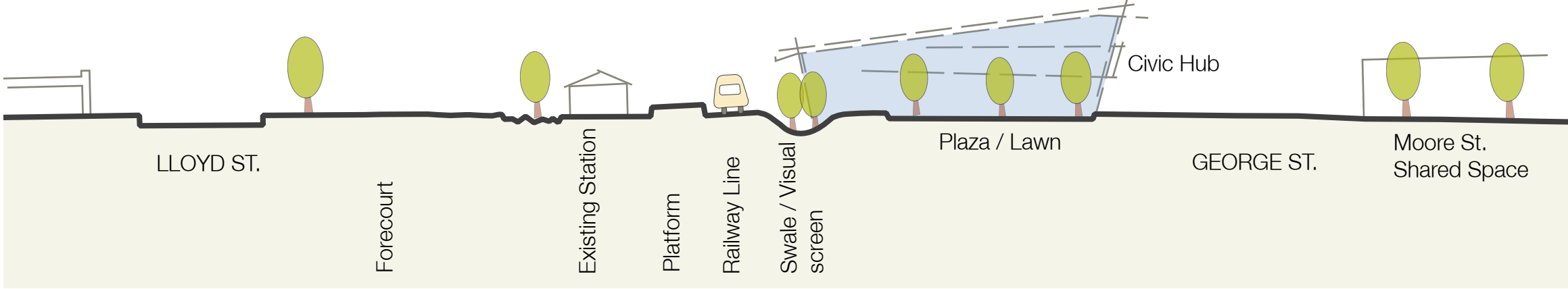
Indicative Master Plan Sections



Section through public car park and railway line, looking west



Section through Skate Park and Service Station, looking west



Section through City Square and existing Station



4.5 Reference Images



The new Geelong youth recreation space occupies a prominent, valuable location, adjoining parkland and a children's playground



This high-quality facility provides a range of recreational opportunities for young people, and has been very well respected and looked after by those using it



The proposed landscape treatments of mounding, decking and screening can incorporate high quality public realm spaces and seating opportunities

4.6 Design Guidelines

This section incorporates outline design guidance for the various Sub-Precincts and elements proposed in the Master Plan, providing further explanation and direction for future detail design and implementation of the initiatives in the Plan.

The guidelines reflect and respond to the background documentation and various project inputs, and the site analysis and assessment set out previously in this Report. They are intended to provide a general overview of the design intent and preferred outcomes, in the context of a large-scale Master Plan, rather than specific requirements or deliverables.

Sub-Precinct 01: Civic/Community Hub

Durability

Building and public realm materials, fixtures and finishes should be selected for durability and longevity, and resistance to vandalism and weather damage, while maintaining visual and tactile quality and a welcoming, accessible feel.

The Pavilion building is intended to reflect a more 'hard-edged' or 'rugged' design aesthetic, while the main Civic/Community building will reflect more refined, high quality construction and materials.

Transparency

The building designs should maximize transparency, allowing views into and through the building from the Station platform and other locations, and supporting passive surveillance and visual interaction between people inside and outside the building.

ESD

Encourage the incorporation of ESD initiatives in the building, potentially including:

- Stormwater collection, for irrigation of landscape areas
- Low energy fittings and fixtures
- Glazing selection and effective solar shading to optimize natural light access and solar control
- Natural ventilation – openable windows, designed for cross-ventilation
- 'Stack-effect' ventilation using central atrium space
- Thermal mass heat storage
- Heat exchangers, or other active/technical devices for heating and cooling

Specialist ESD consultants should be engaged to assist the detail design of the buildings.

Fencing

Replace existing steel fence for a more aesthetically pleasing fence type, especially within the Civic Hub area, such as timber battens and/or glass/perspex screens.

Investigate opportunities for fencing to be concealed within a landscaped swale, to provide a green backdrop to views to the Civic Hub down Moore Street.

Rail crossing

Retain the existing pedestrian level crossing in its current location.

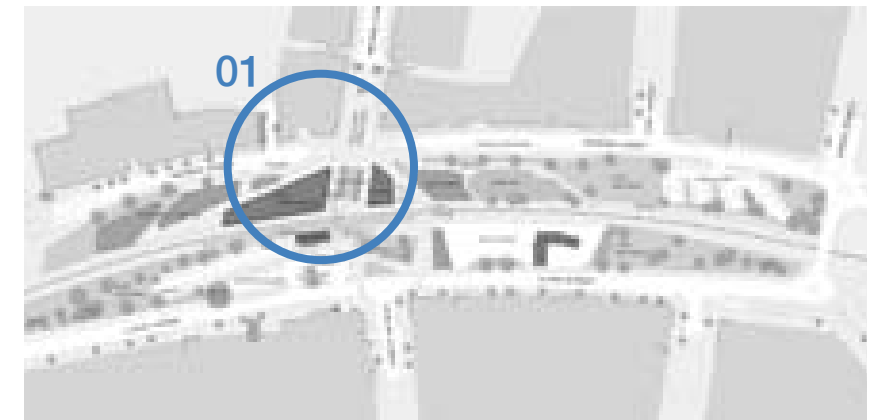
When available, seek opportunities to construct a new pedestrian overpass, which is integrated with the proposed Civic/Community building, to replace the existing level crossing.

Café

Encourage a high-quality operator to occupy the proposed café space, perhaps incorporating local/Gippsland/organic produce as a theme. Encourage both quick, take-away coffee service for commuters, and more relaxed dining.

Tourist information / community information

Encourage this flexible space to be used for tourism/travel information, as well as for community group activities.



Sub-Precinct 02: Moore Street Shared Space

Signification

Clearly communicate to drivers that this is a different type of street, which is shared with pedestrians, through paving design, contrasting materials, colours and textures, landscaping, lighting and street furniture.

Extent

Extend the alignment of Moore Street across George Street, to become the Civic Hub pedestrian plaza.

Provide operable bollards or similar control device, to allow the Moore Street Shared Space to be temporarily closed to vehicular traffic for special events.

Surface

Surface treatment should provide various human-scaled segments of contrasting materials and/or colours.

Contrasting patterning/finishes, along with planting, furniture and lighting, should delineate 'pedestrian-only' areas adjoining the building frontages.

Surface level should be continuous between building frontages, without kerbs or other level changes.

Paving materials on approaches should provide an audible or vibrational warning to drivers that they are approaching changed traffic conditions, while also warning pedestrians of approaching vehicles.

Landscape

Incorporate new avenue planting to both sides of the Shared Space, in WSUD water-collection pits.

Lighting

Provide for sensitively-designed, subtle streetscape lighting at low- and high levels, to optimise safety and amenity.

Water Sensitive Urban Design (WSUD)

The streetscape design should incorporate 'urban' WSUD initiatives, such as rain gardens and tree pits which collect surface run-off water.

Sub-Precinct 03: Commercial / mixed-use

Siting

Building footprints should express the 'slippage' between buildings and spaces, with angular forms and linear view corridors between buildings.

Land uses

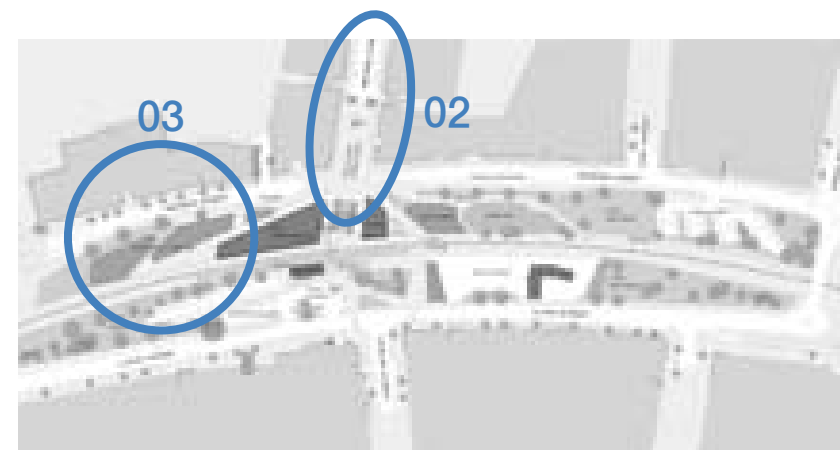
This Sub-Precinct may incorporate a range of land uses/activities, including:

- Small-medium commercial office spaces
- Institutional/education uses
- Small/convenience retail
- Hospitality / food and beverage
- Residential / accommodation

Frontages

Encourage active building frontages to George Street, through prominent building entries, diverse uses at ground floor, and transparent facade materials.

Encourage passive surveillance to public realm spaces around the building, and to the railway corridor. Provide opportunities for visual interaction between the inside and outside of the buildings.



Sub-Precinct 04: Active space

Skate Park

Install a new ground-based, built-in skate park which is engaged with the landscape, to accommodate skateboarding and BMX, and other youth-focussed recreation activities.

Install landscape mounding and planting along the rear of the Skate Park and Rail Trail, to visually conceal the rear of the Service Station, as viewed from the north.

Rail Trail

Extend the Rail Trail cycle path through the Rail Precinct, providing for two-way cycle movement, on a paved or granitic surface.

Active facility

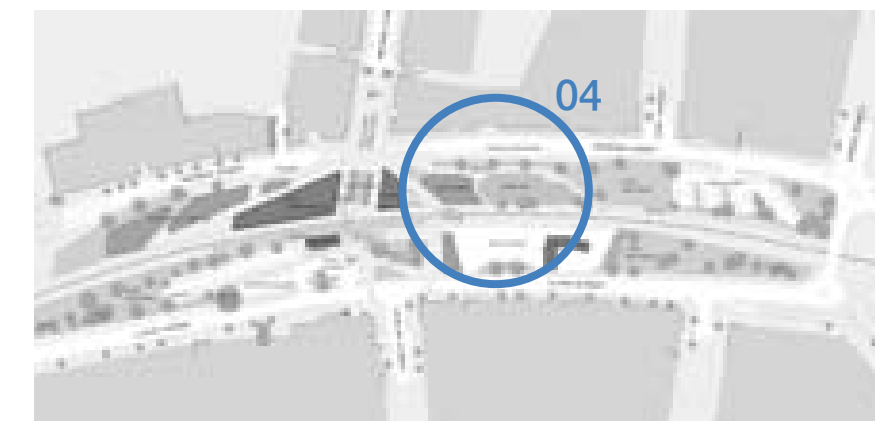
Investigate opportunities for a new facility/building in this Precinct, potentially accommodating entertainment, hospitality, functions or active/leisure activities.

Land uses

This Sub-Precinct may incorporate a range of land uses/activities, including:

- Recreation/indoor sports
- Institutional/education uses
- Hospitality / food and beverage
- Function/event space(s)

It is essential that this facility provides a dynamic, active interface to the public realm.



Sub-Precinct 05: Public open space (west)

Planting

New landscaping should utilise local/indigenous plants, and drought tolerant species.

Park furniture

Retain existing community furniture (picnic tables and benches), relocate these items to new or existing landscape spaces within the Rail Precinct as required due to car parking expansion.

Public art

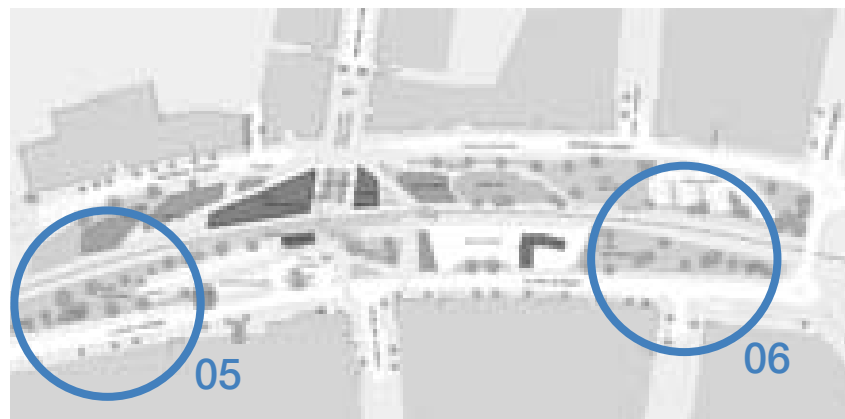
Encourage new public art (sculpture set in landscaped grounds) as a gateway gesture to the Rail Precinct, at both the east and west ends.

Sub-Precinct 06: Public open space (east)

See also Sub-Precinct 05.

Landscape screening

Provide additional planting and mounding to screen the visual impact of the existing road overpass at the east end of the Precinct.



Sub-Precinct 07: Commuter car parking

Stormwater collection / WSUD

Investigate opportunities to install stormwater collection systems to surface car park areas, for use in landscape irrigation or public toilet flushing.

Incorporate WSUD devices to treat stormwater run-off and provide a pleasant landscaped setting.

Pedestrian path

The Master Plan incorporates a continuous pedestrian pathway through the expanded commuter parking area, providing access to the Station from the south-west.

Landscape

Retain and protect the significant oak tree adjoining the new car park, near the Lloyd Street frontage.

Maximise new landscaping within and around surface car park areas.



Sub-Precinct 08: Public car parking

See also Sub-Precinct 07.

Sub-Precinct 09: Service Station

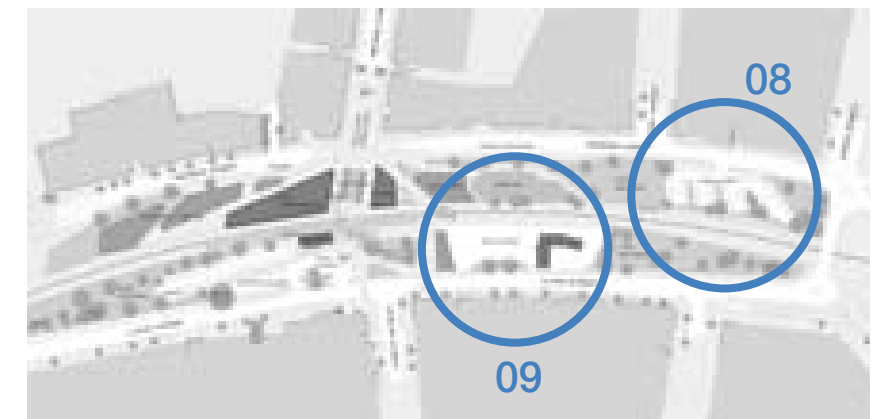
Built form interface

Encourage a new built form interface between the west end of the Service Station and the south Station forecourt, containing small, convenience retail or similar uses, to provide an active frontage to the pedestrian link to the existing level crossing.

Landscape

Provide new landscaping to the Lloyd Street frontage to the Service Station, and at the interface to the open space to the east.

Retain and protect the significant eucalyptus tree in this location.



4.7 Implementation Strategy

This report seeks to progress the Moe Rail Precinct Revitalisation Project: Master Plan from the previous strategic studies and extensive consultation, towards clear directions for implementation, in a form which responds to and builds upon the previous work.

The Master Plan and Concept Designs contained within this Report have been prepared with a clear focus on short term delivery of the key components. After extensive work and discussion over several years, the need for rapid action is apparent.

The optimal outcome would be for as much of the Master Plan as possible to be delivered as soon as possible, towards achieving a consolidated 'end goal', and minimising disruption. However, it is expected that the implementation or construction of the various components of the Master Plan will occur over an extended period, depending on the availability of funding, but commencing in the immediate/short-term future.

Therefore, a strategic implementation plan is required, to guide the sequence of development and urban improvements. The strategy set out below is intended to provide a basis for discussion and confirmation of priorities and the preferred order of delivery.

Phase 1 (2010 - 2012)

Implementation components:

- Civic/Community Hub
- Pavilion
- City Square
- [Commercial/mixed use]
- [Active space]

The first Phase involves construction of the Precinct 'heart', providing an initial 'big bang' to kick-start the urban revitalisation process.

It is important to establish the two main civic/community buildings, and the key public space in between, which is 'framed' by the two buildings, in the first instance, if possible. This grouping of built form and public space forms the primary vehicle for urban renewal and signifying a change of image and direction for this locality, so it is vital that this takes place first.

The commercial/mixed-use development and the Active Space may be implemented by the private sector, so could occur during this Phase, or at a later date.

Phase 2 (2012 - 2015)

Implementation components:

- Moore Street Shared Space
- Moore Street/George Street connection
- Skate Park
- Rail Trail
- Commuter car park
- [Service Station expansion]
- [Commercial/mixed use]
- [Active space]

In the second Phase, Moore Street is reconfigured with new landscape treatments and parking arrangements, and is fully integrated with the Rail Precinct, as a new Shared Space which connects across George Street. The key recreational facilities of the Skate Park and Rail Trail assist in consolidating the new Civic Hub as the focus for community education, interaction, recreation and entertainment.

The projected growth in demand is accommodated within an expanded and reconfigured commuter car park, together with V/Line coach interchange area, south of the railway line. The Service Station expansion and other private sector components may also occur during this Phase.

Phase 3 (2015 - 2018)

Implementation components:

- South forecourt
- Public car park

In Phase 3, the potential increase in demand for car parking is accommodated through an expanded and reconfigured public car park area north of the railway line. If required, this car park expansion may be implemented earlier in the process.

The reconstruction of the south Station forecourt will provide new pedestrian spaces and access, replacing the existing landscape area.



05 Concept Design: Moore Street Shared Space

5.1 Shared Space Research

5.2 Moore Street Shared Space

5.3 Concept Design

5.4 Concept Design - Option 1

5.3 Concept Design - Option 2

5.5 Reference Images

5.1 Shared Space Research

5.1.1 Shared Space in Bendigo CBD

The following research notes are taken from:

- 'Shared Space in Bendigo CBD: Principles, Best Practice and Proposals'
(A Report for Presentation and Assets, City of Greater Bendigo) by Rodney Tolley, February 2007

Principles

Three principles should underpin the management of pedestrians, cyclists and vehicles in the CBD:

- To manage the road transport system to allow for human error but without it leading to serious injury.
- This means that on streets which are used by pedestrians, cyclists and cars, the speed of the cars must be reduced to a level which guarantees that no-one is killed in a crash. This principle is based on the Vision Zero approach to traffic safety adopted in 1997 in Sweden.
- In any decisions on the public realm in the CBD, the impact on pedestrians should be considered first, followed by mobility-impaired and cyclists. The impact on car-borne commuters should be considered last. This principle is drawn from the widely adopted 1998 York (UK) Road User Hierarchy.

The CBD should be conceptualised as a 'canvas', not a conduit, in order to:

- eradicate current conflict points or corridors
- equitably redistribute urban space giving priority to the largest volumes of people

These principles all lead to a new approach to pedestrians and vehicles in the CBD.

A key element of this is to decrease space for vehicles on streets in the CBD by reducing the number of lanes, particularly turning lanes at junctions, and reallocating it for more public space. Traffic must be slowed to speeds which do not endanger pedestrians, which in turn allows space to be shared between the modes.

Benefits

Evidence from around the world cited by Loveday (2006) shows that these approaches will result in many benefits including:

- Increased footfall
- Longer stays (hours/days)
- More expenditure
- Increased property values
- More and varied jobs
- Increased confidence, prompting wider urban regeneration
- Creation of a new image – cafe society, festival city, evening economy hub, etc – to stimulate profile and investment

Shared Space

'Shared Space' is a term used to describe an emerging approach to urban design, traffic engineering and road safety in Europe and, increasingly, in North America.

In conventional streets pedestrians are provided with a set of footpaths which does not represent a network as it is interrupted at every road intersection.

At the heart of Shared Space is the concept of integration. This contrasts with the principle of segregation - the idea of separating different functions and different users within the urban landscape - which continues to underpin most conventional traffic engineering schemes in Australia

Integration, on the other hand, is achieved through traffic management methods which rely on the design of the road, the environment around the road and the behavioural psychology these generate, to inform the driver that this is a social space and extra caution must be taken

In contrast to current design practice, Shared Space strives to combine, rather than separate, the various functions of public spaces. In this manner Shared Space aims to improve the quality of public spaces and the living environment for people, without needing to restrict or banish motorised traffic

The way in which the Shared Space concept is implemented varies, but there are key measures - such as the removal or reduction of traffic signs, markings and other instructions to drivers - which aim to prevent the road looking like a space designed for traffic. The concept taken to its fullest requires the removal of the separation between motorised vehicles and other road users, mainly through the removal of the traditional footpath, kerb and controlled crossing points, resulting in a shared surface streetscape

The Shared Space approach produces an environment which is extremely safe for pedestrians. As long as the speed of all vehicles is slow enough, it is easy for pedestrians to get along with cars and buses. This concept allows for a new design of urban space, which is not orientated along the lines of motion of vehicles, but is based on spatial concepts of urban planners. This is usually rather puzzling to motorists, which makes them automatically slow down, which in turn is the basis of the pedestrian safety in these places. Street users negotiate priority and movement through the use of 'eye contact'



Shared Space, Bendigo

'Traditional' policies of segregating traffic flows often increase the feeling of safety, but in practice they appear to be counterproductive. What feels safe is not necessarily safe - and conversely what feels unsafe may actually be quite safe. Shared Space is successful because the perception of risk may be a means or even a prerequisite for increasing objective safety. In other words, when a situation feels unsafe, people are more alert and there are fewer accidents

The development of Shared Space

Shared Space does offer important practical starting points for the design of a public space

Experience shows that it is possible to enhance the quality of usage options of a public space without banishing motorised traffic completely. It also shows that public spaces can be beautiful and safe.

Recent Shared Space application began with the 1970s Dutch 'woonerf' concept, in which streets are treated like extended back yards. Cars do not have priority but their drivers submit themselves to a 'common law' of equal speed for all street users. In such zones, pedestrian priority is applied to the entire surface of the public space, and this is possible not just in side-streets in residential areas, but in the hearts of towns and cities

More public spaces need to be created in the city centre, given the vital importance of public space to building social capital and a sense of community, and to public safety and conviviality.

5.1.2 City of Greater Bendigo inputs

Notes from telephone conversation between Simon McPherson (SJB Urban) and Tim Bucks, Landscape Architect, City of Greater Bendigo (21 August 2009)

- The primary philosophy of Shared space is to not define spaces, but keep it all consistent/ill-defined/continuous
- Slowing vehicles down is the most important thing
- Bluestone cobbles on approach provide warning to vehicles (vibration) and to pedestrians (acoustic), and slows the vehicles down
- Squeeze point created by stone plinths with glass vertical blades – serve to narrow the roadway on the approach
- Water features (low-height fountains in the street surface) form a 'soft' traffic management device (rather than bollards or similar)
- By creating ambiguity, the space causes different behaviours
- It is essential that the design is of human-scale, rather than 'car-scale'
- Variations in ground surface texture and colour which are highly visible
- Small scale break-up of the surface, rather than large expanses of materials
- Community response has been mixed
- The communication strategy could have been better



Shared Space, Bendigo

5.1.3 UK design guidance

“Shared Zone” is the term for a street where people and vehicles share the whole of the road space safely, and on equal terms; and where quality of life takes precedence over ease of traffic movement.

The Role of Shared Zones in Creating Better Places to Live

Shared Zones can:

- Restore the balance between traffic and communities.
- Allow the street and public realm to be used more for social activities.
- Make it safer for residents to walk and cycle through their local streets.
- Allow children the opportunity to play safely next to their homes.
- Discourage through traffic or ‘rat-runners’.
- Encourage community interaction and neighbourliness.
- Reduce the likelihood of crime and anti-social behaviour.



Shared Space, Oxford UK

Key Principles for Shared Zones

Design for 10mph driver speeds:

- Minimise the physical and visual impact of cars on people and environment and design for equal priority amongst street users.
- Design streets and spaces as lively community places that are fully inclusive of all and safe to play, socialise and travel in.
- Create an attractive streetscape that contributes to the local sense of place, community safety and security.
- Zig-zagged or winding streets and/or carriageway alignment shifts to create horizontal deflections for vehicles
- Single-track streets reduce driver speeds by narrowing the effective vehicle pathway
- Traffic calming. Chicanes are preferred in the form of features that are in keeping with the overall design, such as planted areas, trees or kerb build-outs
- Use of innovative on-street parking arrangements
- Features to reduce forward visibility
- Containment of the sides of a route
- Long horizontal or parallel lines tend to encourage speed. Vertical and diagonal lines, projections, and the variety created by set backs and street trees, increase the sense of change and can therefore encourage drivers to slow. Patterns that set up small-scale rhythms encourage slow speed, whereas large-scale rhythms –higher speeds
- Shared Surface where distinction between pedestrian and vehicle areas has been removed or reduced and sends a strong signal that the whole of the highway space is open equally to all users.
- Gateway features

Minimise the physical and visual impact of cars on people and environment and design for equal priority amongst users:

- Coloured and textural surface contrasts
- Trees on opposing sides of the street. Trees can break up the visual impression of a long, straight highway and create a sense of street enclosure that helps to reduce driver speeds
- Lower parking density allowing for greater provision of public amenity space, and encouraging uptake of more sustainable transport modes.

Design streets and spaces as lively community places that are fully inclusive of all and safe to play, socialise and travel in:

- The public realm should be designed to encourage the activities intended to take place within it
- Inclusion of social areas and child play areas within and/or next to the street, -protected from vehicle intrusion.
- On-street parking should normally be provided in Home Zone streets
- Active property frontages
- Space making: a series of different types of community spaces – connected by convenient and attractive routes – should be created.

Create an attractive streetscape that contributes to the local sense of place, community safety and security:

- Use of quality surface materials
- Soft landscaping and trees for aesthetic/ environmental benefits. Tree canopies should therefore be at least two metres above the street surface.
- Installation of quality street lighting
- Innovative accommodation of utility services, eg. a utilities strip with easily replaced surface materials.

Special Considerations for 'Retrofit' Shared Zones:

- The Key Principles for Retrofit Shared Zones are identical to New Build
- Possibly the greatest consideration in designing a retrofit Shared Zone is in getting the existing community involved.
- Community 'buy-in' to the scheme is critical
- Parking provision may be reduced slightly in the new Shared Zone scheme to enable more highway space to be used for other purposes, such as public amenity, and to encourage lower car use. However, this issue may be contentious and residents should therefore be involved at an early stage when considering revised parking solutions. The alignment of existing utility equipment under the highway must be considered when revisions of the highway layout are proposed, especially where there are changes to the vehicle route and/or location of parking areas and where street trees are proposed.



Shared Space, London UK



Retrofit Shared Space, Oxford UK

5.2 Moore Street Shared Space

5.2.1 Design Statement

The concept designs for the proposed reconfiguration and landscape treatment of the Moore Street Shared Space has been informed by the research and international guidance outlined above.

The proposals reflect two key strategic design initiatives:

- Relocating all the parking to the northern section of Moore Street (between Albert Street and Hasthorpe Place), with a defined 'break' in the middle, immediately south of Hasthorpe Place
- Creating a pedestrian-focussed Shared Space in the southern section, which extends across George Street into the Rail Precinct

Through this approach, the Moore Street Shared Space merges into the new pedestrian plaza, providing a seamless, integrated, pedestrian-focussed connection, between the Rail Precinct and the city centre.

The Shared Space can become an active, vibrant, people-friendly area, which is both part of the CBD and part of the Rail Precinct. It remains accessible for vehicles, but at very low speeds.

The northern section largely remains as existing, with potential for new linemarking and landscaping as budgets allow, but may be further developed as a Shared Space in the future.

The surface treatment of the Shared Space is designed to clearly signify a very different street condition, communication to drivers that speeds must be very low, and visual interaction with pedestrians will be necessary as one drives through.

For special events, this Shared Space may be closed to vehicle traffic, while maintaining vehicle movement along George Street in both directions, using operable bollards. This may be to accommodate a weekend Farmers' Market, performance/gathering, or annual events in Moe.

Textured paving areas and strips along George Street provide a warning that vehicles are approaching the Shared Space. George Street is also significantly narrowed at the approaches, to slow vehicles down (while maintaining ample space for two-way traffic).

New tree planting in rain-garden pits reinforces the avenue qualities and provides shading and amenity.

These trees, along with the paving pattern and materials, and street furniture and lighting, help to define 'pedestrian-only' zones adjoining the shop frontages, but the continuous surface treatment and level encourages pedestrians to criss-cross the street freely.

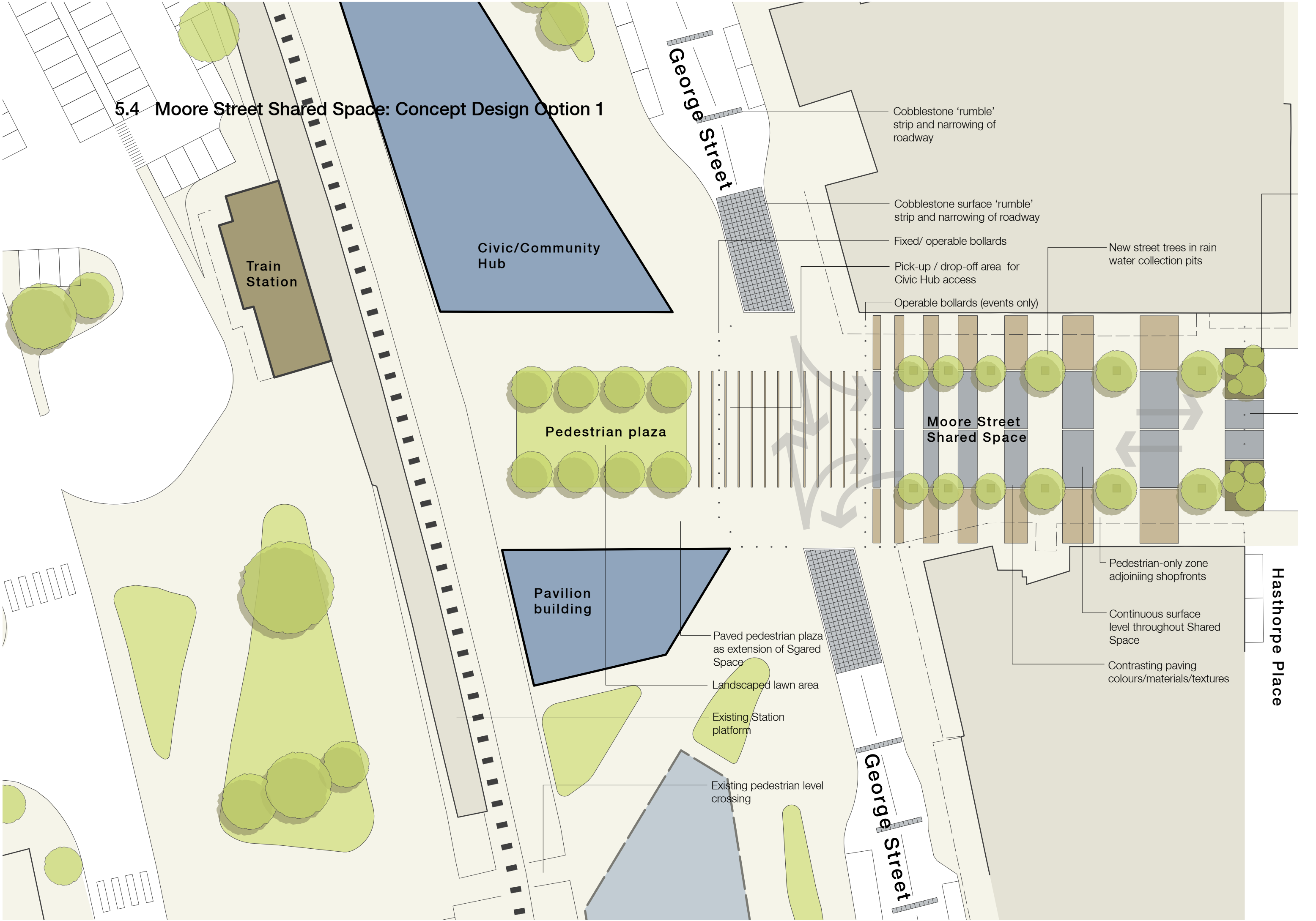
Raised planters or rain-gardens form the 'break' between the north and south sections of Moore Street, located to allow continued access for vehicles to/from Hasthorpe Place. The concepts provide more on-street parking spaces than are currently provided on Moore Street.

5.3 Concept Design

5.3.1 Shared Space Concept Design Options

The following pages incorporate two concept design options for the Moore Street Shared Space. The options are very similar in configuration and layout, but demonstrate that a variety of paving and landscape treatments could be adopted as the design is further developed.

5.4 Moore Street Shared Space: Concept Design Option 1



Train Station

Civic/Community Hub

Pedestrian plaza

Pavilion building

Cobblestone 'rumble' strip and narrowing of roadway

Cobblestone surface 'rumble' strip and narrowing of roadway

Fixed/ operable bollards

Pick-up / drop-off area for Civic Hub access

Operable bollards (events only)

New street trees in rain water collection pits

Moore Street Shared Space

Pedestrian-only zone adjoining shopfronts

Continuous surface level throughout Shared Space

Contrasting paving colours/materials/textures

Paved pedestrian plaza as extension of Shared Space

Landscaped lawn area

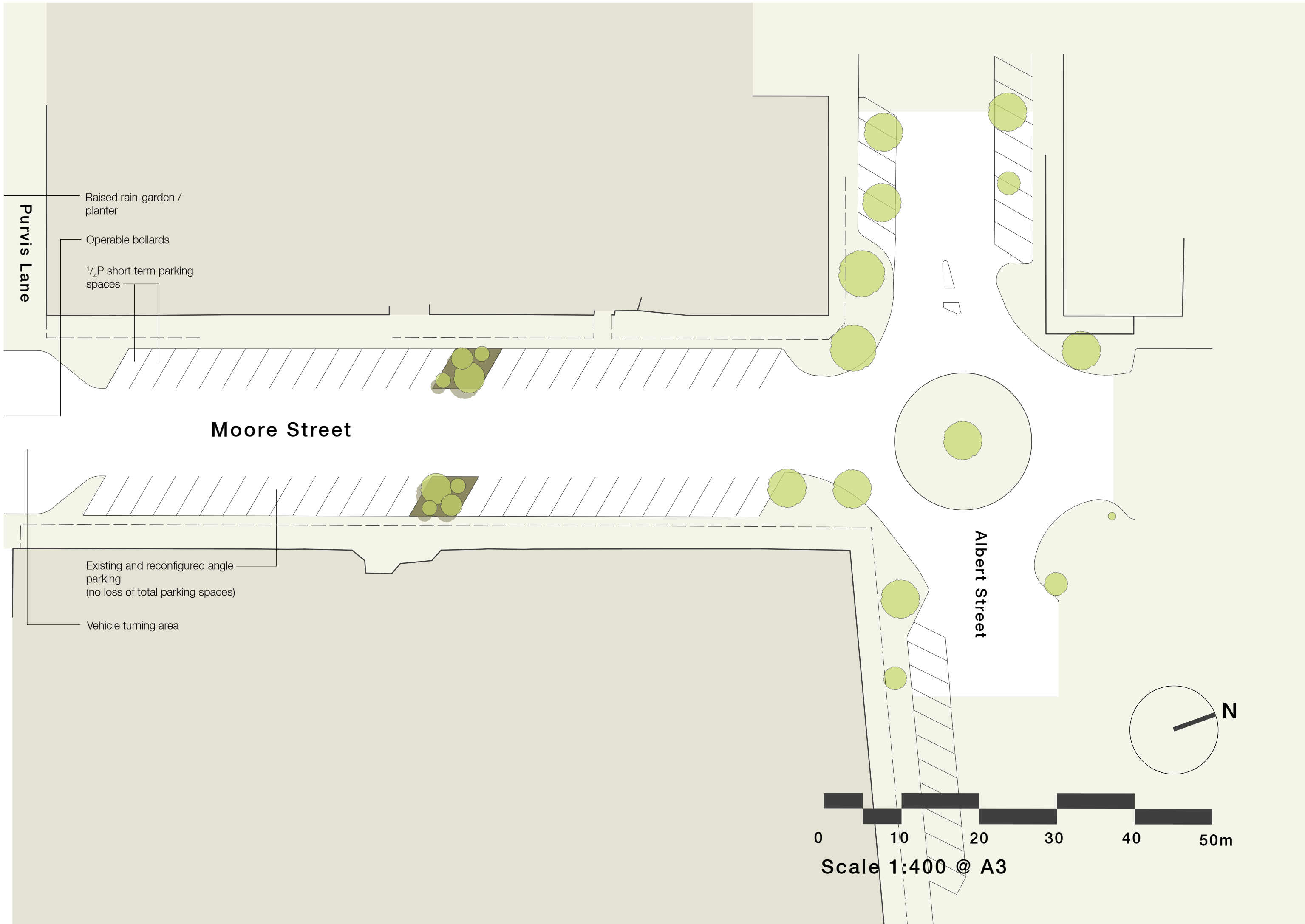
Existing Station platform

Existing pedestrian level crossing

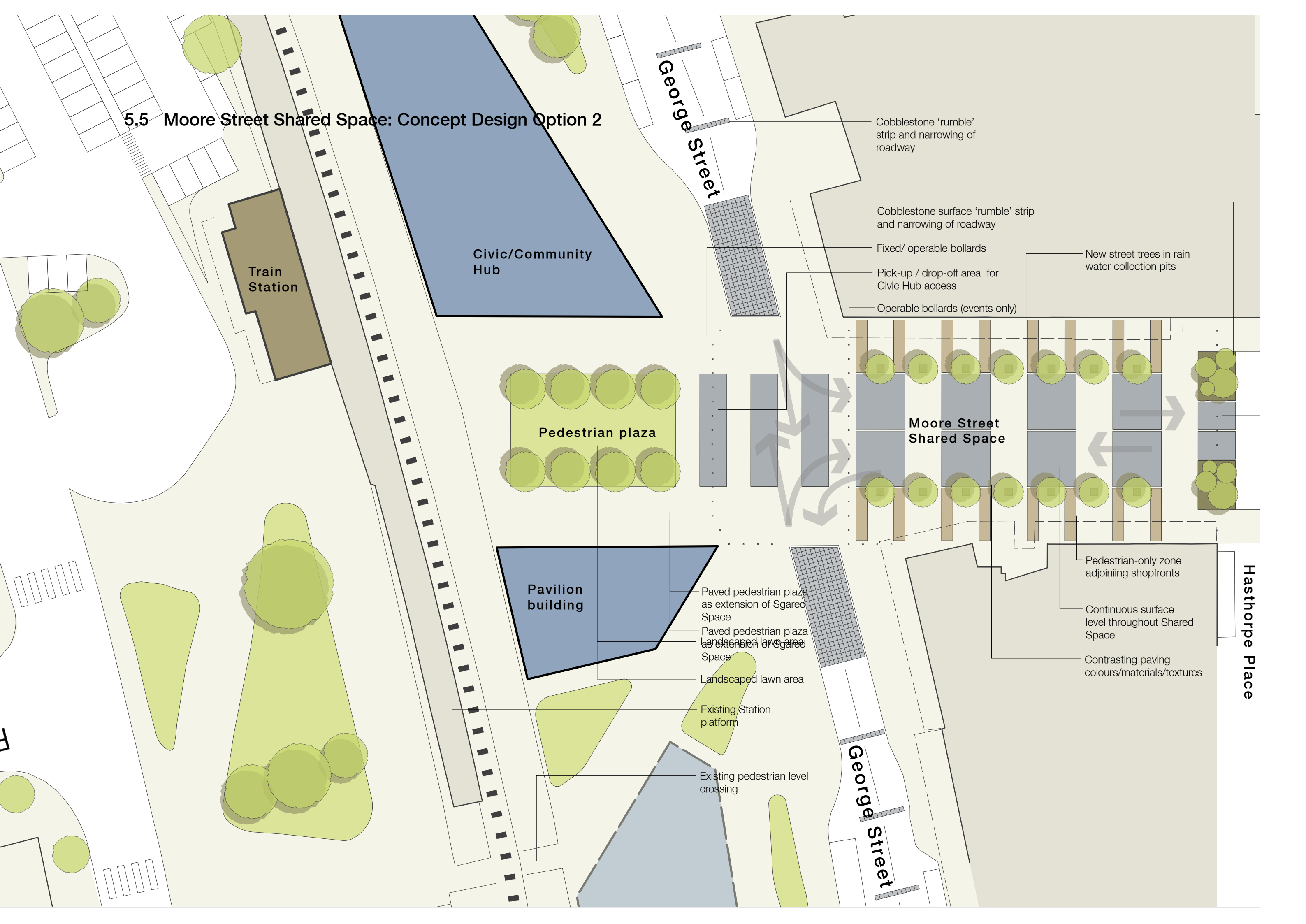
Hasthorpe Place

George Street

George Street



5.5 Moore Street Shared Space: Concept Design Option 2



Train Station

Civic/Community Hub

Pedestrian plaza

Pavilion building

Moore Street Shared Space

Hasthorpe Place

Cobblestone 'rumble' strip and narrowing of roadway

Cobblestone surface 'rumble' strip and narrowing of roadway

Fixed/ operable bollards

Pick-up / drop-off area for Civic Hub access

Operable bollards (events only)

New street trees in rain water collection pits

Paved pedestrian plaza as extension of Shared Space

Paved pedestrian plaza as extension of Shared Space

Landscaped lawn area

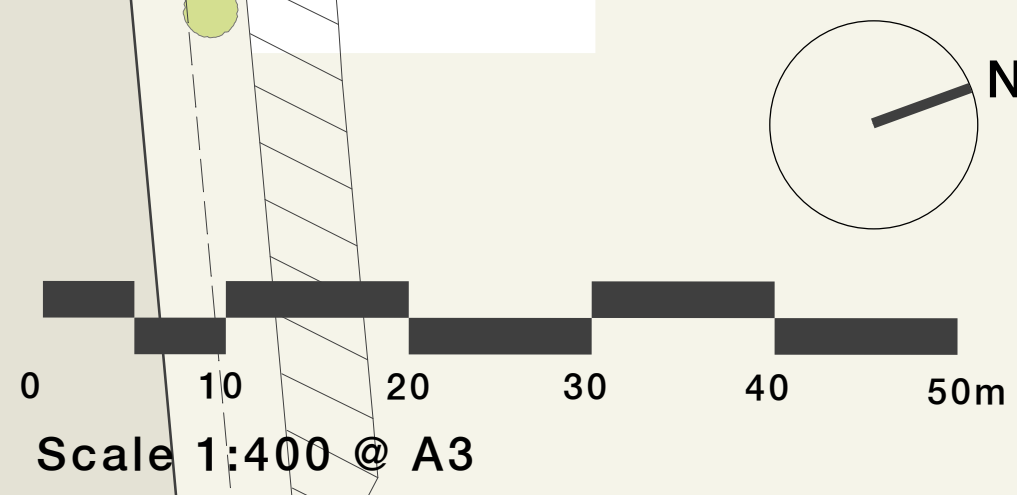
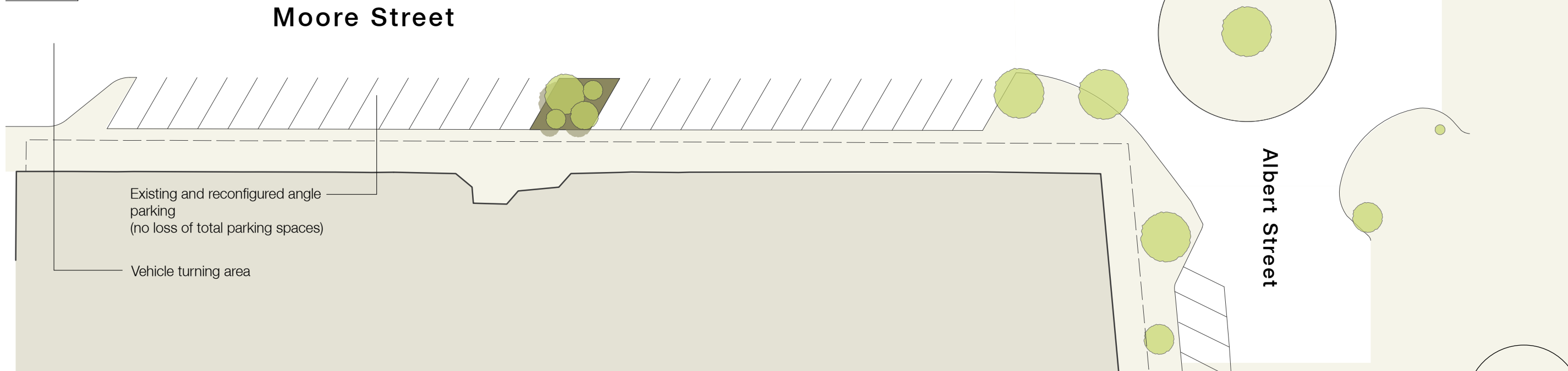
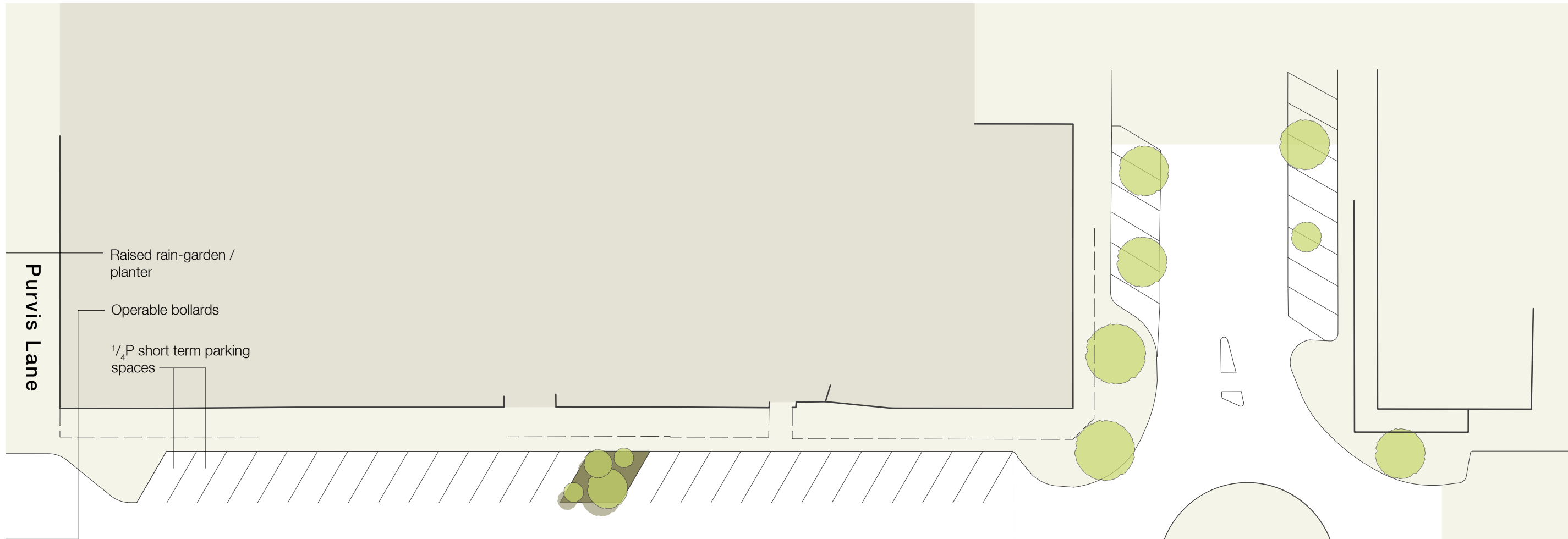
Existing Station platform

Existing pedestrian level crossing

Pedestrian-only zone adjoining shopfronts

Continuous surface level throughout Shared Space

Contrasting paving colours/materials/textures



5.6 Moore Street Shared Space: Reference Images



New built form interacting with the public realm/streetscape, with temporary markets supporting a vibrant street environment



The proposed City Square/pedestrian plaza provides a north-facing lawn area for meeting, gathering and relaxing in the sun



Events and gatherings such as the Moe Jazz Festival and Moe Cup will utilise the proposed City Square/pedestrian plaza and Moore Street Shared Space



The proposed Moore Street Shared Space could accommodate a Gippsland Farmers Market, art and craft stalls or other temporary uses



06 Concept Design: Civic Hub

[6.1 Civic Hub Design Statement](#)

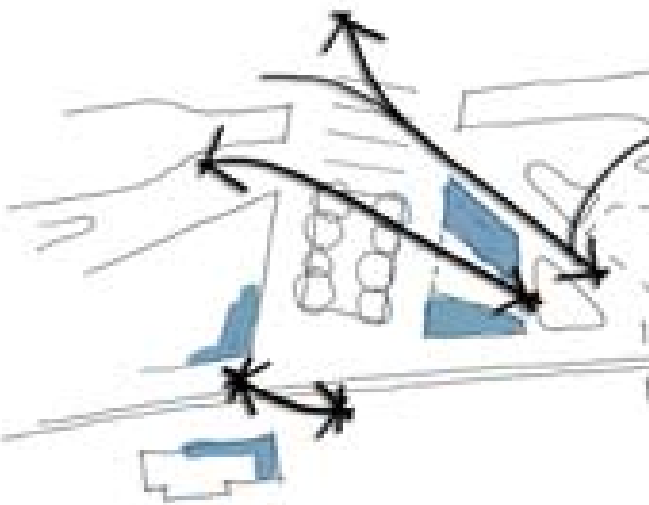
[6.2 Concept Design](#)

[6.3 Reference Images](#)

6.1 Civic Hub Design Statement

The proposed design of the Civic Hub at the heart of the Moe Rail Precinct responds to both the objectives of the Master Plan and specific client requirements including:

- appropriate built form within the Civic/Community Hub, Commercial and Active Space sub-precincts identified in Principle 5 of the Urban Design Principles (section 4.1 of this report)
- building design which recognises and contributes towards achieving the desired outcomes stated in principles 7, 8, 9 & 10 of the UDP's above,
- namely
 - creating a centre
 - image and presentation
 - views, viewing opportunities
 - stageability
- client briefing document for library and community facilities



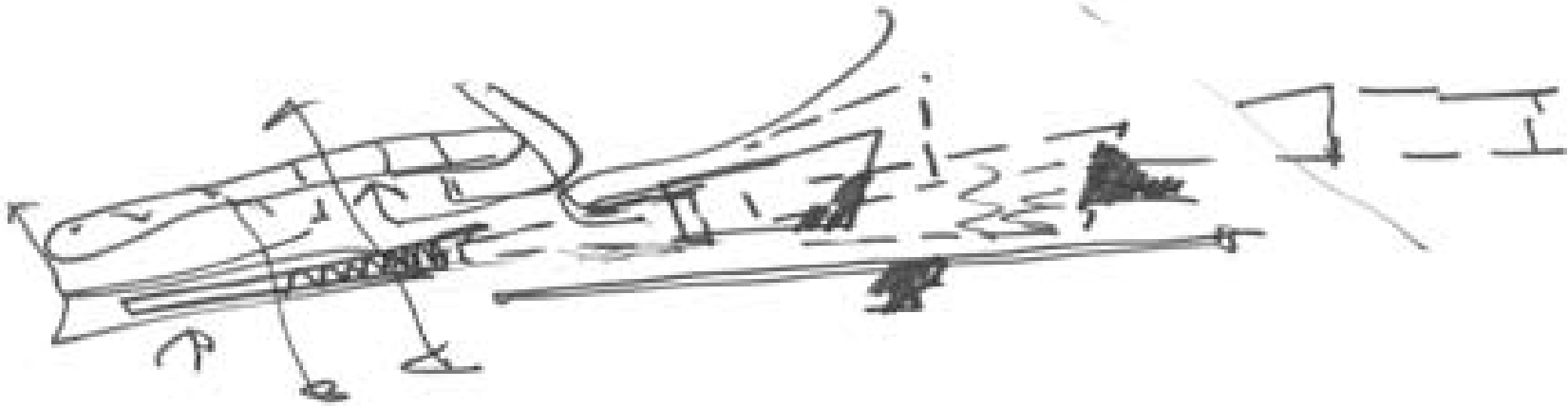
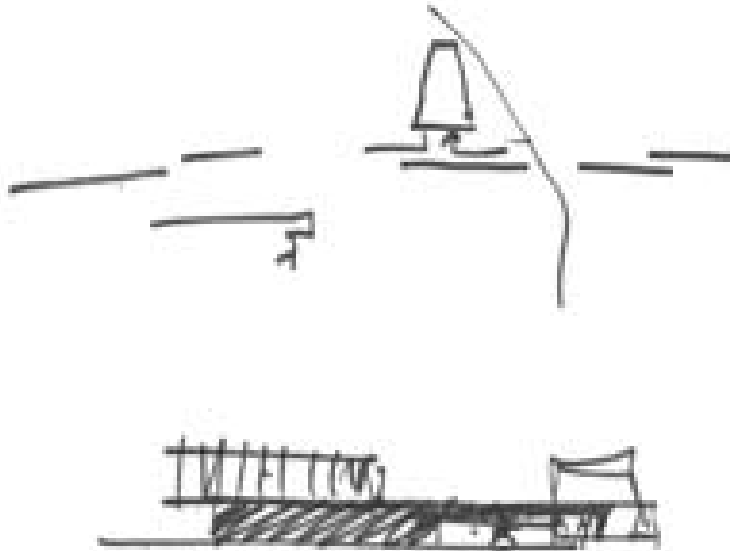
Access & Views

We have proposed a group of buildings, which together with their adjoining public spaces, contribute to the major objective of creating a vibrant urban centre for the city of Moe. New buildings providing active edges and arranged to provide enhanced movement and access provision to integrate the various transport modes.

The individual buildings include the following:

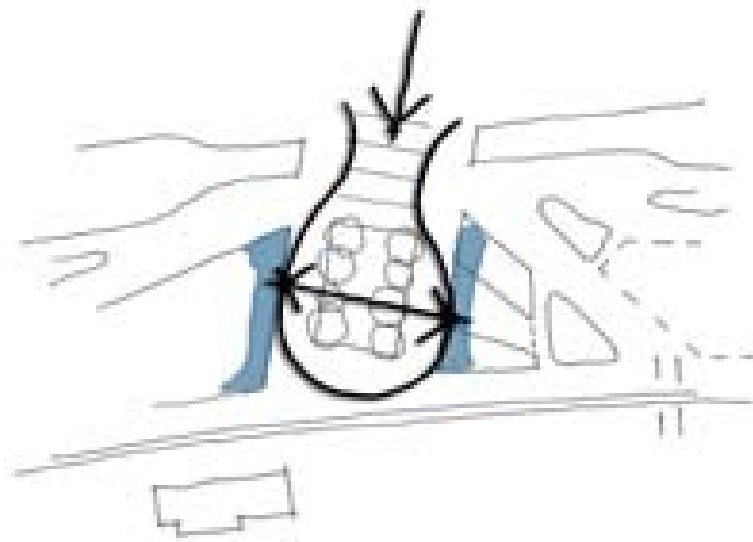
- civic hub (library/community facilities)
- pavilion
- active space adjacent to the proposed skate park
- commercial/mixed-use fronting George Street
- retail facility adjacent to the service station

The design of these buildings must assist in the definition of a new 'public space' and encourage engagement with the proposed facilities through clear recognition of access/entry points, appropriate response to the scale of existing buildings, the street system and the railway line. The orientation and arrangement of the built form are also proposed to enhance the key objectives of the Master Plan.



6.2 Concept Design

In response to the Master Plan objectives and the specific requirements of the current project, we have proposed two buildings to enhance the movement of people, cyclists and vehicles at the determined location of the new Civic Hub. The placement of these buildings on either side of the new City Square (pedestrian plaza) ensures an appropriate definition of the extended Shared Space streetscape condition from Moore Street across George Street and into the Rail Precinct. The proposed location of the pavilion building also ensures 'protection' of the new landscaped City Square from possible future development in the 'Active Space' precinct located to the east of the civic area.



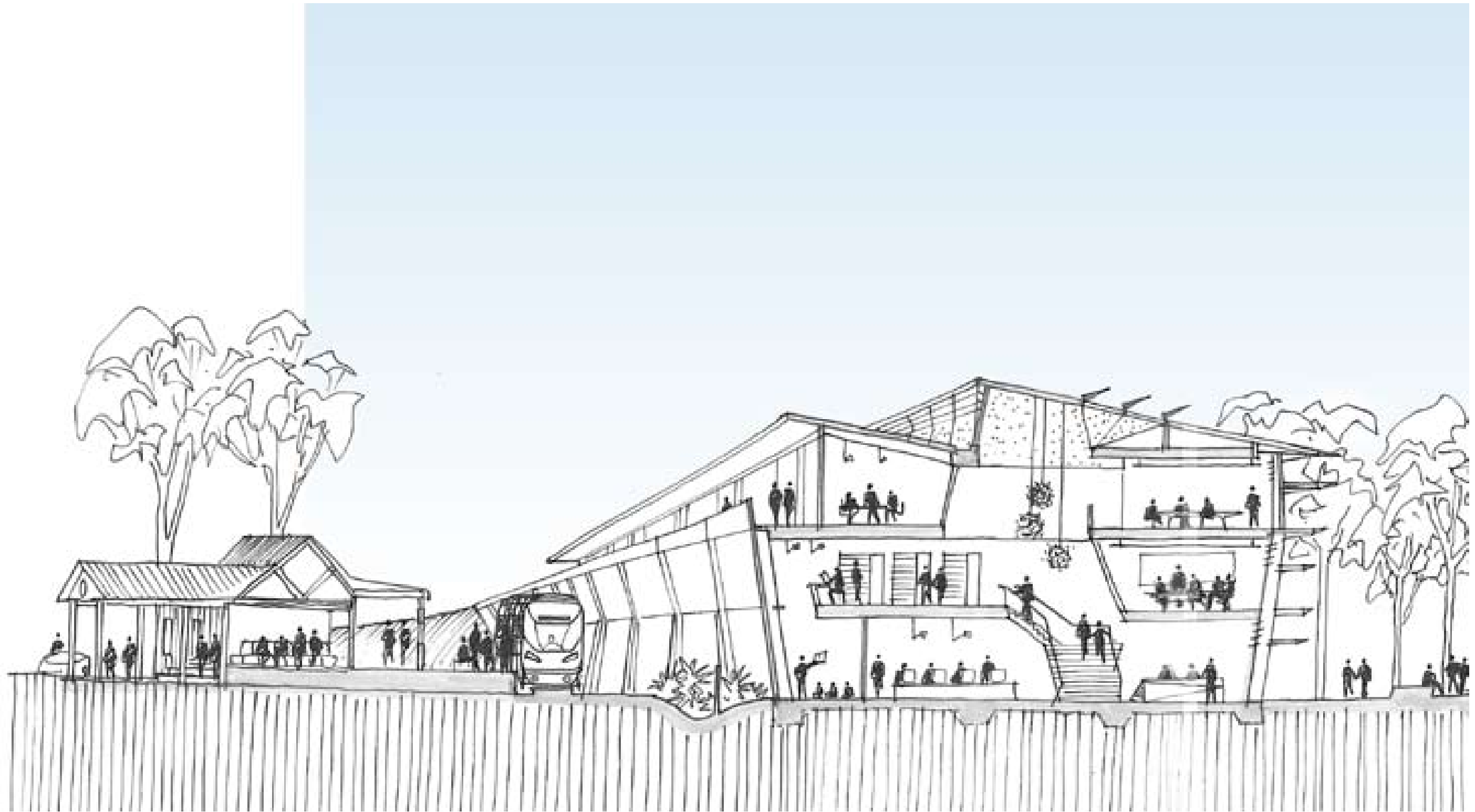
Site Arrangement

Civic Hub – Library/Community Facility

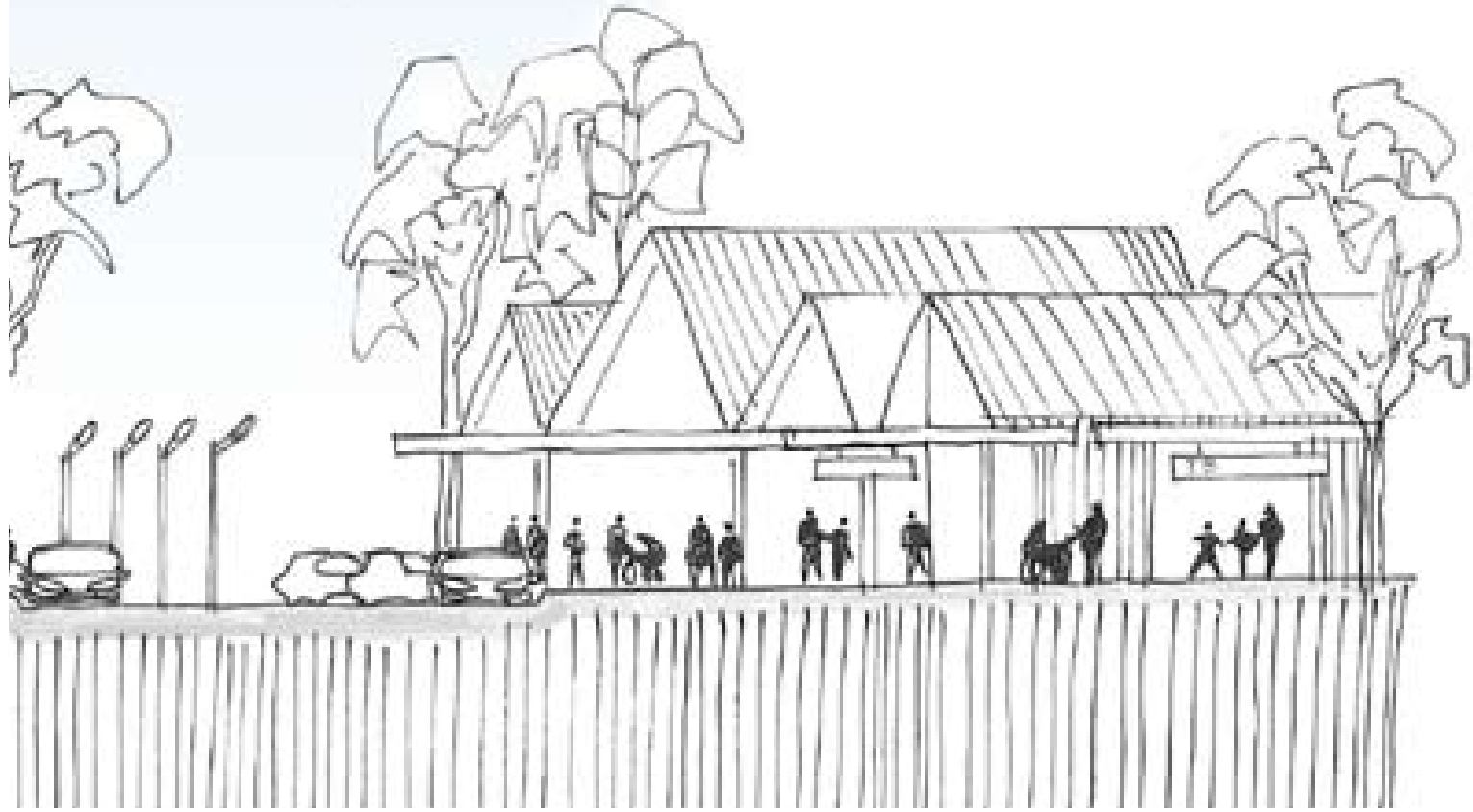
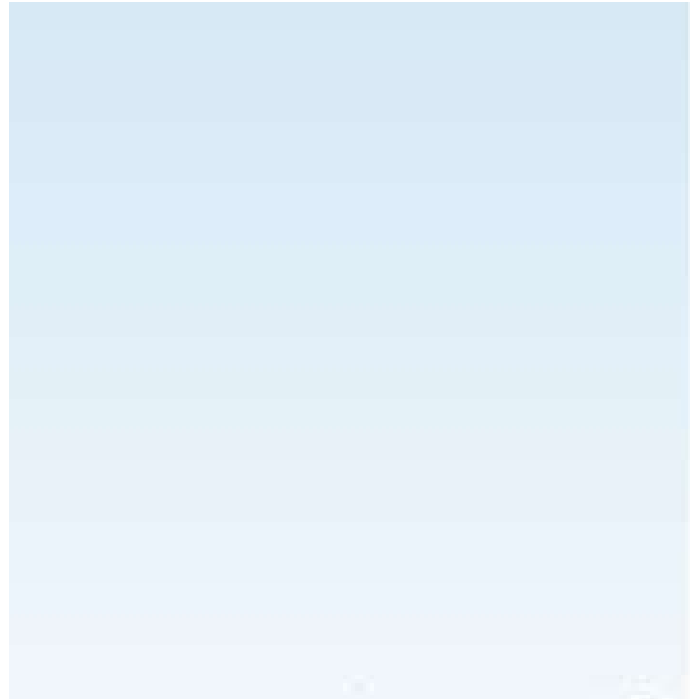
This facility is located directly to the north of the existing station building, allowing views towards the hub and outwards to surrounding natural landscape features and the railway system. The alignment of the east façade of this building with the extension of Moore Street ensures views of the station building and the platform from the retail heart of Moe.

The 'iconic recognition' of this building will be provided by its location, three-storey height and architectural expression. The proposed height at its maximum in the north-east corner (George Street / Moore Street intersection) and reducing towards the railway line, responds to the scale of existing commercial buildings along George Street and the lower height (1 ½ storeys) of the proposed adjoining pavilion building to the east. As a composition these two buildings will be recognised as the major contributor to the identity of the new Civic Hub.

Vertical circulation within the building is provided by an open stair system connecting the two levels of the library collection and a lift adjacent to the entry lobby providing disabled access throughout and separate connection to the community centre located on the second floor. Provision is made for a public lift, accessible from the pedestrian plaza, for future connection to a bridge link over the railway line to the station building. External decks are provided at the upper levels of the building for both public and staff to enjoy outdoor recreation and views along the railway line and over adjoining buildings to the distant mountain ranges.



Section through Civic/Community Hub looking west



Functions within the building include the following:

Ground Level GFA - 680sqm

- Entry/Reception
- Exhibition
- Library Collection
- Browsing
- Internet Café
- Games
- Story time
- Adult Reading
- Storage
- Loading/Parking

First Floor GFA - 600sqm

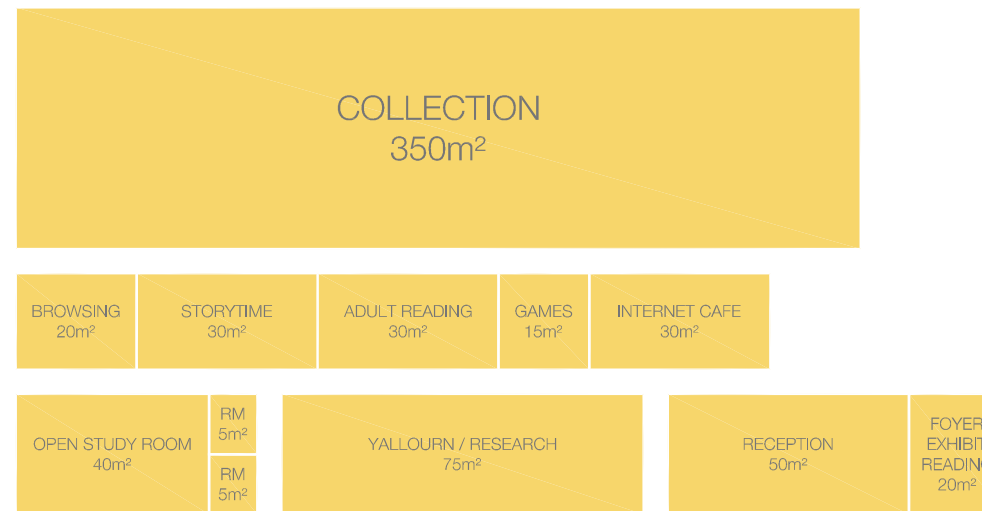
- Library Collection
- Open Study
- Research
- Meeting Rooms
- Offices
- Staff Workroom
- Staff Amenities

Second Floor GFA - 500 sqm

- Business Centre
- Meeting Rooms
- Community Kitchen
- Offices
- Parents Room
- Interview Room
- Work Cubicles
- Future bridge link

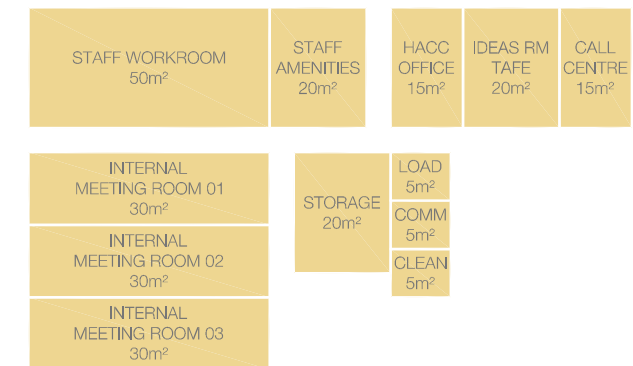
LIBRARY - PUBLIC

TOTAL : 670m²



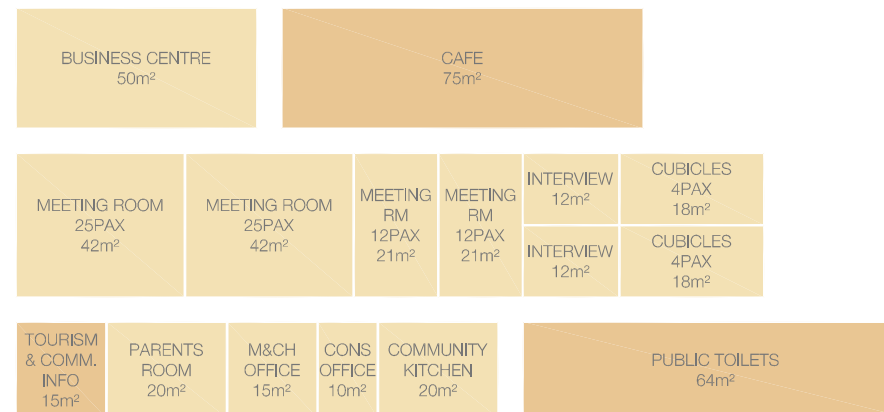
LIBRARY - SECURED

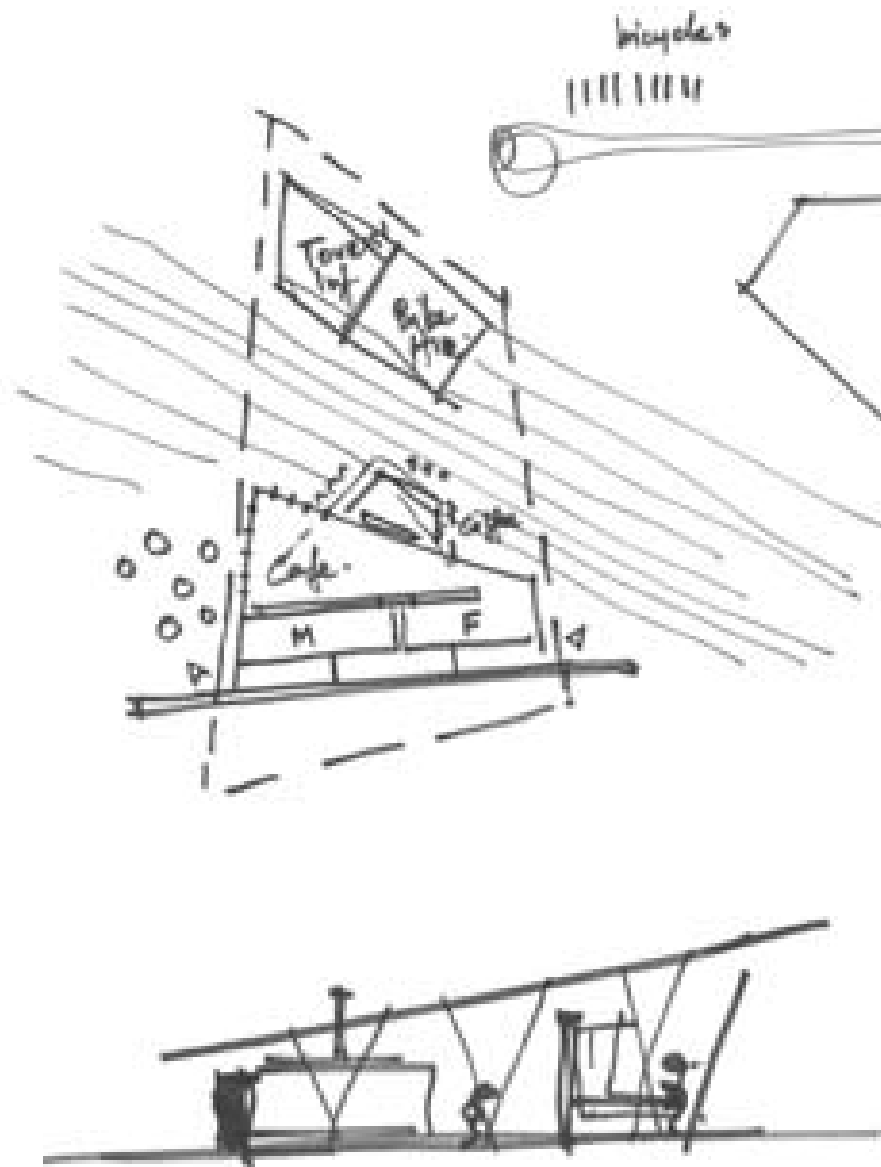
TOTAL : 245m²



COMMUNITY AREA

TOTAL : 455m²





Pavilion Building

Located to enhance the ‘containment’ of the new pedestrian plaza, this building also allows for a more recognisable and direct pedestrian link to the existing railway crossing.

Proposed uses within this structure include a tourism & community information office, café/coffee shop and public toilets which would be accessible 24 hours a day. The location of this latter facility on route to the station building and adjacent to active space facilities to the east will ensure passive surveillance for security purposes. The Pavilion could also accommodate bike hire facilities.

The pavilion building will also be covered by a soaring roof form, suspended above the uses below and providing outdoor protection at times of inclement weather.

The potential of this building to provide an active and popular meeting place at the new Civic Hub opposite the station should not be underestimated.

The evocative, lightweight nature of this building, utilizing zinc roofing and steel structural supports would be complemented by the soaring, tapering form of the library building designed to act as a “window for the community”.

Several other buildings are proposed for possible future stages in order to enhance the initial contribution made to the precinct redevelopment by the library/community and pavilion buildings as described above.

An active space facility is proposed to the east of the pavilion building to further enhance the definition and recognition of the route to and from the existing railway crossing. In contrast to the pavilion building, this facility would be a more solid, asymmetrical structure, reflecting the multi-purpose nature of the activities within. In combination with the relocated skate park, this facility would become the focus for youth recreation activities adjacent to the new civic hub. The vibrancy and energy created by these activities could lead to a revitalised retail offer along the north side of George Street facing this precinct.

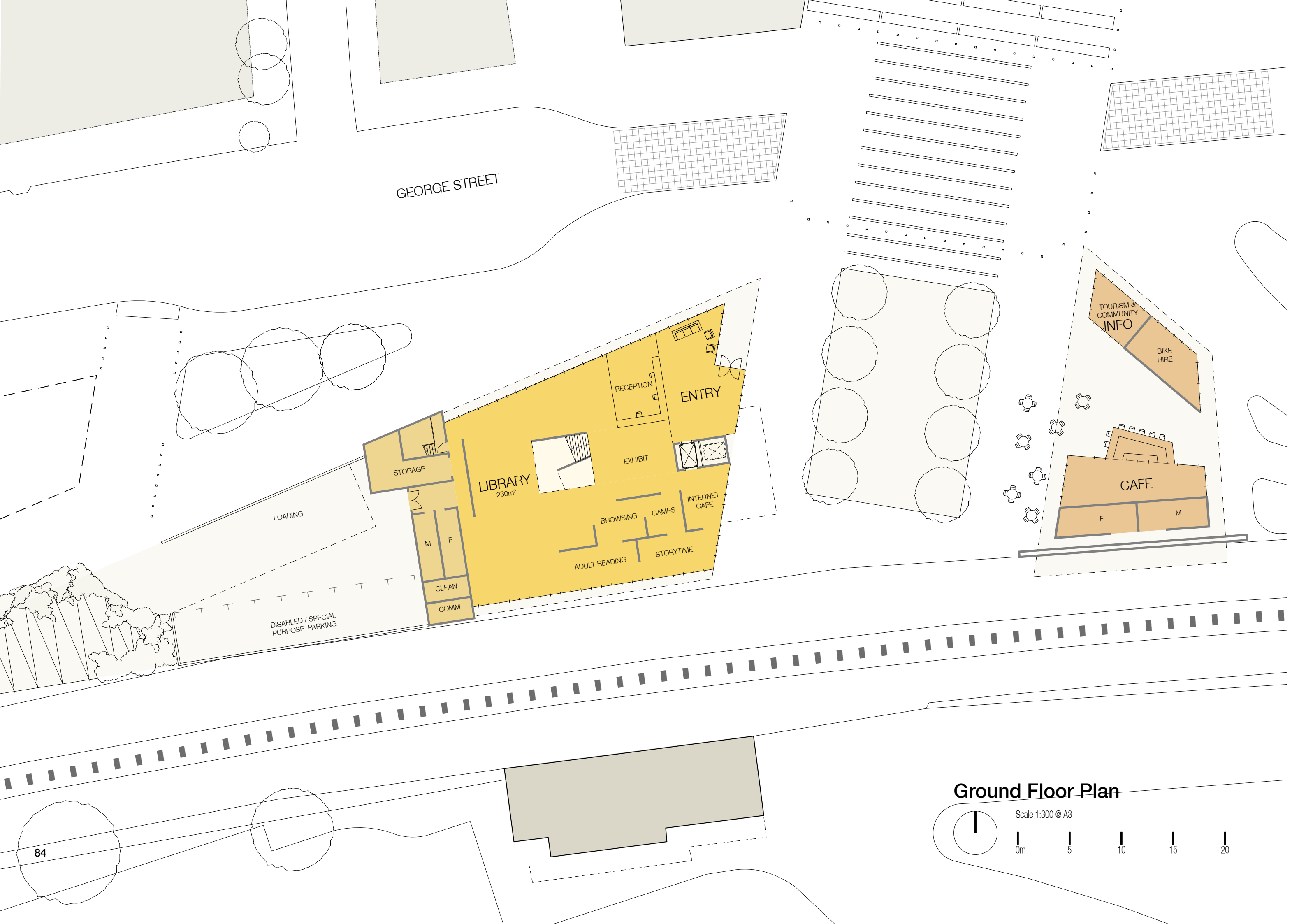
Commercial/mixed uses are proposed in two/three separate buildings facing George Street to the west of the Civic Hub precinct. These buildings reinforce the geometry of the library/community and pavilion buildings, opening up views through to the railway track and the retail activities along George Street to the north. Ease of access to taxi, bus and rail networks together with high visibility between George Street and Lloyd Street will ensure prominence for these proposed buildings.

A retail facility is also proposed at the western end of the existing service station site to clearly separate this commercial activity and its vehicle movements from the existing pedestrian crossing at Lloyd Street which provides access across a new public forecourt to the train station. This proposed building could provide a retail offer to both the service station and the public domain while at the same time assist in defining the eastern edge of the new Civic Hub and associated public spaces.





Section through Pavilion looking east



GEORGE STREET

LIBRARY
230m²

STORAGE

RECEPTION

ENTRY

EXHIBIT

BROWSING

GAMES

ADULT READING

STORYTIME

INTERNET CAFE

CLEAN

COMM

M

F

TOURISM &
COMMUNITY
INFO

BIKE
HIRE

CAFE

F

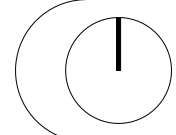
M

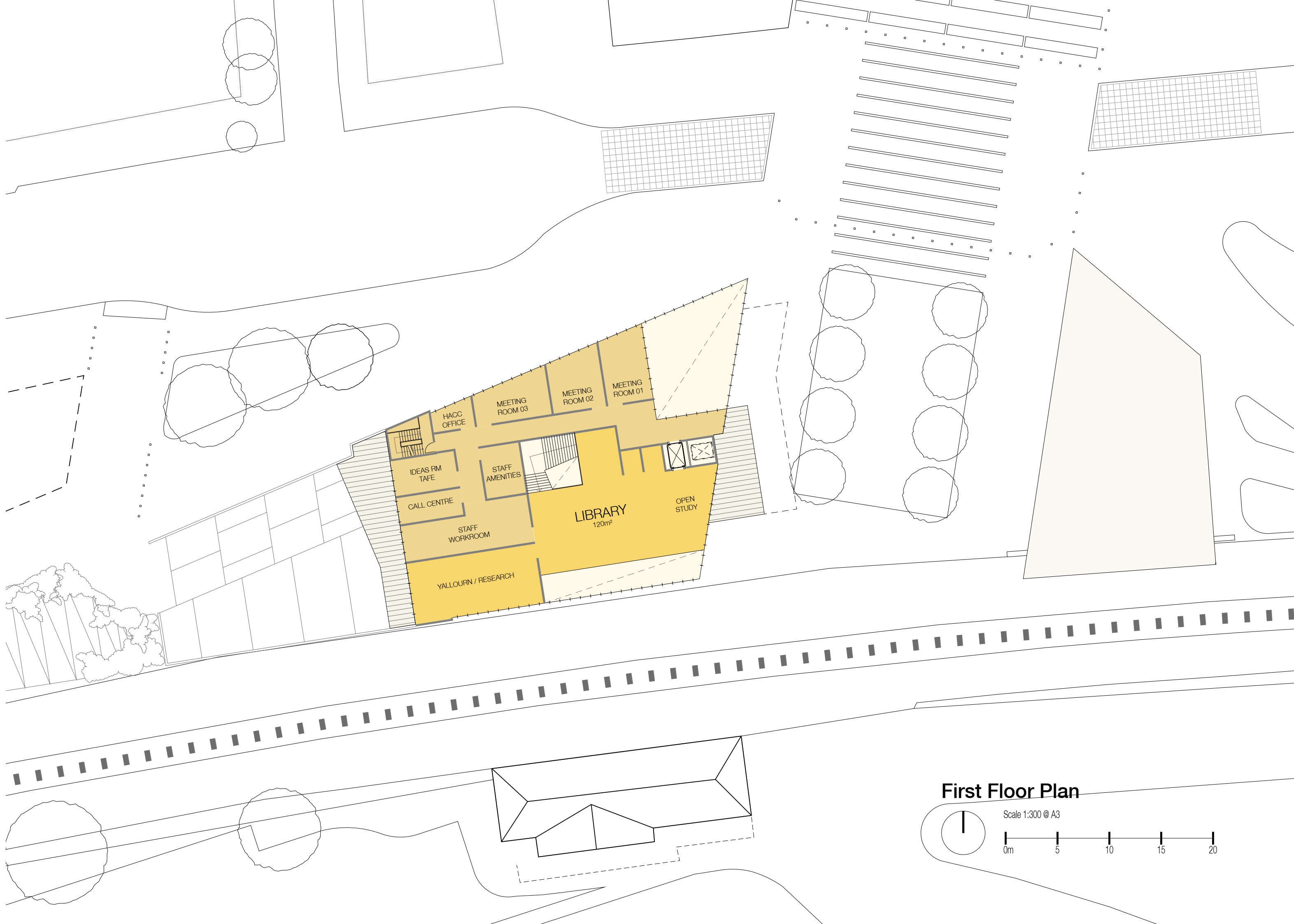
LOADING

DISABLED / SPECIAL
PURPOSE PARKING

Ground Floor Plan

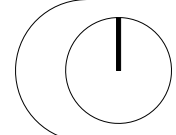
Scale 1:300 @ A3

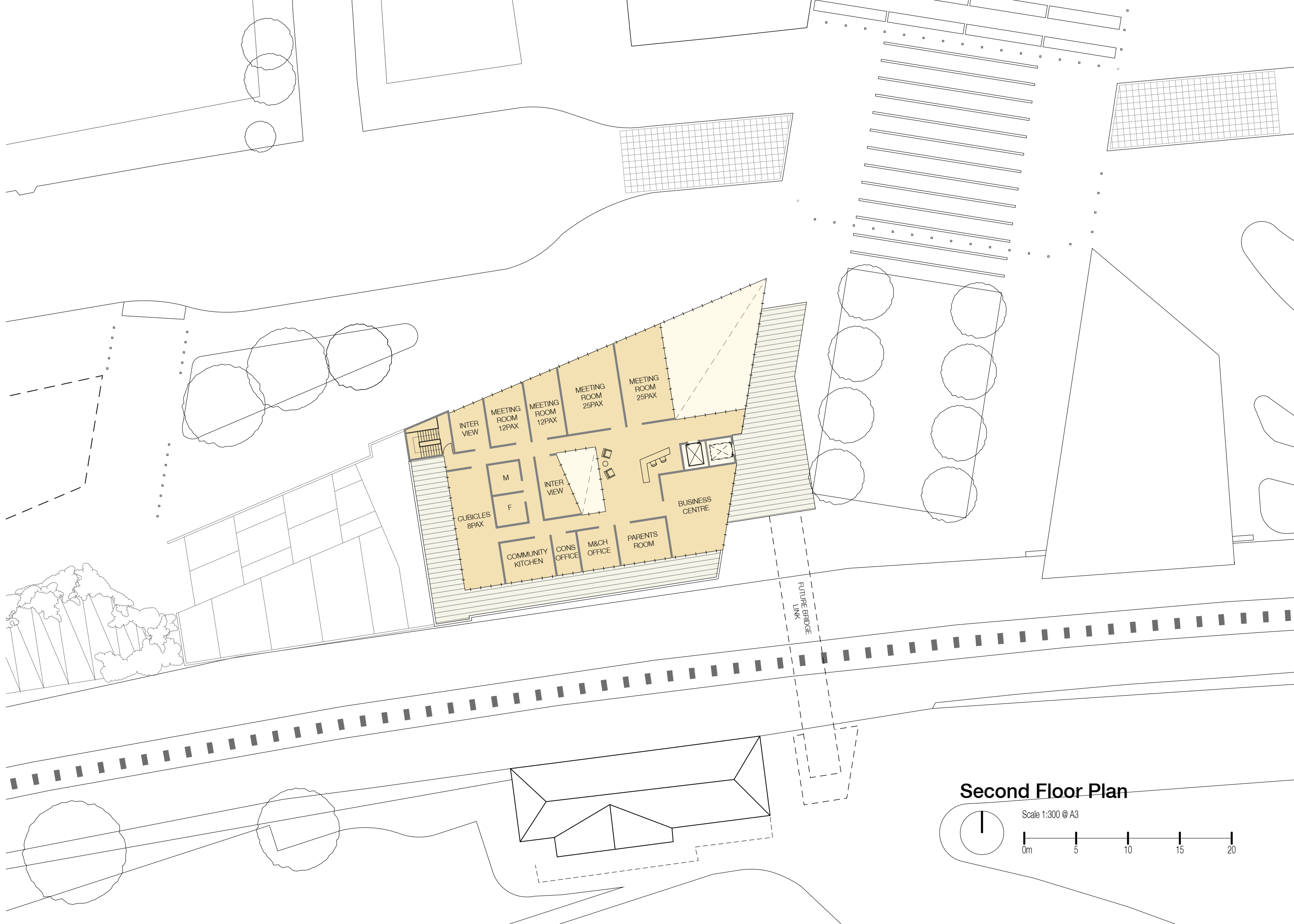




First Floor Plan

Scale 1:300 @ A3





INTER VIEW

MEETING ROOM 12PAX

MEETING ROOM 12PAX

MEETING ROOM 25PAX

MEETING ROOM 25PAX

CUBICLES 8PAX

M

F

INTER VIEW

BUSINESS CENTRE

COMMUNITY KITCHEN

CONS OFFICE

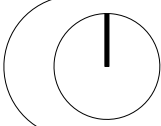
M&CH OFFICE

PARENTS ROOM

FUTURE BRIDGE LINK

Second Floor Plan

Scale 1:300 @ A3





View from Moore Street towards Civic Hub, City Square and Station





View from Lloyd Street towards Station and Civic Hub

6.3 Reference Images

Chapel of the Deaconesses of Reuilly Versailles

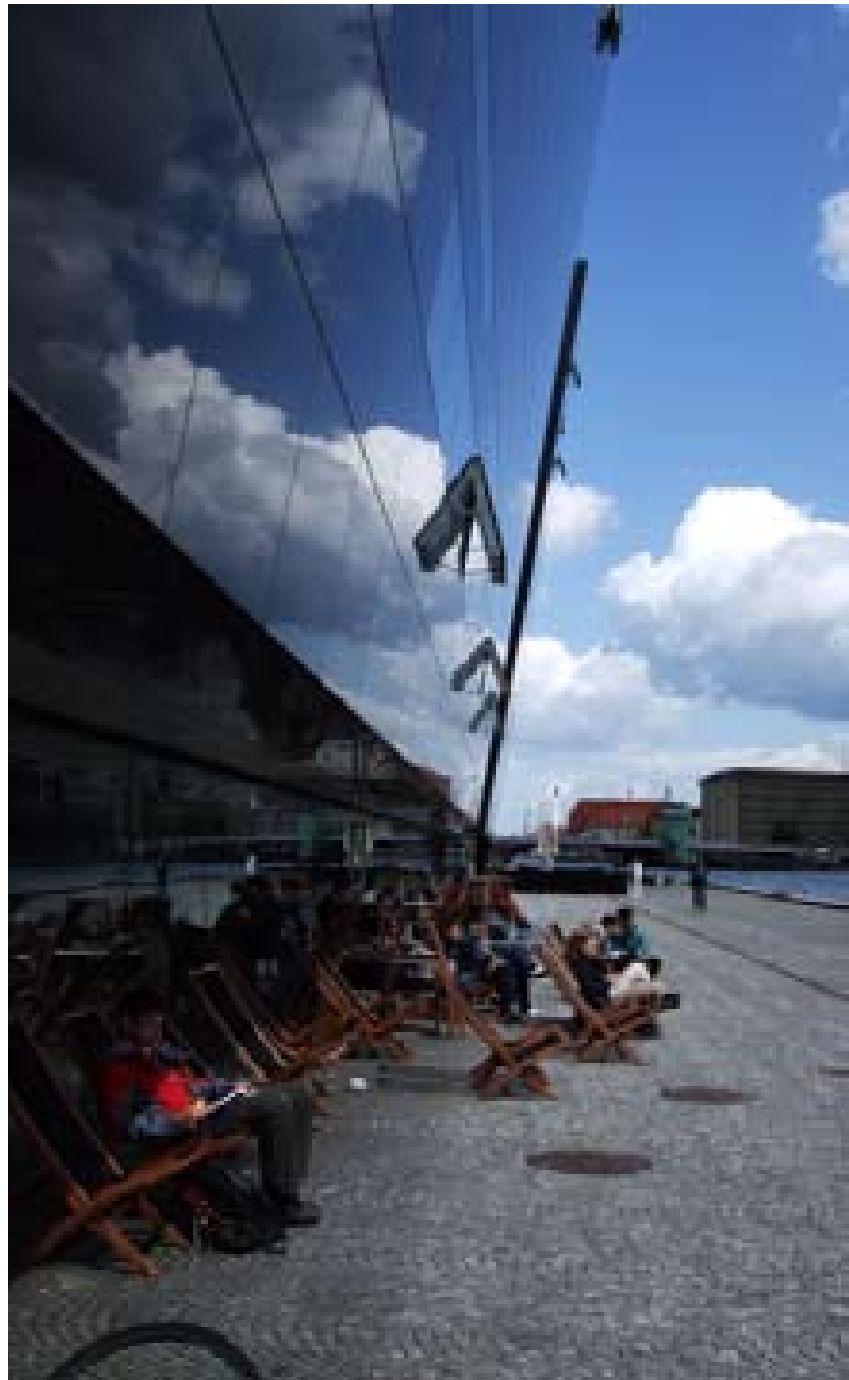
It resides on park-like grounds, quite serene in spite of being located next to a train station. “Here the building itself is the window”.



Promenade Samuel-de Champlain Saint Lawrence River Waterfront Quebec City

A largely neglected industrial landscape is now a leafy linear park filled with pedestrians, runners and cyclists.





The Wheeler School Providence Rhode Island

“At dusk, the light it transmits illuminates the otherwise dark street, making it friendly and safe for children waiting to be picked up. Already a hub for students, faculty and parents drawn to its contemporary vibe, comfortable gathering spots and panoramic views, this small project is adapting to the school’s needs – not vice versa.”







The Hume Global Learning Centre in Broadmeadows contains a library, gallery space, cafe and computer facilities, providing a vital civic hub function.



The new library, childcare and community hub in Surry Hills, Sydney demonstrates high quality, sustainable architecture, transparency/visual openness, dynamic vertical circulation and active roof deck spaces



07 Cost Analysis

7.1 Background 7.2 Funding Model 7.3 Detailed Design 7.4 Governance



7.1 Background

This draft Master Plan is a concept plan which is subject to review and amendment pending input from the community. The final Master Plan will be considered by Council following community input.

The Master Plan and Concept Designs have been developed and refined following inputs from the community and discussions with the Project Team. It will be considered by Council for potential adoption prior to commencing the detailed design phase.

7.2 Funding Model

A number of funding partners will be sought, and following a comprehensive due diligence and business case, a funding model will be proposed for consideration by Council.

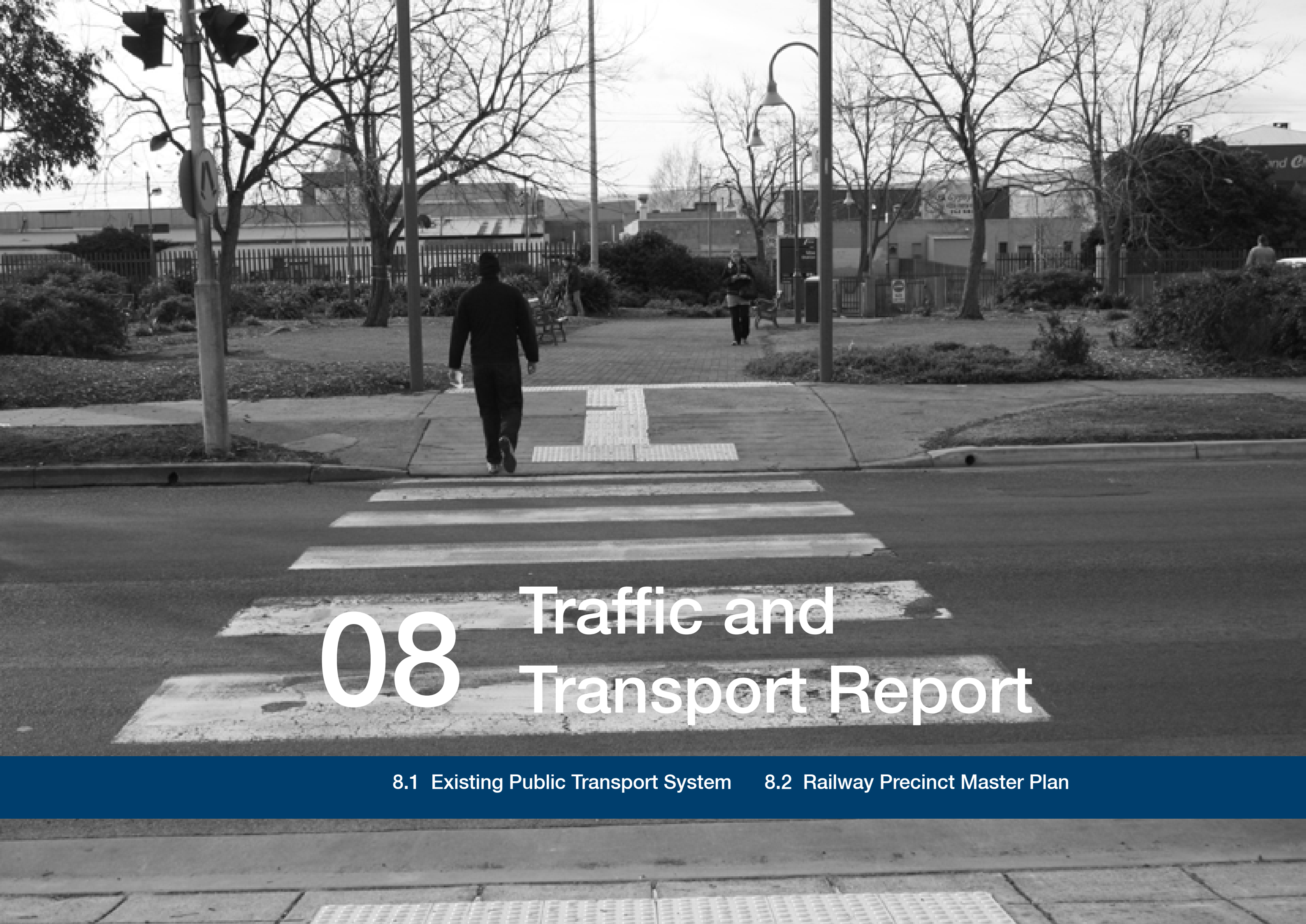
Funding partners may include Local, State and Federal Government involvement, in addition to potential commercial involvement. To date \$2M has been committed from the State Government to implement property acquisitions required to implement the Moe ACP Rail Precinct Master Plan, with a further \$2M promised by the Federal Government to contribute towards the cost of the community hub element of the project. An adopted Master Plan for the precinct is the first step in seeking additional Government funding towards implementation of Council's vision for the site.

7.3 Detailed Design

Once the Master Plan has been adopted the project will move into a detailed design phase which will involve inputs and advice from quantity surveyors to cost more detailed aspects of the project.

7.4 Governance

The detailed design together with a proposed funding model will be provided in a final report for consideration by Council.



08 Traffic and Transport Report

8.1 Existing Public Transport System

8.2 Railway Precinct Master Plan

8.1 Existing Public Transport System

The existing timetabled public transport system serving Moe consists of train, bus and coach services. Taxi services are also available. Each service is described separately in the following sections.

8.1.1 Bus Services

Bus services in the locality are operated by Latrobe Valley Buslines. There are four existing local routes and two intercity routes serving Moe, including:

- Moe Route 1 – Margaret St,
- Moe Route 2 – Staff St,
- Moe Route 5 – Old Newborough
- Moe Route 6 – North Newborough
- Moe – Yallourn Nth, and
- Moe-Traralgon Plaza intercity routes.

The existing route structure of these bus services is shown in Figure 1A and the Moe CBD structure is shown on Figure 1B.

The existing levels of service are listed in the summary Table 1. All of the above routes commence or terminate at the bus stop on the western side of Market St, just north of Albert Street, in the Moe town centre. (Refer to Figure 2). There are a number of other more minor bus stops within the Moe town centre that are served by inbound services. There is a second major bus stop, served by all outbound services, located on the eastern side of Anzac Street, adjacent to the Police Station. (Refer to Figure 3). Each of these two major bus stops is located approximately 500 metres walking distance from the railway station.

The existing local bus services do not stop at the Moe railway station. Most existing routes do not currently pass by the Station. As such, the existing bus services are not timed to link with the V/Line train services. Consequently, integration the PT system in Moe could be improved by initially amending all local and intercity routes to service a stop at the Station precinct.

According to the route map and the timetable published on Latrobe Valley Bus line website (<http://www.lvbl.com.au>), the four existing local bus services run in loops at hourly headways on a typical weekday between the times of 9am and 5pm. The timetable is a clock-face type, with buses departing and arriving at fixed times past the hour.

A summary of the existing bus routes is provided in Table 2 below.

Table 2 Latrobe Valley Bus Line Service Weekday Frequencies

Route No.	Route Type	Weekday		
		Headway (mins)	Daily Trips	Approx Trip Time (mins)
1	Local Loop	60	10	30 (round)
2	Local Loop	60	10	25 (round)
5	Local Loop	60	7	30(round)
6	Local Loop	60	7	30(round)
Moe – Yallourn Nth	Intercity	-	3 I/B & 2 O/B	25 (one way)
Moe-Traralgon Plaza	Intercity	60	13	50 (one way)



Figure 1A: Existing Local & Inter City Bus Routes within Moe
(Source: www.lvbl.com.au)



Figure 1B: Existing Key Moe Bus Stops
(Source: www.lvbl.com.au)

8.1.2 V/Line Trains/Coaches



Figure 2: Market Street Bus Stop

The V/Line passenger train services that stop at Moe include the Traralgon – Melbourne and the Bairnsdale – Melbourne services. The travel time by train between Moe and Melbourne is approximately 2 hours.

The Traralgon – Melbourne weekday train services depart from Moe to Melbourne at approximately half hourly intervals between 5am and 9am, and approximately hourly intervals from 9am onwards. The return weekday services arrive at Moe at approximately half hourly intervals between 5:00pm and 6:00pm and approximately hourly intervals outside of these times.

On weekdays the 6:25am, 7:47am and 4:47pm outbound services at Moe are provided by V/Line Coach. Coaches currently stop at a dedicated bay in the railway station car park located on the southern side of the railway line. (refer to Figure 4). Access to this car park is available to and from Lloyd Street.

The Bairnsdale – Melbourne weekday train services through Moe include 4 inbound and 4 outbound services. These trips are integrated with the timetable of the Traralgon services described above. There are also 4 inbound and 4 outbound train services that operate on Saturdays and 3 inbound and 4 outbound train services that operate on Sundays.



Figure 3: Anzac Street Bus Stop



Figure 4: V Line Coach Bay and New Bike Cage

8.1.3 Taxis

Taxi services within La Trobe City area are provided by Churchill Taxis Moe, Morwell Taxis and Traralgon Taxis. There is an existing taxi rank (approximately 50m long) in George St adjacent to the Moe Railway station precinct. (Refer to Figure 5). There is passenger seating, shelter, public phone, taxi call box and refuse bin facilities associated with this rank.



Figure 5: George Street Taxi Rank

8.2 Railway Precinct Master Plan - Public Transport Considerations

8.2.1 Integration of Services

It is understood that a review of the Latrobe Valley Buslines services, including all services operating through Moe, is currently being prepared by others. The final outcomes and recommendations are yet to be released. Notwithstanding, it is clear that better integration of following transport modes would serve to improve transport integration in the locality:

- Latrobe Valley Bus Line Routes,
- V/Line Services (Train & Coach) that operate from the Moe Station,
- Major Taxi rank that is located at the station,
- Commuter parking available at the station precinct, and
- Bicycle facilities.

Further, improvements in terms of the following would also be capable of delivering improvements to overall levels of service offered to the travelling public:

- Bus route location and structure,
- Frequency and integration of timetabling,
- Span of PT operating hours etc, and
- Pedestrian and cycle facilities.

It is understood that one outcome of the bus network study is to provide a bus interchange to cater for up to 4 buses on the northern side of the railway line. This is consistent with the findings of work undertaken for this Masterplan study.

8.2.2 Facilities

The nature and facilities of the interchange developed at Moe Station should be consistent with the principles contained in the “Public Transport Guide Lines for Land Use and Development” published by Land Use and Planning Referrals Team Public Transport Division Department of Transport, Victoria.

This reference states that there are several principal objectives to be met in the design of an interchange layout:

- Maximise passenger and public transport vehicle capacity,
- Maximise quality, safety and security of the passenger and operating environment,
- Minimise the potential for conflict between passenger, cyclist and vehicle movements, and
- Minimise walking distances within the interchange and to nearby attractors.

The Guidelines further recommend the following design principles for an efficient modal interchange:

- Integrate transit stops and interchanges into the design and layout of the activity centre.
- Provide appropriate “Park and Ride” and “Kiss and Ride” facilities in strategic locations.
- Design active frontages along pedestrian paths to interchanges and public transport stops.
- Provide direct routes to interchange and ensure high visibility, activity and surveillance along these routes.
- Public transport waiting areas should be clearly visible from the street and adjacent buildings and provide clear views of train, tram or bus arrivals and departures.
- Lighting should be well integrated with signage and landscaping in order to maximise safety. Lighting should also illuminate timetables at night.
- Provide current passenger information about services and the range of service timetables.
- Provide directional signage to platforms, stops, conveniences, shops, parking and taxi ranks to minimise confusion.
- Additional DDA DSAPT 2002 requirements may be triggered at modal interchanges, such as the provision of resting points (seats) every 60 metres between services.

The proposed masterplan integrates or allows for all of these principles to be implemented.

Analysis of the current PT time tables indicate that if each of the Latrobe Valley Bus Line routes were to be amended to stop at a new Moe Railway Station Interchange Stop in the vicinity of the existing railway station, the expected distribution of arrivals and departures could be similar to that shown in Figure 6. This analysis indicates that, with no substantial changes to the current timetables, the peak requirement would be four bus bays. This requirement would be for several minutes on just one occasion during each normal weekday. For most of the day the general requirement would be just two bays. Consequently it is concluded that the provision of 4 bays would be appropriate and would provide for a measure of future growth by permitting increased utilisation through more frequent services on existing routes or, if found necessary, the inclusion of new routes. With careful timetabling and consideration of operating procedures, significant additional bus utilisation would be possible for such a facility.

The proposed bus bay provision on George St (4 x 25m bus bays) would allow for “independent” operation of each bus so that arrivals and departures for each vehicle would not be constrained (in a physical sense) by other buses.

The proposed continuing operation of V/Line coaches from dedicated bays on the Lloyd Street forecourt area of the station is considered appropriate as these services effectively “replace” rail services and location immediately adjacent to the station building and platform is appropriate.

The proposed location of the main Taxi rank in George Street is opposite Purvis Lane, is recommended as it allows for a high degree of integration with town centre activities and interchange function. At this location the walk distances between all relevant sites (Station, Bus Stops & Town Centre) are optimised and adverse interaction between bus and taxi operations are unlikely to eventuate.

A secondary taxi rank is proposed on the northern side of Lloyd Street, just west of the proposed central access. To ensure adequate pedestrian accessibility and standing area, the verge width adjacent to the taxi rank is required to be a minimum of 1.8 metres.

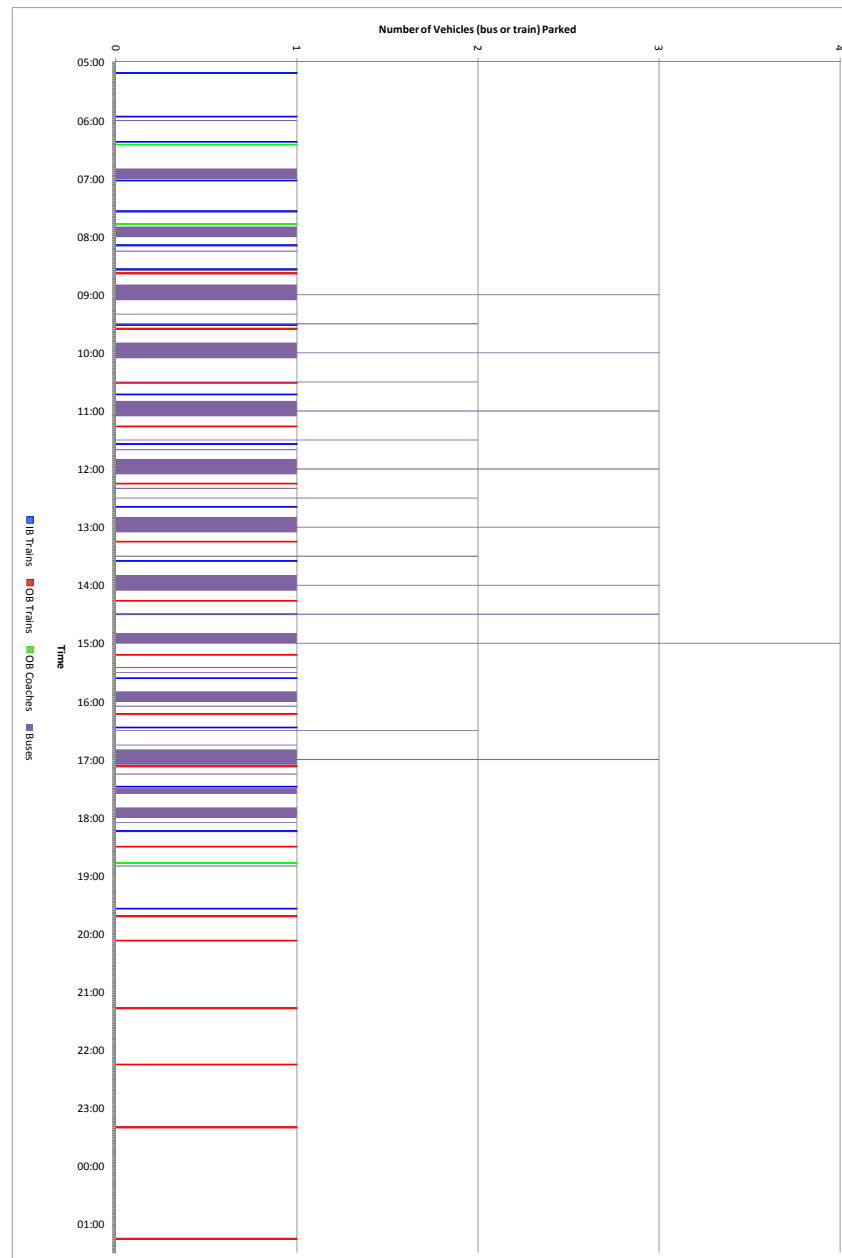


Figure 6: Distribution of Public Transport Services (Arrivals and Departures)

8.2.3 Moore Street / George Street Intersection

Traffic Surveys

Manual traffic and pedestrian surveys were undertaken at the Moore Street / George Street intersection during the following times:

- Friday 4 September between 6:30am and 9:30am
- Friday 4 September between 3:00pm and 6:00pm
- Saturday 5 September between 10:00am and 1:00pm

These surveys were undertaken to quantify the following:

- The peak hour traffic volumes on Moore Street and George Street
- The peak hour pedestrian volumes at the existing George Street crossing and in the vicinity of the Moore Street / George Street intersection
- The combined peak hour for pedestrians crossing and vehicles travelling on George Street

The above surveys provide guidance for the most appropriate pedestrian crossing treatment at the Moore Street / George Street intersection for both the current and future scenarios. They also assist to determine whether a shared zone arrangement is appropriate for the existing traffic situation.

The peak hour traffic and pedestrian volumes are illustrated as Figures 7 - 9 and summarised in the Table 3 below.

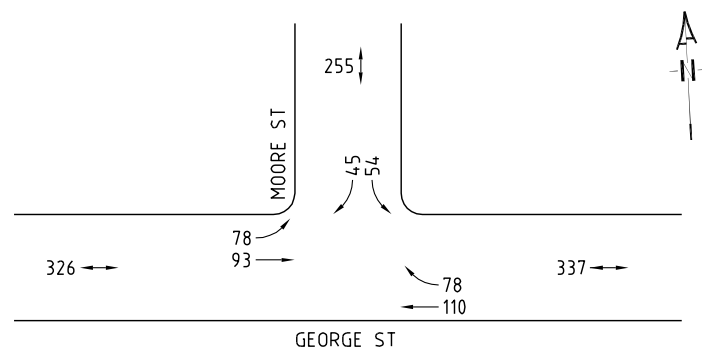
Table 3: Peak Hour Traffic and Pedestrian Volumes at the Moore Street / George Street Intersection

Survey Type	Location	Two-way peak hour volumes		
		Friday AM Peak (8:30am – 9:30am)	Friday PM Peak (3:30pm – 4:30pm)	Saturday Peak (10:30am – 11:30am)
Traffic	George St (east of Moore St)	337	541	543
	George St (west of Moore St)	326	537	486
	Moore St	255	474	458
Pedestrian	Across Moore St	52	48	92
	Across George St	99	171	148

Notes:

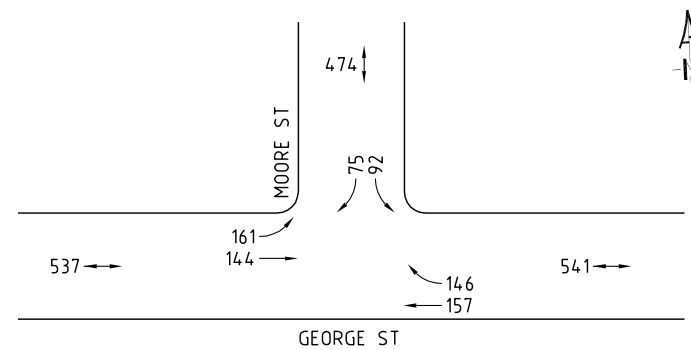
1. Peak hour periods represent combined traffic and pedestrian demand.
2. Pedestrian volumes have been factored up such that each older person counts as 2, as required by VicRoads' guidelines. Pedestrian volumes for unaccompanied primary school aged children and persons with a disability where not recorded and, as such, a factor for these groups has not been applied.

The surveys indicate that the Friday PM peak hour period is the most critical when considering both traffic and pedestrian volumes.



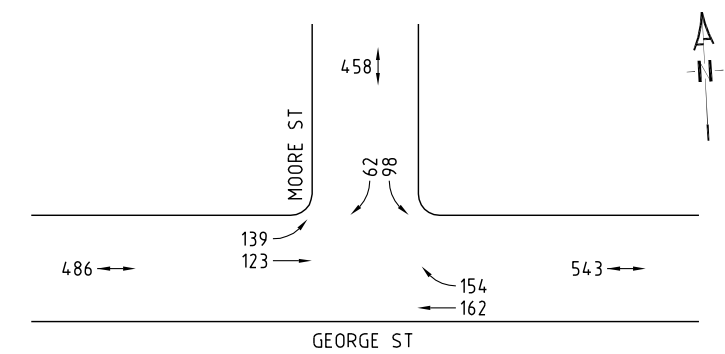
VEHICLE VOLUMES

NOTE: ALL UNITS ARE VEHICLES PER HOUR (vph)



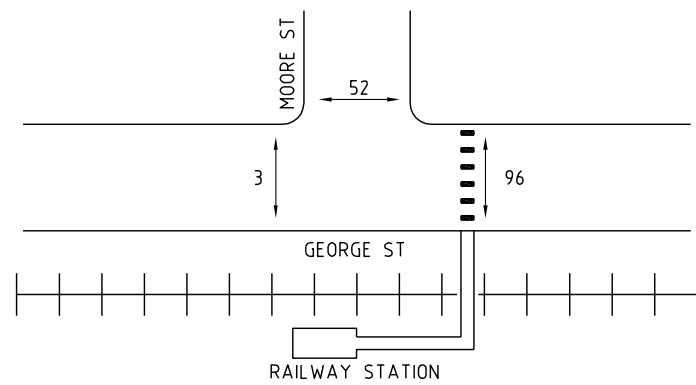
VEHICLE VOLUMES

NOTE: ALL UNITS ARE VEHICLES PER HOUR (vph)



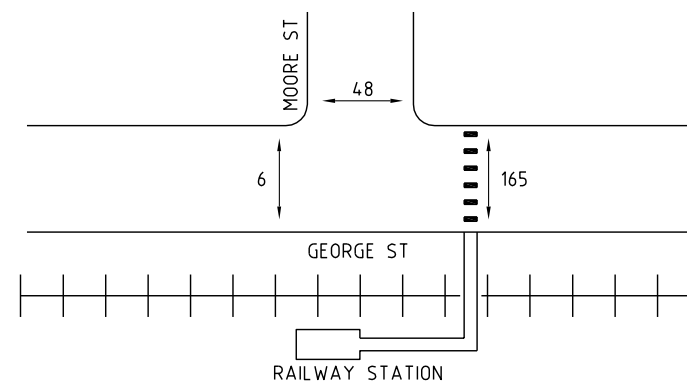
VEHICLE VOLUMES

NOTE: ALL UNITS ARE VEHICLES PER HOUR (vph)



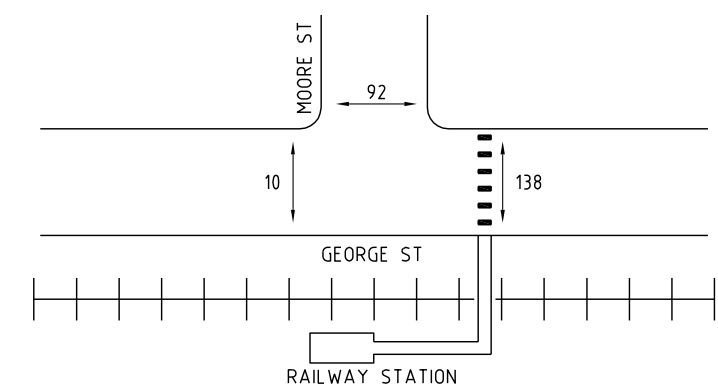
PEDESTRIAN VOLUMES

NOTE: ALL UNITS ARE PEDESTRIANS PER HOUR



PEDESTRIAN VOLUMES

NOTE: ALL UNITS ARE PEDESTRIANS PER HOUR



PEDESTRIAN VOLUMES

NOTE: ALL UNITS ARE PEDESTRIANS PER HOUR

Figure 7: 2009 Pedestrian & Traffic Peak Hour Volumes at Moore George Street Intersection (Fri 0830-0930)

Figure 8: 2009 Pedestrian & Traffic Peak Hour Volumes at Moore & George Street Intersection (Fri 1530-1630)

Figure 9: 2009 Pedestrian & Traffic Peak Hour Volumes at Moore & George Street Intersection (Sat 1030-11:30)

Pedestrian Crossings – Types and Warrants for installation

The most common pedestrian treatments and whether or not these treatments are warranted in the vicinity of George Street and Moore Street are provided in Table 4 below. The below assessment has been based on the Friday PM peak hour volumes.

Table 4: Pedestrian Warrants

Type of Pedestrian Facility	Moore Street Pedestrians per hour = 48 Vehicles per hour = 474	George Street (west of Moore St) Pedestrians per hour = 6 Vehicles per hour = 537	George Street (east of Moore St) Pedestrians per hour = 171 Vehicles per hour = 541
Pedestrian Refuge Islands	Generally appropriate	Not required	Generally appropriate
Pedestrian Crossing (zebra) – standard	Warranted	Not warranted	Warranted
Pedestrian Crossing (zebra) – with flashing lights	Not warranted	Not warranted	Warranted (currently exists)
Pedestrian operated signals (mid-block)	Not warranted	Not warranted	Warranted (without median) Not warranted (with median)

Based on the existing peak weekday traffic and pedestrian volumes and with reference to VicRoads' guidelines, the following can be established:

- A zebra crossing (without flashing lights) is warranted across Moore Street. Moore Street is currently signed as a shared zone;
- No pedestrian crossing treatments are required or warranted across George Street (west of Moore Street)
- Although the existing zebra crossing with flashing lights exists and is currently warranted across George Street (east of Moore Street), the need for additional treatment such as signals or a median is also triggered.

Increased pedestrian activity would be expected in the vicinity of the Moore Street / George Street intersection with the improved civic space and the development of community facilities (such as a library) and office space within the railway precinct. It would also be expected that traffic movements along George Street would also increase although not to the extent of the increased rate of pedestrians. Therefore, due to the high volume of interacting pedestrians and vehicles in the vicinity of Moore Street and George Street, careful consideration to the appropriate intersection treatment is required for the safe and efficient movement of pedestrians and vehicles for each stage of the proposed Master Plan implementation.

Shared Zones

Existing Moore Street Shared Zone

The existing signed shared zone on Moore Street currently extends between George Street to the south and Albert Street to the north. Although signed appropriately for a shared zone, it has been observed, and raised by Council officers, that Moore Street is still functioning as a vehicle dominated carriageway. This is partly confirmed by the traffic and pedestrian survey results which recorded that, over the first 20m of the southern end of the shared, vehicles outnumbered pedestrians (on the defined carriageway) by at least 5 to 1.

Some features of Moore Street which may contribute to the domination of vehicles are listed below:

- There is a strong definition between the vehicle carriageway and footpath that discourages pedestrians from actively using the street space. It is preferable that the shared zone is on one level to “enhance the sense of equality between pedestrians and vehicles.” [VicRoads guidelines].
- The existing vehicle carriageway is predominantly bitumen seal and does not clearly set apart the shared zone area from any other street within the locality. It is desirable that the shared zone surface be treated differently to emphasise to the driver that they are in a shared zone, and to modify their behaviour.
- Limited speed reduction devices currently exist within the shared zone. (Refer to Figure 10). VicRoads suggests that straight road lengths should not exceed 50m.
- The vehicle carriageway is currently too wide. This encourages higher vehicle speeds and provides less protection for pedestrians.

Further to the above, appropriate and inappropriate locations for shared zones, as guided by VicRoads (Traffic Engineering Manual Vol 1, Chapter 4 – Edition 4, September 2008), compared to the existing situation, are summarised in Table 5 below.

Table 5 – VicRoads’ Guidelines for Appropriate and Inappropriate Shared Zone Treatments

Appropriate locations	Existing Moore Street Shared Zone
Low volume streets where pedestrians outnumber motor vehicles and where the pedestrian needs are best met by walking on the roadway	Non compliant. Moore Street is a significant shopping street within Moe.
Where the street has been constructed or reconstructed to a sufficient degree to ensure significant visual interruption and where speed is physically restrained	Non compliant
Where there is no cross motor traffic	Compliant
Inappropriate locations	Existing Moore Street Shared Zone
On streets that carry over 200 vehicles per hour in peak periods, or over 1000 vehicles between 7.00am and 7.00pm	Non compliant. Traffic volumes on Moore Street (southern end) were recorded as being just below 500 vehicles per hour.
On streets with a history of vehicle speed problems	Speed surveys have not been undertaken. Observed to be generally compliant.
On unprotected locations where approach speeds exceed 40-50km/h	Compliant

With reference to VicRoads’ guidelines and the above review, additional treatments and other network modifications (to reduce the overall traffic volumes along Moore Street) are required to ensure a safe and efficient use of the existing shared zone arrangement.



Figure 10: Existing Shared Zone Arrangement (Looking north along Moore Street from George Street)

Shared Zone – Master Plan

As part of the proposed master plan, it is proposed to modify the existing shared zone arrangement as follows:

- Restricting the shared zone area on Moore Street to just the southern section. The northern section would be converted to a typical urban street with clearly defined vehicle and pedestrian areas.
- Relocating the majority of car parking on Moore Street from the southern to the northern section of Moore Street (i.e. to the proposed non shared zone area). A preliminary review has indicated that the car parking supply along Moore Street may be slightly increased from the existing supply.
- Continuing the shared zone area to include the intersection of George Street and Moore Street. This would provide a direct link to connect to the open space proposed between George Street and the railway line.
- Raising the shared zone area such that pedestrians and vehicles are on one level.
- Treating the shared zone area to clearly differentiate between the shared zone and surrounding road network.
- Restricting traffic lane width to reduce traffic speeds.

The physical measures as listed above are generally appropriate for a shared zone arrangement. However, as highlighted previously within this section, existing (and future) traffic volumes on both George Street and the southern section of Moore Street are required to be reduced to ensure the successful operation of the shared zone treatment.

The existing peak hour traffic flows on George St, Moore Street and through the George Street / Moore Street intersection are summarised as follows:

- George Street east of Moore Street (two-way): ~540 vph
- Moore Street (two-way): ~475 vph
- George Street / Moore Street intersection (all-movements): ~775 vph

In comparison, VicRoads' guidelines suggest an upper peak hour traffic volume within a shared zone of 200 vehicles per hour.

The proposed shared zone itself could assist with reducing the traffic volumes in its vicinity; however, in order to achieve wholesale traffic reductions, some or all of the following would be required (some of which are already proposed):

- Altering the town centre network to encourage the through vehicles to use alternative routes (other than Moore Street and George Street). This may also include road blockages and / or one-way traffic routes.
- Reducing car parking demand within the shared zone (this is already proposed as part of the Master Plan as the majority of car parking will be relocated to the northern section of Moore Street, but south of Albert Street).
- Introducing traffic calming measures to discourage the use of George Street for through traffic.
- Concentrating the pedestrian active, low vehicle land uses in close proximity to the George Street / Moore Street intersection.

Further to reducing the potential traffic volumes, it is strongly recommended that the shared-zone/crossing treatment at the Moore Street / George Street intersection be designed such that pedestrians travelling between the railway precinct and Moore Street are guided outside of the vehicle conflict zone of turning vehicles (i.e. in line with the verges along Moore Street).

Commuter Car Park

The commuter car park is proposed to be increased to 105 car parking spaces (minimum), which is consistent with the requirements of the Department of Transport, and will be located on the western side of the railway station building. It is proposed that this car park will predominantly cater for rail commuters. It is recommended that the proposed car park be designed to allow for adequate internal circulation (i.e. removal of dead-end aisles). For the current car park proposal, this can be achieved by providing an additional access off Lloyd Street at its western end and an internal link between the two car park aisles.

Access (both ingress and egress) to the railway car park is proposed to be located off the northern side of Lloyd Street, approximately 60m (clear separation) west of Fowler Street. This location is considered adequate and is unlikely to detrimentally affect the operational efficiency of the adjacent road network.

The V/Line coach service and set-down / pick-up areas (including the provision of two taxi bays) will ingress via the proposed railway car park access (described above) and egress via a secondary access approximately 30m west of Fowler Street.

The existing car park egress located on the northern side of the Lloyd Street / Fowler Street intersection is in a prohibited location (according to Australian Standards - AS2890.1:2004) and is proposed to be removed / relocated as part of the Master Plan development. This will improve safety and capacity at the Fowler Street / Lloyd Street intersection by:

- Reducing the number of conflict points at the intersection;
- Reducing critical turn volumes; and
- Minimising confusion and hesitation from both the car park and Fowler Street.

George Street Car Park

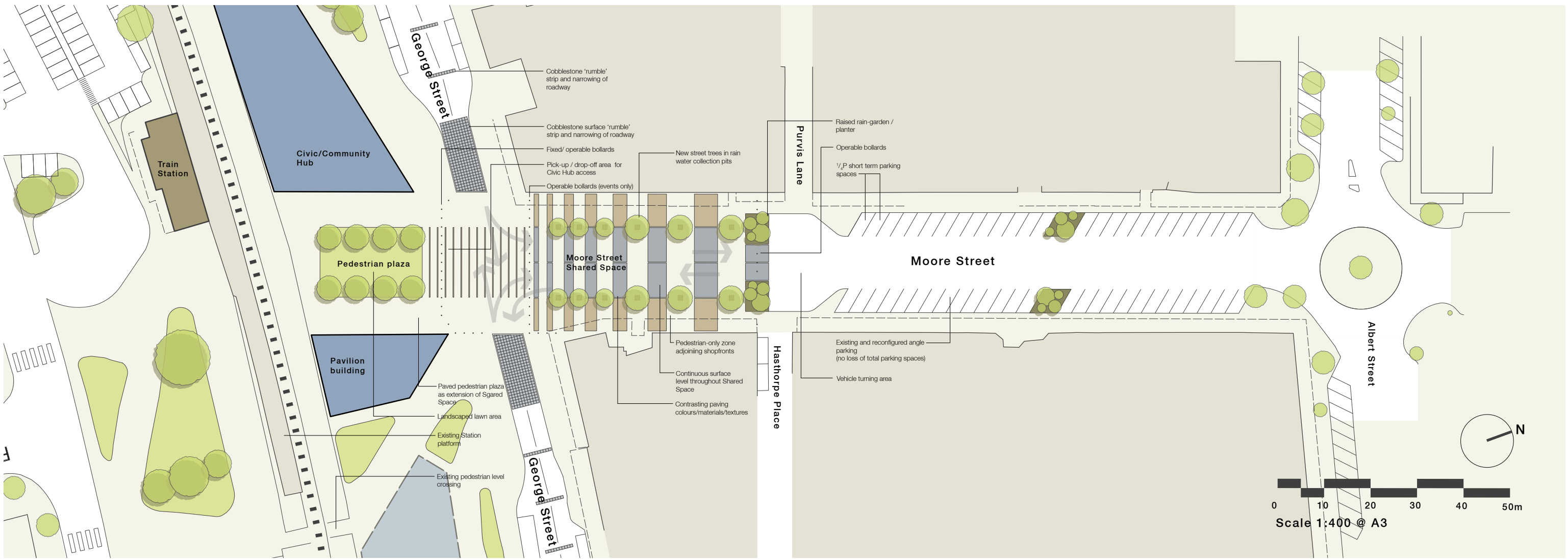
The George Street car park will gain access off the southern side of George Street approximately 40m east of Kirk Street. This car park will be available to the public for the V/Line train services and customers and staff of the town centre and rail precinct. In the order of 72 spaces (including 3 long bay spaces) will be supplied. The potential for a car park extension on its eastern side is available if the proposed supply is deemed insufficient.



09 Additional Plans

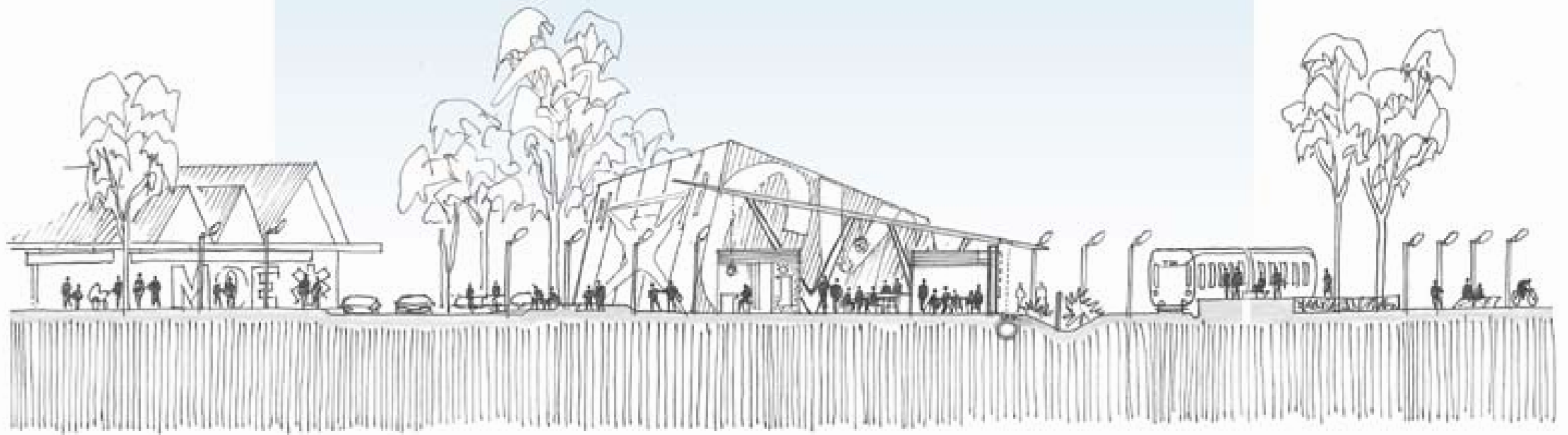
9.1 Single-page Plans

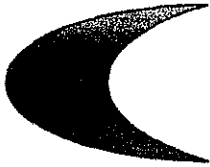












ARBARDAR PTY LTD
a.c.n. 005 869 358 a.b.n. 61 005 869 358
Telephone /Fax:
e-mail:

Latrobe City	
24 SEP 2009	
Doc. No:	
Action Officer:	
Disposal Code:	
Comments:	

22nd September 2009

Mr Paul Buckley
Chief Executive Officer
Latrobe City Council
P O Box 264
Morwell Vic 3840

47574

23/11/09

Dear Sir,

RE: MOORE STREET, MOE

We are the freehold owners of the property situated at and known as 3A Moore Street, Moe.

We understand that the Council has adopted the Moe Activity Centre Plan and this incorporates the "Shared Street Area" of Moore Street between George and Albert Streets.

We would request that the Council remove the "extended/widened footpath" in the front of the Mid City Tavern, The Moe Mall and Purvis Plaza and immediately revert this space to car parking.

The shared street area/widened footpath area particularly at the front of the hotel has not attracted the shopping type ratepayer but has been used for activities that are not conducive to retailing.

It is proven that Malls/shared ways do not work in smaller regional centres.

The retail focus has now changed from the subject area of Moore Street Moe and we believe that to revitalize the area it is imperative that the car parking spaces be reallocated.

We respectfully request that Council take the necessary action to implement our request.

Yours Faithfully

Max and Pam Lethlean
Arbardar Pty Ltd

Hiren Bhatt

From: Max Lethlean [
Sent: Wednesday, 4 November 2009 3:18 PM
To: Hiren Bhatt
Subject: Moe Rail Precinct Revitalisation Project

Dear Hiren

I refer to our telephone conversation of 11am this morning and my previous correspondence.

After reviewing the master plan of the Moore/George Street area I wish to make the following comments and recommendations;

- I am concerned by the removal of the car parking spaces to the George Street end of Moore Street.

- The removal of car parking spaces to create a mall type/shared area and an Event area will not assist with the revitalization of Moore Street.
It will have a negative impact on business's located in Moore Street.

Moe's population and shopping catchment is simply not large enough to make a mall/shared area viable.

The mall/shared area concept may work in much larger regional centres such as Bendigo or Ballarat, but not with Moe's population.

With all due respect having worked for thirty years with national retailers, not just in the Latrobe Valley but in all Victorian regional areas, it is extremely difficult to attract larger national type retailers to the shared/ mall area of smaller regional areas .

I would recommend that the Councilors consider the interests of all stakeholders, business operators, freehold owners etc and include short term car parking (say 30 minutes) to the George Street end of Moore Street and for the very few Events that are conducted, that the by laws officers close off the car parking spaces (in the Events area) say 24 hours prior to any event.

This would not affect in anyway the concept of linking Moore Street to the Railway development.

I would further suggest that the proposed Moore Street landscaping at the Purvis Lane/Halsthorpe Lane area be removed as this creates a barrier and does not assist with a welcoming feeling the the CBD.

I look forward to the Councils response.

Yours faithfully
Max W Lethlean for

/

23/11/09

4/11/2009

THE PLAN

450483

1. I WOULD ESTIMATE THE COST TO BE BETWEEN 4 AND 8 MILLION \$, AND IT DOES NOT SOLVE THE ONLY REAL PROBLEM THAT MOE HAS - IE. THE RAILWAY, THE RAIL CROSSING, AND THE DISASTEROUS ROUNDABOUT.

THIS MONEY COULD GO A LONG WAY - (IN COOPERATION WITH VIC RAIL) TO MOVING THE STATION FURTHER DOWN LLOYD ST. AND TRENCHING THE RAILWAY LINE UNDERGROUND TO JUST BEYOND THE ROUNDABOUT.

MOE WOULD THEN BE FREE TO GROW, AND THE AREA MORE CAREFULLY PLANNED.

1/ I SEE THE CURRENT PLAN AS A DISASTER FOR TRAFFIC AND PEDESTRIANS USING GEORGE ST.

2/ I SPEAK WITH MANY PEOPLE 50^s TO 75^s WHO ARE PERPLEXED THAT THE LIBRARY MAY BE MOVED.

PLEASE PLEASE PLEASE FORGET THAT IDEA.

Handwritten note: plans etc

Latrobe City	
- 2009	
Doc No:	
Action Officer:	Hiram Blott
Disposal Code:	
Comments:	

DAVID COOPE

of Latrobe

15 September 2009

Mr. P Buckley
CEO
Latrobe City Council
PO Box 264
MORWELL VIC 3840

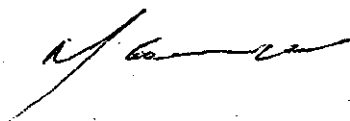
Dear Mr Buckley

As discussions regarding the Rail Precinct seems to have subsided somewhat, there are still a lot of people I speak with who are most adamant that the Moe Library should remain and be refurbished at its present site, which is central, relatively quiet and out of the main traffic flow. I would estimate that 75% of the population of Moe and surrounding areas would agree for it to remain.

Should a new library be built at a site near the Railway Station alongside a bus turnaround and taxi ranks, I am sure that health issues regarding diesel and exhaust fumes, together with noise from, rail traffic and buses would have to be considered, so that clean air is available via the library air conditioning system.

Heavy traffic noise would not be appreciated by older citizens who visit the library each morning for a quiet and comfortable read of the newspaper.

Yours faithfully



Don Coupe

Latrobe City	
28 SEP 2009	
Doc. No:	
Action Officer:	
Disposal Code:	
Comments:	

Jane Burton

From: Judie Burleigh [
Sent: Tuesday, 29 September 2009 2:41 PM
To: Hiren Bhatt
Subject: Moe rail precinct revitalisation project

Hi Hiren,

I am writing after having an eventful morning at the Moe City Library where I ran into the library manager who introduced me to the plans for the Moe rail precinct revitalisation project. I then picked up my copy of the Express and saw the invitation to have my say about the project.

After discussions with the manager at the library, I was told that this idea has opposition as well as support which is usual for any issue. However, I would like to put my support forward for the project.

I have lived in Moe for most of my life (apart from a few years in Warragul) and I think that a revitalisation of the area would bring nothing but positives to Moe. The compulsory acquisition of the shop fronts in George Street for the good of this project is a very small sacrifice to make in relation to the benefits that the town could enjoy.

When I grew up in Moe, I remember it being a very busy little town. The shops were full and there was plenty of money being spent here. I remember those George Street shops being occupied by Lincraft and Jolly's Real Estate as well as Odyssey Records, the Witch Hut hair dressers and the fruit and veg shop. The subway was there and Purvis stores was a great business. Purvis stores was a bit like a small Myers and the quality of the merchandise was great. I remember the Hollywood cafe, the Lido and Moe Mall being fully occupied along with Shaw's Plaza. There was a good little toilet block at the intersection of Moore and Albert Streets and the town was buzzing. On the other side of the railway line, there was a little supermarket or green grocers, fish and chip shop and a milk bar on the corner of Linton Avenue and Lloyd Street. The service stations were all open and Yong Choon was called the Manor Chinese Restaurant. There were also video shops and even a drive in out on Thompsons Road where I went to see Electric Dreams as a tacker. All good services. There was plenty of great education in the form of the public and catholic school systems. Moe had a choice back then of educational standards. Now, you can't get all of your education in Moe unless you want a public education. And don't get me started on the state of the old Wirraway Street Presentation Campus! Anyway, as years went by, things began to deteriorate. The power stations reduced their work force which had a knock on effect to the town's economy. The shops began closing one by one. There were so many empty shop fronts. The malls too began to empty and Purvis stores tried to move with the times and become a plaza which in my opinion was a failure. Moe became the butt of jokes and was the centre of some unsavoury scandals. These incidents, coupled with the town's flagging reputation sought to drive potential investors away from Moe as well as some of the residents. It became easier to drive to the neighbouring towns of Morwell, Traralgon and Warragul to shop and not support our local economy. The services seemed to either be more readily available in these other places and there was more merchandise to choose from. Moe was just stagnant and for anybody who remembers the better times, it was sad to see.

I feel that those people who are opposing the move of the library from its current location to the new precinct will probably be the same people who will begrudgingly use the new library and in the end, wonder how they ever coped without it. In my discussion with the library manager this morning (his name escapes me - I'm sorry) he said that the library is only half the size needed to cope with a community of Moe's size. Moe deserves better services and that includes a modern new precinct complete with library, internet cafe, a skate park for the young to go to be themselves, new parking for train commuters etc. Also, I think that it's great that

18/11/2009

the rail trail will travel through the town. Anybody who has ever been involved with cyclists knows that they like to stop for a coffee and a rest and Moe will be a great place to do that in with our handful of excellent cafe places like Groovy Tuesdays and Cool Beans. This current library is great and it's been marvellous for the time being but let's face it, the building is not historic. The only really historic building in Moe would probably be Purvis stores and I'm no historian, so I'm not entirely sure. But I know that something (the library) that was built in 1981, doesn't hold historical value.

This is probably long winded, but what I want to say is that I whole heartedly support the development of Moe and any helping hand we get is marvellous. I would love for my little girl to grow up in a happy and dynamic place, just like I did. It could have the added bonus of opening up new investment avenues for businesses in the CBD. Wouldn't that be great? We have just seen Dimmey's open up in Moore Street and that's excellent. It brings employment and finances into this area. All a bonus. Bring on the new Moe rail precinct revitalisation project I say!

Thanks and cheers,

Judie Burleigh

Judie ✿

Find out how here [Use Messenger in your Hotmail inbox](#)

Jane Burton

From: Maree Hall [r]
Sent: Wednesday, 30 September 2009 10:07 AM
To: Hiren Bhatt
Subject: Moe Rail Precinct Revitalisation Project Comments

Hi Hiren

I wish to record my comments regarding the above project as listed hereunder.

Having now viewed the masterplan draft of the above, I feel the design appears to far exceed the communities expectations with both its futuristic features and extensive infrastructure as indicated. There is no doubt the whole town will benefit from this brilliant upgrading and concept. As usual, there will still be the small group of radicals who remain "anti everything" who will not give support to any concept but, thankfully, the general public have now completely disregarded and overridden those attitudes. I say, bring on this tremendous concept as soon as possible.

Kind Regards
Maree Hall



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Hiren Bhatt

From: Nicole Goodwin [r]
Sent: Wednesday, 30 September 2009 2:56 PM
To: Hiren Bhatt
Subject: Moe Rail Precinct Revitalisation Project

To Hiren Bhatt,

I have just become a 1st time mother and have only just moved back from Melbourne to setup home and raise my family back in my home town.

I was recently walking my baby around the street of Moe's Central Business district and was appalled that there were no facilities in Moe to breast feed my baby and change his nappy. It made me feel like a lesser person and very angry because I had to do this sitting on a park bench!

I would like to see (and I'm sure many other mothers would to) facilities available in the new Moe Rail Precinct Revitalisation Project for us to be able to breast feed and change our babies without feelings of embarrassment or anger.

I have been advised there is a baby change table in the public toilet near the town hall but I would rather be out in the open than change my baby in there! The lighting is disgraceful and they are in a terrible condition!

I hope these facilities will be added to the plan and look forward to using the other community facilities in the future. This is a great way to boost the image of Moe and bring people to our area.

Thank you for your time.

Mrs Nicole Goodwin.

Click Here [View photos of singles in your area](#)

Hiren Bhatt

From: Hiren Bhatt
Sent: Monday, 5 October 2009 4:27 PM
To:
Subject: RE: new taxi rank

Hi David,

As I mentioned in our phone conversation earlier today, we are currently inviting feedback from the community until 4 November 2009. This feedback (including yours) will be provided to Councillors and the consultants for their review and action, at the end of the community consultation in November.

We thank you for your feedback. Please don't hesitate to contact me if you have any other questions or feedback.

Kind regards,

Hiren Bhatt
Place Manager - Moe Activity Centre
Latrobe City Council

mailto: hirenbh@latrobe.vic.gov.au
Direct: (03) 5128 5520
Mobile: 0427 464 341
Fax: (03) 5128 5672

Phone: 1300 367 700
PO Box 264, Morwell 3840
141 Commercial Rd, Morwell 3840



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

From: b
Sent: Friday, 2 October 2009 5:44 PM
To: Hiren Bhatt
Subject: Re: new taxi rank

My Name is David Brant EX Manager moe taxis,

----- Original Message -----

From: [Hiren Bhatt](mailto:hirenbh@latrobe.vic.gov.au)
To:
Sent: Thursday, October 01, 2009 4:12 PM
Subject: RE: new taxi rank

Hello,

I will look into this and get back to you early next week. Could you please provide me your name and contact details?

20/11/2009

Thanks and regards,

Hiren Bhatt
Place Manager - Moe Activity Centre
Latrobe City Council

mailto: hirenbh@latrobe.vic.gov.au
Direct: (03) 5128 5520
Mobile: 0427 464 341
Fax: (03) 5128 5672

Phone: 1300 367 700
PO Box 264, Morwell 3840
141 Commercial Rd, Morwell 3840



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

From:
Sent: Thursday, 1 October 2009 9:44 AM
To: Kaye McLaren
Subject: new taxi rank

When I was with moe taxis we talk with council about the moe rail precinct some 3 or 4 years ago, back then council told the taxis the rank would be off the road and it would take all the 12 taxis on it.

The rank in your plan is not that big it looks like it will take 5 taxis on it, were do the other 7 go ?.And it is on the road ??.

Participate in a Climate Change survey as part of The Grid Arts Project at www.thegrid.latrobe.vic.gov.au

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Latrobe City Council
P.O. Box 264
Morwell 3840 Victoria Australia

www.latrobe.vic.gov.au



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

From: _____
Sent: Wednesday, 7 October 2009 6:24 PM
To: Jane Burton
Subject:

My names Craig Hallinan. I'm 17. Moe skate park is my second home, and has been for quite some time.

I've looked the Activity Centre plans and noticed that there's going to be a new skate park built. I don't know what the councils plans are for the new park, but I just thought I might chuck in a few suggestions.

The design of the skate park should be left up to professional skate park contractors. Although you may be aware of Tony Hallem – Moe's previous skate park contractor, I think you need to take a look at a company more aware of what skateboarders want these days. Most of Tony's skate parks have had many unsatisfied kids riding them, and being that this park is going to be here for a long while, I think the park should be professionally made, not only for the benefit of the locals, but to finally give a reason for kids in neighbouring towns to come to Moe and enjoys a high class skate park.

'Convic Skate parks' have designed many of Australia's top skate parks. I'm not implying that Moe needs to have one of the best skate parks in Australia, but this company sure knows how to build a good quality skate park.

they've built parks like – Frankston, Geelong water front, and even the biggest skate park in the world, Shanghai - All skate parks people come from all over to enjoy.
the link to their website is here - <http://www.convic.com/>

Not only will the local Moe kids enjoy their new skate park, but so will kids from all over the region, I think you need to take this into consideration.

Regards, Craig Hallinan.

Check out The Great Australian Pay Check [Take a peek at other people's pay and perks](#)

21/10/2009

DW 453261



Date 7/10/2009

John Mutsaers - Grad Dip. MA

F

3825. Ph +

Mob /

Chief Executive Officer
Mr. Paul Buckley

Latrobe City Council
Po Box 264
Morwell
Vic 3840

Latrobe City	
- 9 OCT 2009	
Doc. No:	
Action Officer:	
Disposal Code:	
Comments:	

Dear Sir,

In the last few weeks I hear local people talking about the proposed new development at the Moe railway precinct. I am vitally interested in this project and see it as a positive way forward for the whole Latrobe community. I considered myself fortunate to be appointed as Moe City Artists during the redevelopment of Moore Street in 1990 and as such have a special interest in this current proposal. The 1990 Architects, Loder and Bayley, always considered that the redevelopment of Moore Street was a starting point for a larger project ultimately encompassing the land which now takes in your proposal. I agreed with them at the time and still believe this is a fantastic idea that should be encouraged to proceed in spite of some negative responses from within the Moe community.

I understand that the current plans depict a concept which may alter in some way. All good planning concepts must reflect a vision based on the needs of the community, this proposal does that admirably. This is a very impressive step toward revitalising Moe as the business sector it deserves to be.

My only addition to this proposal would be a suitable exhibition space for local and visiting artist. Perhaps this is in your plan already!

Unfortunately, I didn't know about the public meeting last night (6.10.2009). I would certainly have attended. Were I live (65 Walthalla Rd) we don't get a newspaper delivered which is certainly one of the disadvantages of living out of town that all too often results in being uninformed about public events such as the one last night.

I am greatly encouraged for the future of the city that has been my home for the past 40 years and would like to add my voice to all those who think this proposal is first-class. Furthermore, I would like to offer my services as a longstanding community artist with national and international experience.

Yours sincerely
John Mutsaers

Kaye McLaren

From: Vic Micallef
Sent: Thursday, 8 October 2009 6:51 PM
To: Hiren Bhatt
Subject: MACP - Moe Rail Precinct Revitalisation Project
Follow Up Flag: Follow up
Due By: Friday, 9 October 2009 10:00 AM
Flag Status: Completed

Hello Hiren

I wish to make some comments on the MACP. I think the plan is very exciting and will modernise that area of the town greatly and provide excellent facilities. Moe is very much in need of such a vibrant project as this.

I do have a couple of concerns:

Firstly, in regards to the skate park, I am concerned about the location of this. I agree that the current skate park is not acceptable and should be redesigned to current standards (in-ground, concrete etc). However, I feel that it has been given too prominent a position in this plan.

I feel it should remain in its current location and the "Public open space" and "Public car park" should be moved down closer towards Moore Street. Reasons for this:

- the skate park will not be used all the time. I can imagine that at times, especially during the week (school), there will be nobody using it. During these times it will be a large expanse of unattractive concrete in the centre of the plan.
- the "public open space" would be more attractive closer to the central area. Maybe another piece of public art could be placed here.
- the public car park would be better suited closer to the CBD instead of people having to walk further to/from their cars because of the skate park.
- children/teenagers using the park will undoubtedly ride their skateboards, scooters, bikes etc through the CBD streets and on the footpaths which would pose a hazard to pedestrians.

If the skate park needs to be a part of this project, I feel it should remain in its current location. Of course they may still ride through the CBD, but may take a different route and avoid the central area (eg Kirk or Anzac Street). A better location for the skate park would be the Apex Park near the Access All Abilities playground.

Secondly, I would like to know that there is sufficient space left around the existing train station to allow for the station building to be extended if necessary. With train travel becoming more popular, the train station on a weekend can be quite busy. I can foresee a need in the future for the station to grow. As the V/Line coach stop, taxi parks and the "kiss & ride" area have been positioned in front of the station, the station building would not be able to be re-built at a different location. I see on the plan that the commuter car park and the "potential future footbridge" pretty much bracket the station in. Unless of course if the station needed to be extended to the east and some alternative design were adopted for the footbridge.

I commend council on its efforts in getting the project this far. I hope it can proceed quickly from here and not be held up by the many negative forces that have tried to stop it.

Regards

Vic Micallef

21/10/2009

From: Diamente [
Sent: Saturday, 10 October 2009 10:46 PM
To: Hiren Bhatt
Cc: Jane Burton
Subject: (DWS Doc No 454277) MOE RAIL PRECINCT - DRAFT MASTERPLAN

10/10

Follow Up Flag: Follow up
Flag Status: Red

Hello Hiren

X

RE: MOE RAIL PRECINCT – DRAFT MASTERPLAN

I am a long time resident of Moe (all my life in fact) and I attended the meeting held last Tuesday night. Jane Burton will confirm that I have been in favour of this project for a long time and it is exciting that we are finally seeing some positive movement. Please apologise to the consultants that attended on the evening for the behaviour of the typical minority that were there simply to distract the meeting and again complain about a new modern & bigger dynamic library?? They are a retired minority with nothing better to do than to stir up trouble and they probably don't even have a library card!

This project is FANTASTIC and modern and it is ESSENTIAL to proceed with this project for a major facelift (and uplift) of Moe – We (Moe) deserve this development and I pay enough land rates in Moe alone to want to see some of it spent back in this great town.

I love the modern look of the buildings and most of the idea's and given that it is only a first draft, it can only get better from here. However, I must express three (3) concerns that I would like to see changed in the plan.

Moe needs a "WOW FACTOR" at the Moore Street end of the town so that when visitors pass through the township, they will want to stop and spend some money in the town & support local businesses or simply relax in a nice atmosphere. Moore Street should be the gateway to Walhalla, Erica, Rawson, Blue Rock, Lake Narracan & Baw Baw etc. It seems from the plans that George Street will narrow at this point and the top end of Moore Street will be pedestrian focused rather than an easy drive through down the Main Street – Open up Moore Street for easier vehicle access – do not push visitors down Kirk Street or Savages Road which bypasses all the commercial retailers.

Again the top end of Moore Street is about to lose approx 20 car parks. Whilst I like the idea of an event shared space, it will only be used no more than 10 times per annum. We therefore have to consider the other 355 days of the year and the businesses that will be affected. You should therefore "COMPROMISE!" Take away 20 parks but leave at least 5 parks on each side of the street. Blend them into the landscape if necessary (use pavers to mark the lines), make them parallel instead of angled so that they don't stick out onto the road, make them 15 minute only for quick trips into those businesses in that area and leave them in front of the two (2) Bank ATM's. There are 12 businesses in this area alone. Most are major or National & long standing. COMPROMISE - Leave at least 10 parks in this stretch including 1 disabled and perhaps a loading zone?

Perhaps politically incorrect – but “SURELY” a skate park (which attracts an interesting crowd) is not a suitable park to have in a major precinct or near the major entrance to the CBD. Either keep it on the fringe of the development (like where it is) or move it to a more logical place like Apex Park (It's it “park”). As an Insurance Broker I have paid many a claim for broken commercial windows in front of the existing skate park. As a commercial building owner, I do not like the idea of moving the skate park even closer into the CBD. Skate parks are not always visitor friendly & we want visitors to leave the town with a good experience so that they come back! These parks can also be noisy at times and don't compliment or add to the ambience of the new pedestrian focused precinct.

You are moving the existing carpark closer to the CBD and replacing it with a carpark and then putting the carpark in front of the Woolworths carpark where there is already ample carparking? Logically, leave the carparking closer to the CBD for better access to the Doctors, Chemists, retail shops & to the actual precinct and move the skate park elsewhere.

In Summary:

1. Keep MOORE STREET as an easy roadway to important tourist destinations. Do NOT encourage visitors to bypass the CBD.
2. “COMPROMISE” and keep at least half the carparks at the top end of Moore Street and blend them into the landscape
3. Under no circumstances should you be moving the skate park closer too the CBD and **RETAIN** the existing car park closer to precinct & retail shop – This should not be replaced by a skate park

I (and many others) will be VERY disappointed if the above matters are not given serious consideration in the next draft. It was quite obvious at the meeting that the “main” issue at the meeting was carparking so I am sure you will get continued retaliation from the public if they do not see any changes – There needs to be some compromise!!

The only other negative comment is that this project is taking far too long and unfortunately, it will still be years before it will be “fully” completed.

In closing, PLEASE make this project happen!! Moe needs this project

Kind Regards

Joe Diamente

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<http://www.pctools.com/spyware-doctor-antivirus/>

Jane Burton

From: Kate Collings [mailto:kate.collings@centralgippsland.edu.au]
Sent: Wednesday, 14 October 2009 11:10 AM
To: Jane Burton
Subject: Moe Town Plan

I have recently had an opportunity to view the plan intended for Moe. As a resident of twenty plus years I welcome the intended improvements with great excitement. This is a great opportunity for Moe to move ahead and grow. Over the years we have complained bitterly that Moe misses out well no longer will this be the case. Now is our time to shine. I was really pleased to see that the rail trail will come right into the town as I use the trail most days. My 13 year old son was also very impressed by the skate park facility and as a parent I was happy to see it being moved to a more visible area in the town. I look forward to the new library as the old library is in need of improvement and although the intended position has at times been met with opposition from the public I am sure when they see the wonderful new library they will find the move worthwhile. As a resident I am excited and cannot wait for the move forward which we the residents will all benefit from

Kate Collings

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Jane Burton

From: Kristine Sapkin |
Sent: Wednesday, 14 October 2009 8:33 AM
To: Jane Burton
Subject: New Moe

Hi Jane,

I have recently seen the new plans for Moe. I have always lived in Moe and been very proud to live here. I now have three children and we try to utilize Moe and all its facilities as much as we can. I think it is great to see Moe moving ahead in the right direction with fresh new buildings and facilities.

Regards Kristine Sapkin.

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Latrobe City	
15 OCT 2009	
Doc. No:	
Action Officer:	
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Comments:	

October 14, 2009

Ms Hiren Bhatt
 Place Manager – Moe Activity Centre
 Latrobe City Council
 P.O. Box 264
 MORWELL 3840

Dear Ms Bhatt

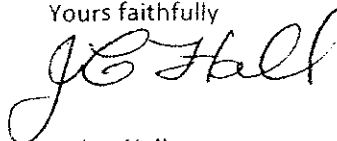
RE: Moe Rail Precinct Revitalisation Project

Whilst I would like to congratulate you all on your efforts on the general planning concept of the above project, there are four areas of concern that I would like to comment on.

- 1/ A significant parking area needs to be established at the western end of the proposed new Community Centre due to a number of very large/active businesses within that vicinity, particularly with cumbersome items requiring transfer from the hardware store to parked vehicles.
- 2/ The proposed parking area at the eastern end of George Street will be too inconvenient for shoppers, workers, the elderly and future Community Centre patrons with the lengthy walking distance required, so would be far more appropriate to be placed where the proposed skate park is indicated.
- 3/ The skate park, in turn, should remain at its current location as it is not only an eyesore in itself, but also an area continually strewn with huge quantities of litter by the skateboarders which would also detract from the beauty of the new facilities.
- 4/ Parking at the southern end of Moore Street, in particular, should also remain intact due the potential of an increase in future business establishments and the current requirement for short-term parking for existing businesses.

I trust these few comments may be of some additional assistance in the future project.

Yours faithfully



Jon Hall

Kaye McLaren

From:
Sent: Friday, 16 October 2009 6:20 PM
To: Hiren Bhatt
Subject: Moe Rail Revitalisation Project

16/10

~~at response~~
done

I am pleased to see some progress on the Moe Rail Revitalisation Project. I was not able to attend the Information sessions but spoke prior and after with others who attended and I still have some concerns I would like noted.

- Will there be sufficient space left for future extension of the rail system eg. double tracks may need additional platform or shunting space.
- Even though additional car parking has been allowed for I feel it will be insufficient for future usage of both the rail and public access to the Civic buildings.
- The possible use of space in George St. for future commercial buildings is unnecessary with presently so many empty commercial sites in George and Moore Streets.
- A new library/service centre on two levels raises concerns with limited staff numbers being able to supervise, provide security and O.H. & S. working conditions.
- Drawing comparisons with Bendigo (a much larger city with many suburbs and shopping centres and a vastly different population) is rather far fetched.
- The proposed car parking in George St will not provide easy access to the library and meeting rooms.
- The position of the new skate park being closer to the Civic building will also create more noise than where it is presently placed.
- If the Shared Space were to be expanded in future to incorporate the northern section of Moore St. up to Albert St. then I wonder where cars will park.
- The present existing steel fence is quite attractive and requires little maintenance. Suggestion of timber battens which discolour quickly and require regular coatings OR perspex screens which are very easily scratched should be avoided.
- If a pedestrian overpass over the railway line was constructed in the future and integrated with the Civic building it would have to be available 24 hours with provision for motorised scooters as well as pedestrians.
- If the overpass is not constructed at the time of the Civic building then it is highly unlikely to eventuate.
- I'm not sure how well traffic will respond to very low speeds in Moore and George Streets. In other towns shared spaces become walking-only-malls at set times.
- In relation to the proposed buildings possible concerns re:- heating/cooling/lighting/noise/acoustics/vibrations need to be analysed by qualified professionals.

It is most important that all work is planned for future use and appearances can be maintained attractively. We need buildings for long term usage not just the immediate present. Councillors come and go but the public have to live and pay for many years for whatever is decided.

Jill S. Beck
Rate payer and concerned citizen.

Hiren Bhatt

From: William Carmichael |
Sent: Monday, 19 October 2009 11:43 PM
To: Hiren Bhatt
Subject: (DWS Doc No 455541) Moe revitalisation project
Follow Up Flag: Follow up
Flag Status: Red

Dear Hiren,

I have been involved in the community consultation process, but unfortunately was unable to attend the community briefings held in September. I would like to offer some comment.

Overall the tentative concept seems great. However I would like to say

I am concerned about the lack of car parking close to the service hub/library building. The land that this building is situated on is already being used extensively as car parking and the current plan takes all that away. I feel that it is very important to have car parking in very close proximity to this building if we want it to encourage it to be used by the community. This car parking is distinct from the parking provided to serve rail commuters that is provided on Lloyd Street.

The long bay parking is not appropriate for trucks caravans and holiday busses. Long vehicles need long parks that they can drive into and drive out of (Usually parallel to the kerb). The plan shows six parks just a bit longer than a regular car park. They would not allow a car and caravan to park in them. Maybe they could be incorporated in green space where one of the proposed "commercial buildings" are (in front of Michaels Golden Hen). Travellers are looking for food, toilets and information and that location would place them near to each of these things. Lakes Entrance has done this very successfully.

If the hub building is to be multi level; will there be lifts for the elderly and disabled to access the upper floors? This is essential and I think is probably standard and will be included, however I feel I must ask the question in case it is not.

Should there be a stand alone toilet block near the skate park and active space area as distinct from the toilet facilities that I assume will be included in the hub/library building. The building will not be accessible after business hours.

I am delighted that public art has been included in the green spaces on Lloyd Street. However, I feel very strongly that there should be some "significant something" (that will become an icon of Moe), in the square near the hub/library building. Most towns have something. Sale and Traralgon have clocks. For others it is their war memorial and others have a "big something" ie prawn, oyster or pineapple etc. I am not suggesting a "big something", but perhaps an abstract sculpture might work.

Can traffic still flow along George street and across the top of Moore street? In the plan I have, it looks as if it is blocked off? I think that it should be able to continue to travel all the way through.

Thankyou for the opportunity to comment

Yours faithfully,

Deidre Carmichael

4/11/2009

DW 456663

Hiren Bhatt

From: D Taylor J
Sent: Thursday, 22 October 2009 8:51 PM
To: Hiren Bhatt
Subject: macp submission
Follow Up Flag: Follow up
Flag Status: Red

To Latrobe Council
Submission on MACP Rail Precinct

There are two main points in this plan that are being completely ignored.

1 It has become a well known fact that the duplication of the Moe rail line and the relocation of the train station is imminent in the future, why does the master plan not incorporate the new location of the train station. It is clear that this is where the project should have started, if this is not taken in to consideration it will only lead to costly reconstruction of the area in the future and a great waste of money.

2 It is clear to me that the public transport system in Victoria is to be improved, this means that train stations will become a major gateway in to country towns, if the train station corridors are cluttered with buildings and do not provide for future expansion of car parking and other public transport features, the general public who choose to live in Moe and work outside of Moe will find it difficult to park their cars and commute by train, thus retarding the growth of not just Moe but also the Latrobe Shire.

I cannot accept the current master plan, the two issues above are of major concern, there are also a great list of smaller issues which leads me to think that the level of integrity used in the development of the current plan is nonexistent.

David Taylor

Rotary Club of Moe

(Incorporated) ABN 11 637 844 651

P.O. Box 155,
Moe, Victoria. 3825.
Australia.



DISTRICT 9820
CHARTERED 1949

President: Roger Taylor

Secretary: Diane Wilkinson

456 488

19 October 2009

Cr Lisa Price
Mayor
Latrobe City
PO Box 264
Morwell Vic 3840

Dear Cr Price

Re: Moe Rail Precinct Revitalisation Project - Draft Master Plan

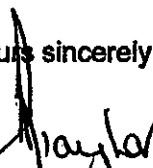
On 12th October, the Rotary Club of Moe hosted a combined Service Club meeting involving the Moe Apex Club, the Moe Lions Club and the Rotary Club of Moe.

During this evening, we took the opportunity to discuss the draft master plan for the Moe rail precinct revitalisation project and invited members of all Clubs present to provide comments which we undertook to record and feed back to Latrobe City.

The attached document outlines these comments and we would be pleased if you could add this information into the community consultation process that is currently being undertaken by Council for due consideration in the development of the final plan.

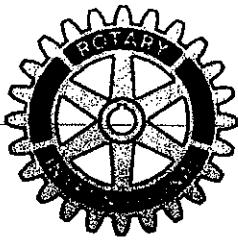
As I am sure you know, the Rotary Club of Moe has contributed to the development of Moe in a variety of ways over the years, including the Gatehouse Gardens and ongoing work at the Moe Botanic Gardens. We look forward to continuing to work with Latrobe City in these and other relevant projects to assist in the creation of an environment that will foster a strong and vibrant community in Moe.

Yours sincerely


Roger Taylor
President

Latrobe City	
22 OCT 2009	
Doc. No:	
Action Officer:	
Disposal Code:	
Comments:	

"SERVICE ABOVE SELF" --- --- "HE PROFITS MOST WHO SERVES BEST"



Rotary Club of Moe Inc

ABN 11 637 844 651



**DISTRICT 9820
CHARTERED 1949**

**President -- Roger Taylor
Secretary -- Diane Wilkinson**

NOTES FROM DISCUSSION AT COMBINED SERVICE CLUBS MEETING (ROTARY, APEX AND LIONS CLUBS OF MOE) REGARDS THE MOE RAILWAY PRECINCT DEVELOPMENT

- Transport interchange should be closer to Moore Street
- Consideration should be given to an improved bus route (past RSL, Coles and then to Saviges Road)
- Don't want to lose parking spaces - parking is a major problem and is not adequately addressed in the new plans
- No parking spaces indicated in front of proposed library and also no/insufficient parking in front of proposed commercial development
- Moe currently has a bus stop for touring coaches but it should be moved to be more central in the town and it needs to be near clean public toilet facilities for passengers
- Turning circle for buses is nowhere near big enough
- Buses and trucks should not go across a shared space - major safety issue
- No capacity for tourist parking (eg caravans, motorcycle trailers, etc) near public toilet facilities
- Great concept but like the library where it is now
- Plan to have the bus interchange near the train station is a good idea and will assist users considerably
- The skate park should remain where it is
- Future railway development will potentially cut into the commuters car park
- Concept appears to be based on pedestrians being the main users of facilities - questions whether this is realistic
- Public parking (not commuter parking) is too far away from library and other shared spaces - will create difficulties for elderly, people with mobility problems and mothers with prams and small children being able to easily access facilities

PO Box 155, Moe Victoria 3825

Public Art Labyrinth

From: donna meyer [donnameyecards@yahoo.com.au]
Sent: Tuesday, 27 October 2009 1:39 PM
To: Hiren Bhatt
Subject: Public Art: Labyrinth

Attachments: final-labyrinth-image-propo.jpg; Labyrinth proposal.doc
Hi Hiren and Jane,

Please find attached files for the proposed labyrinth. I hope to hear from you in the future regarding feedback. Also let me know if there is anything else I can help you with.

The plans for the town are sounding very exciting, keep up the good work.

Thanks, Donna

Get more done like never before with Yahoo! Mail. Learn more.

“I’ll meet you at the labyrinth”

The labyrinth is an ancient tool used for centring and balancing oneself. The use of labyrinths date back over 3,000 years. A labyrinth differs from a maze in that there is only one way in and one way out. This symbolizes going to the centre of oneself then re-emerging into the world.

The proposed labyrinth is designed as a letter ‘M’ with a number ‘1’ in the centre. The shape of the number ‘1’ is fractural throughout the design being repeated 6 times. This symbolizes the people of Moe (the North and the South side) joining together as one.

The shape of Australia at the centre of the labyrinth leaves the viewer with the impression of the grandiosity of Moe within Australia. The space within the letter ‘1’ is purposefully left empty to be designed at a later date.

It is also to be noted that there is a two part grout available on the market, making vandalism and tile removal difficult.

The suggested size is a minimum of 3m x 3m. Bricklayers and pavers would be employed to construct the brickwork. I would work with them directly on the design and layout. The coloured parts of the labyrinth would be mosaic. The tiles would be glued in sections to mesh, later to be permanently adhered on-site. My vision is to have an open studio where all members of the community are welcomed to come along and stick down ‘one’ tile. This keeps in with the concept of oneness and is a fun way for the community to take ownership of their new town. It would be preferable to open a temporary studio on George/Moore Street where the new buildings are to be established. This would enhance the sense of ownership.

I love the idea of an herb garden surrounding the labyrinth. Brass plaques labelling each herb would be interesting and informative. It also acts as a drawcard to the labyrinth and adds a peacefulness that it is intended for.

Moe’s labyrinth would be great in the newly appointed public open space between the new skate park and car park. People could park their cars then meet up and unwind under the shade of a tree on a bench seat. They could keep an eye on the youth nearby on the skate park and walk the labyrinth at their own leisure.

It creates a calm energy, promoting good mental health and spiritual well being to the people of Moe. It also leans away from the ‘rush’ mentality of today’s society and makes urban Moe a place where people can relax and enjoy their environment.

This labyrinth is more than a piece of art, is a participation and part of a healthier lifestyle.



Public Art Snakes and Ladders

From: donna meyer [donnameyecards@yahoo.com.au]
Sent: Tuesday, 27 October 2009 2:19 PM
To: Hiren Bhatt
Subject: Public Art: Snakes and Ladders

Attachments: snakes and ladders proposal.doc; snakes-and-ladders-md copy.jpg
Hi Hiren and Jane,

Please find the attached files for the Snakes and Ladders proposal. The image is an indication only giving you an idea of how it will be. Designs can be submitted at a later date if feedback is positive.

As an afterthought, the green area between the new library and the (proposed) cafe could be a good spot as parents could relax and enjoy a coffee whilst watching their kids play snakes and ladders. It is also very central, adding to the dynamics and 'interest' value of the town centre. The cafe owner could also look after the 'dice' vending machine.

Don't worry about the negative people out there guys, Moe is going to be so exciting that people will want to park their cars and walk through it, lol.

Keep up the good work,
Donna

Send instant messages to your online friends <http://au.messenger.yahoo.com>

Public Art: Mosaic - Life Size Snakes and Ladders Board

Brief:

To produce a life size snakes and ladders board, approximately 3mx3m, from mosaic tesserae.

Aim:

To produce a piece of art to be situated in Moe's new town centre.

To create an free activity for children and families

To provide a community project.

To make Moe innovative and unique.

Process:

The mosaic will be directed and coordinated by professional local artist, Donna Meyer. Donna has the artistic skill and experience to produce a *unique*, active piece of art.

Sections of the mosaic will be produced by rural primary schools in the La Trobe and Baw Baw shires. This will provide a rare opportunity to allow the smaller schools in the district to work together on a community project.

The mosaic will be glued onto a fiberglass mesh, making it transportable and easy to store until construction is completed in its permanent location. It is to be noted that a modern, two-part tile grout is now available which would make the mosaic stronger and less susceptible to vandalism.

Donna will be directly involved with the mosaic and design process, ensuring a professional and artistically brilliant result.

Notes:

Donna suggests that the mosaic be permanently situated in the new 'active' area or the 'public open space' on George St.

The children (or adults) would be the counters, with only the addition of a dice to play the game. A small bubblegum vending machine on site would be ideal. Replacing the contents with dice for purchase at a minimal price such as 20c.

Result:

A tourist attraction.

Making Moe the chosen hub of activity and visitation for smaller communities in the area.

The public taking ownership of the town due to them helping to create it.

More fun, joy and activity in the town centre.



Hiren Bhatt

From: Belinda & Greg []
Sent: Wednesday, 28 October 2009 2:20 PM
To: Hiren Bhatt
Subject: request re:Moe Rail Precinct Revitalisation Project

I, Cheryl Neal attended the Moe Rail Precinct Revitalisation Project meeting on 6th October.
I wish to formally request a postal box and public telephone booth to be located outside the Precinct within close proximity.
Thank you for your time.

Regards

Cheryl Neal

Hiren Bhatt

From: Belinda & Greg [mailto:belinda.greg@...]
Sent: Tuesday, 3 November 2009 7:22 PM
To: Hiren Bhatt
Subject: Moe Railway Precint Revitalisation Project

I would like a submission for a double railway track to accommodate for future expansion as the population is growing.
The library and service centre building is too close to the current track to accommodate for a double railway train track.

Noise levels in the library will be far too loud for a peaceful environment that should be designed for concentration, reading and education.

I brought this up at the meeting on 6th October as I believe it to be a very serious matter needing urgent attention.

Regards

Cheryl Neal
(-----)

Hiren Bhatt

From: Daryl Larsen [mailto:dlarsen@traralgon.vic.gov.au]
Sent: Thursday, 29 October 2009 10:50 AM
To: Hiren Bhatt
Cc: Brian Handley
Subject: Re: MOE RAIL PRECINCT - SUBMISSION - Brian Handley & Associates

Dear Hiren,

First of all I would like to give my apology for not attending any of the public meetings and forums provided by the council. We have just opened a new store in Bairnsdale and that has consumed most of my time in recent months as well as some personal matters I have been attending to.

On some basic history of myself I have lived in this area since I was a child for 45 years plus. Myself and my family own our business premises in Moore St. and have operated our retail jewellers in Moe for 40 years. I have been president of the Moe Development Group when it was at its peak and with that also chairman of the regional chamber of commerce incorporating Moe, Morwell and Traralgon. I have also until recently been on the board of directors for Latrobe Valley Village. I say this only to give you some background on me as I dont know you and expect you to not know me.

I have read F [redacted] s submission and would like to add my weight behind his submission. I strongly believe that a skate precinct located at the central hub of the town would be a disaster and I am totally against it. Locate it on the fringe of the CBD as [redacted] nas indicated. The rest of his points I also agree with and I support them.

If you wish to contact me and discuss any of this I am available at the contact details below.

regards

Daryl Larsen

4/11/2009

Hiren Bhatt

From: Alan Cox
Sent: Friday, 30 October 2009 9:04 AM
To: Hiren Bhatt
Subject: Moe Rail Precinct Project

Hi Hiren,

I'd like to make a suggestion regarding the Moe Rail Precinct Project. I may be biased as I look after council's town clocks and my hobby is restoring antique clocks, but I believe that a town clock (especially one incorporating hourly chimes) adds a certain atmosphere to a town centre. I find it disappointing that Traralgon has a town clock plus a large roundabout clock, Morwell has a town clock plus a large roundabout clock, yet Moe has no town clocks whatsoever. I feel that the Rail Precinct Project gives us a unique opportunity to finally provide Moe with a town clock of its own.

I'd be more than happy to become involved in this part of the project if it were to be considered and adopted into the design.

Regards,

Alan Cox



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

Since the now titled Moe Rail Precinct Revitalisation Project will be going ahead in some form I would like to put forward my comments on the latest plan. ✓

I have been following the progress of the various plans and reports since 2006 and attended the Shopfront and recent briefing meeting.

We have lived in Newborough for many years and are keen to see plans that enhance Moe and add to its' "livability".

GEORGE STREET – TRAFFIC

- **Transport (Bus) interchange:** good location for bus/rail interchange and near to the Civic/Community Hub.
- **Relocation of the Taxi Rank:** wonder about the routes of taxis from there?
- I drive along George St. quite often when entering the Moe CBD. I am concerned about the **narrowing neck** proposed at the Moore St. intersection and the effect of the shared space across the intersection for both vehicles and pedestrians.
- Will it be wide enough for vehicular traffic in both directions along George Street?
- The siting of the Civic/Community Hub, Tourist Information and Bus interchange would seem to me to increase, not decrease, the flow of traffic along George St.

LAND SOUTH OF GEORGE STREET

- I like the **Skate Park** where it is currently located and **do not** like the proposed move and "in ground concept". Skate parks are now considered rather "old hat"-what happens when the craze completely dies? The language and behavior of some of the young people that use the Skate Park is offensive. I understand that the drainage along that area is suspect.
- Since the Rail Trail now, commendably, comes through the area, could the proposed Skate Park area be replaced by a **BMX facility** to encourage and expand the potential for young bike riders?
- Or could the area remain as **Public Open Space** until plans for the Active Space building are determined?
- The **Pavilion**, with tourist information, public toilets and café is a good idea. I hope that the owner of the café that is to be demolished is able to relocate to the new café and maintain her long association with and support for locals.
- A **Tourist Information Centre** is certainly needed; ideal location **but where do visitors park**, especially those with caravans?
- The angled roof design of the Pavilion looks good but with the higher side facing the prevailing weather, how effective will it be in providing shelter?
- The current proposals may create a lower surveillance/higher risk area between the pavilion and the Active Space building.
- Maybe the Active Space could simply be a covered area for activities.
- **City Square-** good idea to open view.

CIVIC/COMMUNITY HUB

- Concerned about the design of the building- visually inspiring perhaps, but how practical? Consider the additional cost of building with large north facing windows that would need to be able to reduce sunlight ruining book stock and air conditioning to reduce the heating effect. Similarly on the south side the need to reduce noise and vibrations from the railway.
- **Major problem for users of this new building is the lack of parking nearby.** Ideally parking would be provided in the present "Commercial/mixed-use" area to enable older users, young families and people with limited mobility to access the building without crossing George Street.

- Similarly for after hours community usage of the building an adjacent, well lit, secure parking area is needed.
- I see no great need for the land uses proposed for the Commercial/ mixed-use area.
- A lift for the aforementioned group would be needed initially not "in the future". ✓
- Save money, keep the current fencing type (not unattractive) and add shrubs.

LLOYD STREET

- Great to see the proposed resiting and increase in volume of commuter parking. However it is needed now and not left to Phase 2 priority.
- I will feel happier entering and leaving the car park –not at the Fowler St intersection- but I wonder about pulling into the car park with taxis backing out of their bays and more than one bus outside the station.
- More undercover waiting area for car and bus pickup would be appreciated.
- I am surprised that the railway easement is to the south of the current line. Presumably future increase in the number of tracks would require relocation of the platform and station building. Is there the possibility of a platform to the north of the lines? Can that be allowed for in the plans?
- Comment has been made about the "expected expansion of the Service Station" – what changes are anticipated and how do they affect the overall plans? Would the eucalypt tree (on Servos lease) be retained?

MOORE STREET

- Currently works quite well providing a major thoroughfare for vehicles with access to services such as the banks.
- In the event of blocking off Moore Street south of Purvis Lane could the section of Purvis Lane between Moore St. and Market Street be unblocked for one way access from Moore Street? This would allow traffic flow through to the Clifton St Precinct, reduce U-turn requirements and congestion at the Albert St. roundabout.
- I agree with the idea of some form of differential treatment of the road surface in the shared area but perhaps not to the extent suggested. It appears to work reasonably well at present.

Note page 101 re table 4 Pedestrian Warrants: Third column should read "George Street (west of Moore St)" and fourth column "George Street (east of Moore St)"

Thank you for your consideration of this submission. The views expressed are not only those of my husband and I but also come from discussion with a large number of friends and neighbors.

We look forward to your response.

Alix Williams
Alix Williams

Latrobe City	
- 2 NOV 2009	
Doc. No:	
Action Officer:	
Disposal Code:	
Comments:	

Latrobe City	
30 OCT 2009	
Doc. No:	
Action Officer:	
Disposal Code:	
Comments:	

Ken Whittaker

email -

28th. October 2009

Mr. Paul Buckley, CEO.
 City of Latrobe
 P.O. Box 264
 Morwell 3840

461 570.

Moe Activity Centre Plan – offered consultation process – critique.

I wish to take the opportunity to offer a critique of the proposed Moe Activity Center Plan. I attended one of the public sessions recently at the Moe Town Hall where the convener indicated that any personal recommendations could be made to you. Therefore I submit the following on a point by point format as published in your Latrobe City – Moe Activity Centre Plan Newsletter – Issue 2 : April 2009 – Phase 3 clause.

MACP Proposal Concept	My suggestions
. Community Meeting Rooms	No objection – these are sorely needed in Moe – include in concept building design
. Council Service Centre	No objection – providing that existing Library is not relocated as I will reference below.
Library	I object to the relocation of the Moe Library – the decision is flawed, ill conceived – unnecessary, and will I believe not stand scrutiny or probity checks which will surely occur if council proceeds with relocation. I am not objecting to the construction of an “Activity Centre” as shown in plans but I do not see the need to include in it a library. A reduced building size (height) would save some money, or, using the proposed design space include a “Gateway to Gippsland” tourist facility which could rival the best. The existing library is well located and is capable of upgrade as indicated by councils in its own earlier proposals which are on record, and were at some stage seriously considered as an option. Any decision to relocate immediately opens the question of what are the councils plans for the then vacated public land and premises in Kirk St & Albert St. I believe that the sale of these public premises to private individuals, will certainly attract public and State or Federal Government scrutiny and any future claim of “confidentiality” may fail due to earlier public disclosure.

	The current library must be left where it is, upgraded if you wish. The proposed new site plan is not an improvement, is poorly served for parking for library users particularly the elderly.
Public Toilets and change facilities	No objection – however I keep in mind that the existing toilets at the Town Hall (which I believe are to be closed after the Transit Centre construction) currently has a total of 5 cisterns and is to be replaced with 2. Hardly an advance.
Education Elements	No objection – a new “concept” building could provide some exciting elements.
Private Elements	No objection – although the prospect of any individual opening any enterprise on the indicated private section on the South side of the rail line is remote. This small parcel of land should be purchased by council and used in the car parking / bus and taxi area which is very small and I believe has already been critised by the transport sector. Private Elements could be included in the “concept” building now that space is left by not moving the library.
Transport related functions “etc”	No objection, - however I make the following observations. I am pleased to see that you have included a Bus and Taxi pick up zone which I proposed in earlier submissions but the design of the “long bay” parking is flawed. Long bay parking concept for caravans and coaches must allow for drive through ability. The current design implies that a caravan traveler, having parked in the long bay will have to reverse out into traffic. This is impractical and wont work. There is room in the area to allow the long bay parking bays to be open ended and drive through. The designers here have shown their incompetence and inexperience.
Public art and Gallery	No objection
Town Clock	No objection
Tourist Information Centre	No objection – As previously mentioned I believe the concept of including a tourist centre should be the central function of the new building and along with long bay entry and bus parking in the area opposite the Chicken and hardware shops should become the “Gateway” to Gippsland. Imagine all visitors being able to enter the centre of the town, easily park, easily get access to a state of the art tourist centre, providing information from the Latrobe Valley to the coast and mountains and to Orbost and beyond. Marvelous. And they will all be able to step out of the tourist facility right into the town centre and go shopping. (and use a toilet if it’s not busy – 2 cisterns only). The need for long bay parking on the south side would be eliminated and provide for more commuter parking which will certainly be needed if Australia is going to reach 35 million soon.
Cultural Center	No objection
Transport Information and ticketing	No objection – an obvious option for a state of the art tourist centre.
Event uses	No objection.

Further items	
Skate park & public parking	Objection – The skate park and parking areas must stay where they are. Leaving them where they are will save a lot of money that could be put towards a current library upgrade. Improve the design and layout of the existing public car parking by all means but leave it where it is. I'm sure that Woolworths are delighted with your "concept" proposal to switch the current location as it extends their shopping car park beautifully. The "concept" idea that moving the skate park close to the bus and taxi facility will provide security for the community is flawed. I believe it will just improve the opportunity for "mugging" of commuters as no one goes to help these days.
Conclusion	I applaud the prospect of Moe obtaining new facilities to allow for the opening up of the areas south and north of the rail station, but as indicated above the plan needs to change to reflect community needs, and as we already have a library, a library that was designed to be expanded albeit including a council service centre, it should be left alone. The area surrounding the existing library (Kirk St) could become a future project for community improvement that would include the existing facility.

I hope that these above suggestions will be of some use Mr. Buckley. I understand that a reply is not necessary

Further to the proposed Moe Activity Centre Plans I ask the following,

Why was the proposal to upgrade the current library and include a Council service centre was abandoned in favour of moving the library to the rail precinct.

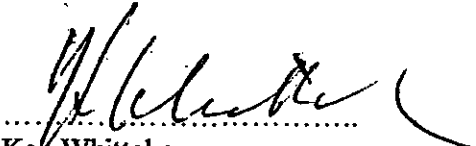
When I questioned one of your officers (Tom McQualter) at the George Street shop – public display earlier in the year as to who's idea was it to move the library, he responded that it was the Melbourne based designers that had come up with the idea, when in fact it was your office and the councilors that made the request to the designers.

Therefore I now ask you Mr. Buckley, what was yours and councils motive for opening the prospect of moving the existing library and in doing so opening up the prospect of selling potentially unoccupied public assets in the future.?

I would also ask you please to explain to me what is the correct process for selling/disposing of public land and buildings. Can you point me to the relevant statute that controls these matters?.

A prompt reply to these questions would be appreciated.

Yours sincerely,



 Ken Whittaker



LatrobeCity

a new energy

30 October 2009

Mr H Bhatt
141 Commercial Rd
MORWELL VIC 3840

Latrobe City ABN 92 472 314 133

Telephone 1300 367 700

Facsimile (03) 5128 5672

Post to PO Box 264 Morwell 3840

Email Address latrobe@latrobe.vic.gov.au

Internet www.latrobe.vic.gov.au

AUSDOC DX217733 Morwell

Dear Mr Bhatt

RESPONSE TO MOE RAIL PRECINCT REVITALISATION PROJECT - DRAFT MASTERPLAN

On behalf of the 2009 Latrobe City Youth Council, I am writing to present our comments on the draft masterplan for the Moe Rail Precinct Revitalisation Project.

We would like to express our approval of the draft masterplan especially the inclusion of youth spaces within the design.

Youth Council is very pleased to see that a skatepark has been included in this design and moved to a more central and accessible location. We believe that the current skatepark is not in a safe location and does not encourage broader community use of the area. The proposed new location of this skatepark in the masterplan will allow greater visibility, better access to public transport, increased safety, greater connections between youth and the general community, and a practical open recreation space in the heart of Moe.

While we are aware that the final design for the area are still to be developed, we would like to recommend that the designers consider other high-quality skateparks and public open space projects in this process. Locally, we believe that the best skatepark designs are in Warragul and Sale. These parks were identified by a survey we did as a Youth Council earlier this year. We would like to recommend the design of these skateparks when the Moe skatepark is re-developed.

We would also like to recommend that the new skatepark is linked to the rest of the public open space so that the youth space would be accessible to the whole community and meet the needs of a broad range of youth. Often youth spaces are isolated away from the rest of the community, like the current Moe skatepark. We believe this can result in increased segregation between youth and the rest of the community. It can also lead to unfair stereotyping of local youth.

We hope that this detailed design will include central multi-purpose youth space that is connected with the rest of the public open space. It would be great to see a half-basketball court and public Wi-Fi included in the final

design. Our group would suggest that the Geelong Youth Activity Area and North Sydney Plaza are excellent examples of youth spaces where the skatepark is linked in with the surrounding community open space.

We would also like to express our approval as a Youth Council regarding the inclusion of a youth resource area in the new Community Hub. We believe that there should be additional youth spaces and resources in each of the Latrobe City towns and we believe this will be a positive step forward.

If you require further information, please contact Youth Council via email - youth@latrobe.vic.gov.au.

Yours sincerely

A handwritten signature in cursive script that reads "Lewis".

SARAH LEWIS
Youth Mayor

Hiren Bhatt

From: Jane Burton
Sent: Monday, 2 November 2009 3:55 PM
To: Hiren Bhatt
Subject: Fw: Moe Rail Precinct Revitalisation Project

FYI and response please Hiren.
Thanks.

From: Chris Brown <
To: Jane Burton
Sent: Mon Nov 02 15:20:33 2009
Subject: Moe Rail Precinct Revitalisation Project

Jane,

Just a short email in response to the Final Draft out for comment.
In general, I agree with the redevelopment, however:

- Don't like the location of the Civic/Community Hub - prefer east side of Moore St alignment:
 - opposite existing 2 storey buildings
 - Would help revitalize "Shaw's Arcade"
 - On west side provides ability to construct as carpark/public open space now with flexibility for future alternative development moving forward (station duplication/commercial/multi-storey carpark)
 - removes visual constraints from & overshadowing of the railway station
- Don't agree that skate park should be in this location in particular (or the CAD for that matter!)
- As above, more parking is required at the western end north of the railway line and should incorporate a loop to take people back out of the CAD without having to drive through it (a major consideration I would think) or at least not have to cross the Moore Street intersection
- Various other minor issues, however I believe these may be addressed in the detailed design.

Regards,

Chris Brown
Build Eng

Hiren Bhatt

From: David Beltrame [
Sent: Monday, 2 November 2009 10:14 AM
To: Hiren Bhatt
Subject: Moe Rail Precinct - skate park relocation
Follow Up Flag: Follow up
Flag Status: Red

To whom it may concern

I am writing to you in regards to the relocation of the skate park within the Moe Rail Precinct. To my understanding, it will be moved from its original position of the draft (centre of plan) to a distance further back). I urge you not to do this.

As a person within the Youth demograph, I find the proposed location - within the centre of the precinct, to be ideal for those members of our demograph who are interested in skating. It is convenient in relation to the train station and to dining establishments. It may also (and I hope this does not happen) provide easy access for medics to attend if the worst was to happen.

The relocation of the skate park to the back of the Precinct will also increase the negative stigma that those interested in skating may possess of the people responsible. In a society where the rights of individuals and the need for positive association of all demographs, the moving of the skate park would prove a backwards step in the work already done.

I can understand why it may be within the interests of certain authority figures to relocate the skate park from its original location. I can see that people interested in skating may bring graffiti to the precinct. If one is to look at the other skating parks within the municipality, there has been a decline within the use of graffiti to not only the skate parks, but the locations surrounding it, compared to times of old.

Under the new plan, the skate park would be replaced with additional or original parking. This may add more carbon emissions to the area, or increase pollution to the surrounding buildings and establishments of the Precinct. And in this time where environmental concerns is of an all time high, it may be within the interests of those in charge to reconsider the proposed change, not only to this concern, yet to the aforementioned ones also.

I must urge you to comprehend that I am not a person who is interested in skating, or any of the sorts. I am a member of the youth demographic who is concerned for those who have youth who are interested in skating, to make sure that their voice or opinion is heard.

Thank you for reading this view, feel free to contact me in regards to this, or anything else

4/11/2009

Have a great day

David Beltrame

Check out The Great Australian Pay Check [Take a peek at other people's pay and perks](#)

Latrobe City

Re. Moe

Precinct Plan

Latrobe City	
- 2 NOV 2009	
Doc. No:	
Action Officer:	
Disposal Code:	
Comments:	

30.10.09

461556

We consider that there still needs to be a lot of further thought regarding the transport hubs and the parking situation.

Clearly there's not enough parking near the Railway Station and the transport hub doesn't seem to be shaping up to the original concept.

We also are very against relocating the Skateboard Park, it needs to be away from as many cars as possible and close to the Police Station.

We hope these points are considered before the final plan is accepted.

Yours sincerely
Jacelyn + Pauline Yeatman

Bind to 45 9927.
461585.

Latrobe City	
- 2 NOV 2009	
Doc. No:	
Action Officer:	
Disposal Code:	
Comments:	

ATTENTION
HIREN BHATT.

Traralgon 3844

30.10.09

Dear Sir,

I am writing on behalf of the friends of the Latrobe Valley Libraries, to register our interest, and comment regarding the Moe Civic Precinct development - our concern is the drastic lack of provision for parking. We also feel the building design layout could be more rectangular and functionally designed on the ground level, and extendable for future expansion to accommodate the growing population.

As Friends of the Libraries we are prepared to meet and discuss these concerns in more detail.

Yours faithfully
Jean Piper
(Assistant Secretary)

A. P. G. AND ASSOCIATES CONSULTING SERVICES

CAO Vic. 0942382M ABN 71 994 687 224

Phone /

Mobile 04218596395 City

30 Oct. 2009

Hirem Bhatt,
Place Manager – Moe Activity Centre,
Latrobe City Council,
PO Box 264, Morwell, 3840.

461572

30 OCT 2009	
Doc. No:	
Action Officer:	
Disposal Code:	
Comments:	HCC: All CR's.

MOE RAIL PRECINCT REVITALISATION PROJECT COMMENTS ON 'DRAFT MASTER PLAN' (as issued in September 2009)

After considering the details set out in the above 'Draft Plan' and the explanations of the consultants, SJB Urban, at the 'Information Briefings' I wish to submit the following comments for the consideration by Council and Councillors.

In order to better illustrate my comments and to show the location of what will be referred to in these comments I have attached the following plans:

- (a) 2 no. copies of the consultants 1 to 1,000 scale site layout plans ('A3' size, pages 48 and 49)
- (b) 2 no. of 1 to 1,000 scale site plans on which I have shown suggested alternatives / staging.

COMMENTS re (a) above (these are also highlighted on the attached plans.)

* **There is no provision for the space required for a future traffic overpass over the railway between Lloyd St. and George St. at Saviges Rd.. As indicated in my earlier submissions on the 'MAC Plan' such overpass will be needed in the nearby future to replace or augment the existing at grade rail crossing further west in Lloyd St.. I have indicated the approximate minimum space needed for such overpass and approach ramps on the attached layout plan referred to in (b) above. No currently proposed works should be built in that needed space until Council has finalised the details for the needed overpass.**

* **Comments re Proposals in Lloyd St. :**

(i) **The proposed tourist 'long bay parking' is of the wrong type, it should be of the 'drive through or parallel type' for caravans, trailers, etc. and is on the wrong side of the railway. It should be located in George St., near an Information / Comfort Pavilion and on the present actual tourist routes. (Nearly all tourists going north cross the railway further west and travel to Saviges Rd. / George St. along Waterloo Rd.)**

(ii) **The layout of the proposed commuter car park extension west of the train station needs to be redesigned. The present design extends into Lloyd St. over the footpath and no allowance has been made for the future 13 metre from rail line widening of the rail reserve referred to elsewhere in this 'Draft Master Plan'!**

(iii) **The existing train station 30 plus space car park and gardens on its east side should be retained in the 'Master Plan'. These spaces are needed and are expensive to replace elsewhere!**

(iv) **The proposed second 'pedestrian crossing' on the west side of Fowler St. is not needed – it will be only 40 metres from the existing one!**

(v) **The proposed 'Convenience retail' area just east of the existing pedestrian crossing at Fowler St. is not needed as the nearby service station and shops satisfy needs. The space is better utilised as a car park. Previous shops at that location were not viable and were demolished.**

(vi) **The small existing car park just east of the service station should be retained and widened as it serves the customers of the nearby Chinese Restaurant at their real busy times.**

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

* Comments re Proposals In George St. :

(i) The 'Sight Corridor' at the west side of the proposed 'Civic / Community Hub' is a waste of space, it restricts the shape of the 'Hub' building and scope to extend library at ground floor.

(ii) There will be no space for the proposed 'Commercial / mixed use' in the area between Saviges Rd. and the 'Civic / Community Hub' building. This area is presently needed for all day parking by about 30 vehicles and partly contains the space needed for a future overpass for traffic over the railway as referred to earlier in these comments. It is also the only space where appropriate parking can be provided for tourists, tour buses, locals and other users of the future 'Pavilion' (which will have toilet / information etc. facilities), the 'City Square' and the 'Hub'.

(iii) There is a drastic lack in parking spaces proposed for users of the 'Civic / Community Hub' and the nearby 'Pavilion'. Considering all shown uses in the 'Hub' building it appears that at least 60 parking spaces will be needed for that alone - but only 9 have been provided!

(iv) The 'Civic / Community Hub' could be better located east of Moore St. and the existing pedestrian crossing for the reasons explained further below. The 'Pavilion' could then be located west of Moore St. (about where the proposed 'Hub' building is presently shown). This would then make the following possible:

- * Proposed 'City Square' to be substantially wider and usable as 'Event space'.
- * The 'Pavilion' to be adjacent to substantial parking facilities for tourists and locals and its site could include a relocated train station - if such is necessary in the future.
- * The proposed 'Event space' in Moore St. to be retained for parking ensuring access to the banks and shops in that area - particularly for elderly and disabled drivers.

(v) The proposed 'Skate Park' should not be in the claimed 'future centre' of civic and commercial activities! It should remain at its present location with its usual graffiti / problems.

(vi) Part of the proposed 'Public car park' east of Kirk St. cannot be built as shown - unless it is built at least 1 metre in the air! There is a substantial difference in levels to the footpath there.

(vii) The existing substantial public car park off the south side of George St., opposite Kirk St. should be fully retained and appropriately widened toward the railway line - see details below.

* Comments re Proposed 'Civic / Community Hub' Building :

(i) The proposed building should be redesigned to be more regular in shape, with all library functions at ground floor level and it should be capable of being extended at ground floor level for future additional needs. This would ensure more efficient use of space, easier access and supervision. All other proposed 'Community Hub' functions could be provided on the next floor level and hence only a two storey building may be needed.

(In the present proposals the building is a three storey one, tapered in shape, some parts narrow with sharper angular corners consequently less usable space because of angular internal corners, walking / access space needed around staircases, lift wells, doors and for additional passages. The wisdom of building a library with windows 8 metres from a railway line is also questionable!)

(ii) As pointed out earlier the most practical location for this 'Hub' building could well be to the east of the existing pedestrian crossing along George St. where a substantial public car park already exists and which could be easily widened toward the railway line to provide more spaces and serve the 'Hub'. It would also save substantial costs compared to present proposals and enable future extensions to any library to take place at ground floor level.

My attached other plans, as referred to in (b) earlier, show an alternative site layout using the above comments and possible staging for developments. I believe these matters are worthy of further detailed consideration and discussions in which I would be happy to participate.

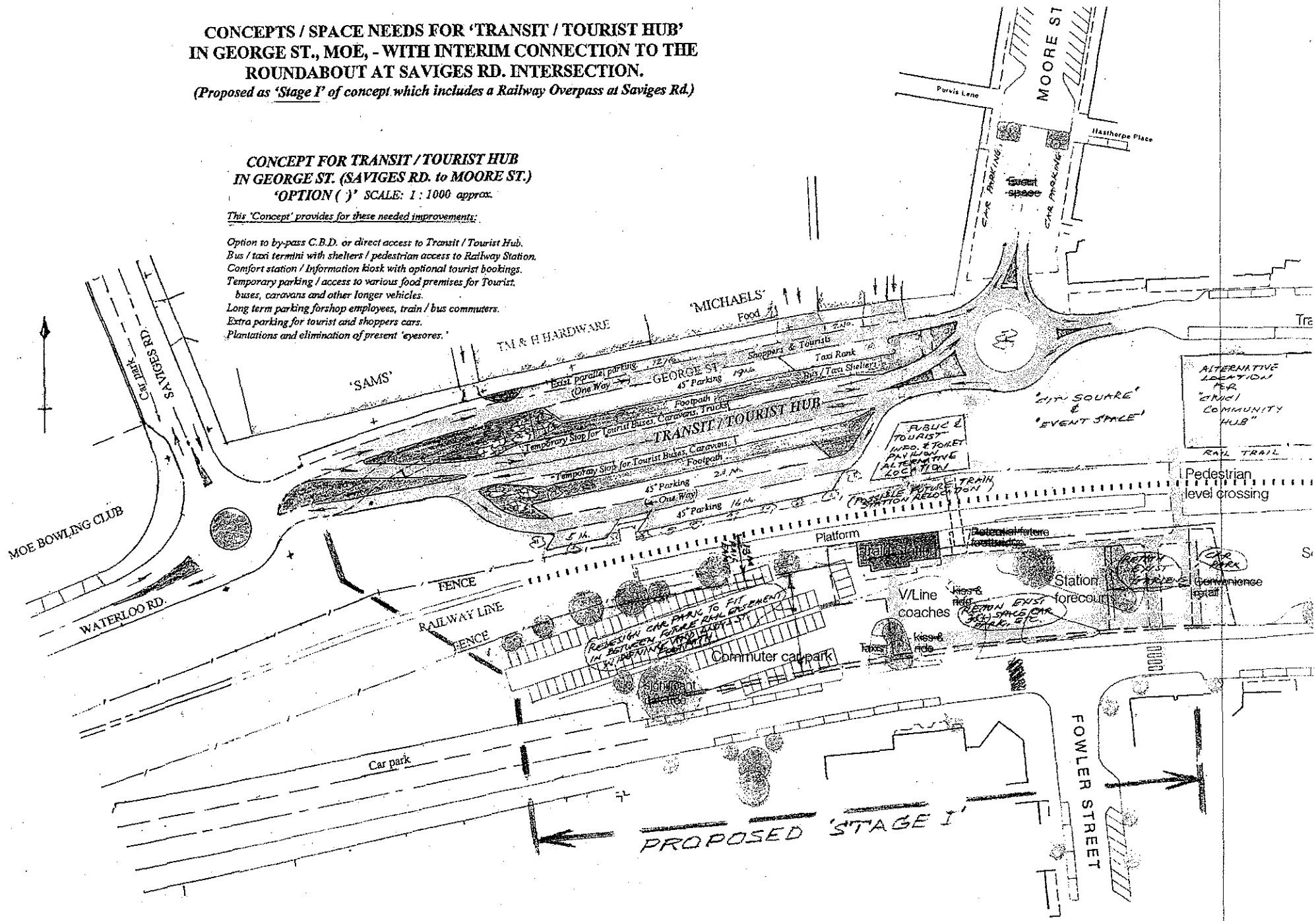

P.G. Aboltins (Manager / Principal Associate)

**CONCEPTS / SPACE NEEDS FOR 'TRANSIT / TOURIST HUB'
IN GEORGE ST., MOE, - WITH INTERIM CONNECTION TO THE
ROUNDBOUT AT SAVIGES RD. INTERSECTION.**
(Proposed as 'Stage I' of concept which includes a Railway Overpass at Saviges Rd.)

**CONCEPT FOR TRANSIT / TOURIST HUB
IN GEORGE ST. (SAVIGES RD. to MOORE ST.)
'OPTION ()' SCALE: 1 : 1000 approx.**

This 'Concept' provides for these needed improvements:

- Option to by-pass C.B.D. or direct access to Transit / Tourist Hub.
- Bus / taxi termini with shelters / pedestrian access to Railway Station.
- Comfort station / Information kiosk with optional tourist bookings.
- Temporary parking / access to various food premises for Tourist buses, caravans and other longer vehicles.
- Long term parking for shop employees, train / bus commuters.
- Extra parking for tourist and shoppers cars.
- Plantations and elimination of present 'eyesores.'



PROPOSED 'STAGE I'

**CONCEPTS / SPACE NEEDS FOR OVERPASS OVER RAILWAY AT
SAVIGES RD. / GEORGE ST. INTERSECTION MOE,
INCLUDING A 'TRANSIT / TOURIST HUB' IN GEORGE ST.**

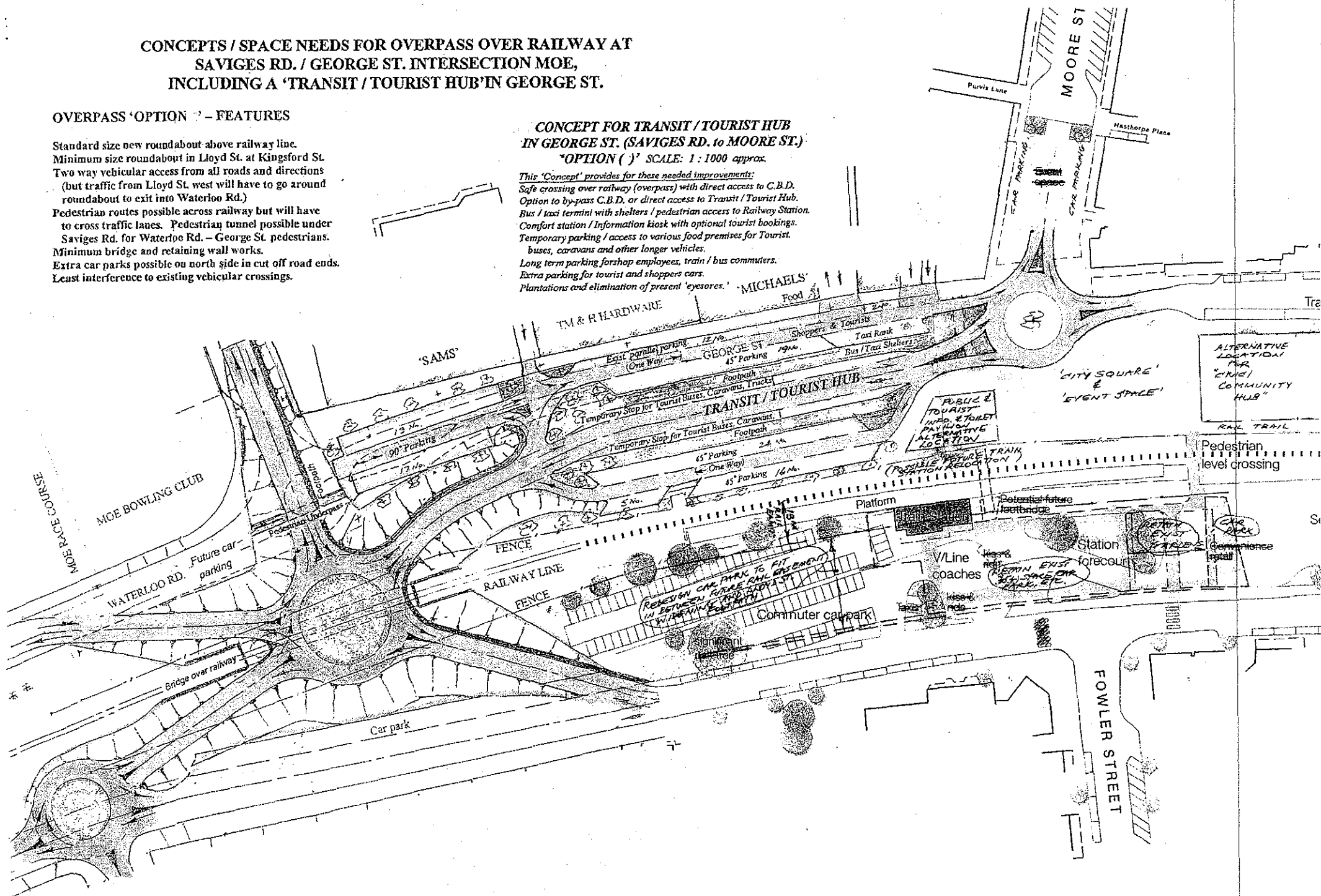
OVERPASS 'OPTION 2' - FEATURES

Standard size new roundabout above railway line.
Minimum size roundabout in Lloyd St. at Kingsford St.
Two way vehicular access from all roads and directions
(but traffic from Lloyd St. west will have to go around
roundabout to exit into Waterloo Rd.)
Pedestrian routes possible across railway but will have
to cross traffic lanes. Pedestrian tunnel possible under
Saviges Rd. for Waterloo Rd. - George St. pedestrians.
Minimum bridge and retaining wall works.
Extra car parks possible on north side in cut off road ends.
Least interference to existing vehicular crossings.

**CONCEPT FOR TRANSIT / TOURIST HUB
IN GEORGE ST. (SAVIGES RD. to MOORE ST.)**

'OPTION ()' SCALE: 1 : 1000 approx.

This 'Concept' provides for these needed improvements:
Safe crossing over railway (overpass) with direct access to C.B.D.
Option to by-pass C.B.D. or direct access to Transit / Tourist Hub.
Bus / taxi terminal with shelters / pedestrian access to Railway Station.
Comfort station / Information kiosk with optional tourist bookings.
Temporary parking / access to various food premises for Tourist
buses, caravans and other longer vehicles.
Long term parking for shop employees, train / bus commuters.
Extra parking for tourist and shoppers cars.
Plantations and elimination of present 'eyesores.'



Hiren Bhatt

From: k_ hood [k_]
Sent: Tuesday, 3 November 2009 8:25 AM
To: Hiren Bhatt
Subject: Moe Activity Centre Plan for Moe Rail Precinct

Dear Hiren,

I think the plans for the revitalisation of the Moe rail precinct are great and are long overdue. Moving the library to a more central location and updating it is a fantastic idea too. The plans make a not too useful and messy part of Moe look great and functional. My only reservation is for the shop businesses and owners who are vital members of the Moe community and provide "essential services" that we have all come to rely on through the years. Please respect and look after the to be relocated businesses so that they can continue in Moe and I really hope the rail precinct can go ahead as it is a step forward for Moe!

Sincerely,

K Hood

Find out how here [Use Messenger in your Hotmail inbox](#)

4/11/2009

"Tyr-an-aba"

Victoria 3825, Australia

Tuesday, November 3, 2009

To whom it may concern,

Re: Moe Rail Precinct Revitalisation Project

I write as a concerned user of the Moe Library and its associated services. I live out of town, but drive to the Library after work once a week and also attend after hours community meetings there twice a month. The meetings are held by the Friends of Latrobe City Libraries and by the Mid-Gippsland Family History Society (of which I am secretary). Furthermore, one of my family members works within the library service.

Consequently, my interests in the Library are

1. practical layout for efficient and cost-effective operation
2. working environment
3. amenity, safety, security, book stock and adequate floor area, for the current demand
4. potential for future expansion
5. ease of access by car and safe parking
6. provision of adequate storage, floor space & facilities for community groups

Looking at the proposed building, I have concerns in all the above areas. I understand that this is still a draft, but I would like council to ensure that there is sufficient usable floor area to improve on the plan as it currently stands. It seems that the designers have little concept of what a library does or how it functions. The internal and external design is unworkable and unsatisfactory.

In short

- The building is not large enough
- There is no suitable public parking
- The facilities for community groups, in particular the Mid Gippsland Family History Society, are inadequate

Based on past experience, I anticipate that the designers, and interests groups within the building, will make compromises to achieve minimal functionality. This will further eat into the area allocated for the library. I hope I am wrong and that these concerns will be taken into consideration in the final design and that Moe will end up with a cultural and functional asset to the City.

Please see my full list of concerns on the next page.

Yours Sincerely,

Peter McNab

DETAILED CONCERNS

1. Practical layout for efficient and cost-effective operation & good working environment

- Is there room to set up a collection at least as big as Moe currently supports? – The design has walk through areas, and wasted space near the stairwell, internal and external doorways and the multitude of glass walls. There appears to be no more usable space than the existing library.
- The story time room is 7 x 5 m² – no space allowed for craft tables.
- Loading dock not under cover. Access from dock to sorting room unusable. There is no provision for the management of the Swift items – a growing aspect of library. The door to loading dock is impeded by access to the internal toilets. Convert the ground floor public toilets to an office combined with the loading dock and a sorting room.
- The senior library officer has no desk or office space on the ground floor: cannot see from the main workroom into the main library – they are on different floors! They will not be able to respond to enquiries or assist at the desk without unnecessary disruption and delay.
- The two story arrangement is at best inconvenient and will likely require additional staff and a service lift to move books and equipment between levels. Splitting the collection will be inconvenient for families wanting to choose from an assortment of collections on two levels.
- Will it be costly to cool & heat with all the glass on the north side?
- There is no strong room.
- The circulation desk has no security controlled checkout area that is independent of the check-in/council service desk.

2. Working environment and successful collocation of services

- Where are the staff toilets & showers for the reception & service staff? Is there a secure area for these staff to keep their belongings?
- It seems there is no stair access to public areas or work areas on the 2nd floor when the library is closed.
- The corner stairwell would be better opening to the outside rather than into the library. This improves safety and security.

3. Amenity, safety, security, book stock and adequate floor area for the present

Moe supports a significant part of the 'behind the scenes' operations of the Latrobe City Library Service. In recognition of this and in recognition of the area normally allocated to a population the size of Moe and district, I believe that the town of Moe needs 1000 m² of library space.

- We are being presented with 600 m² at best. We are likely to end up with an impractical building like Churchill library, having a reduced collection.
- No opening windows, no natural ventilation.
- Where is the fire escape?

Public Toilets:

- Public toilets should be in the foyer, not in the library and not in the outside access to the loading dock.
- A single unisex disabled toilet in the foyer would be suitable if compromises are required.

Other concerns:

- Lift access must be available to all floors but I did not notice a machine room in the artist's sketches.
- The Library would not be secure when rooms on first floor are in use after-hours.

4. Potential for future expansion

- There is no provision for construction of a later expansion.

5. Ease of access by car and safe parking

Inadequate parking:

- No parking for the City's Community Bus.
- No dedicated parking for patrons. I expect the parking by the station will be completely used by commuters.
- Inadequate access to parking for elderly and disabled.
- Questionable security of after-hours parking for evening events.
- It seems that we could expect 80 people in the building, based on the room descriptions. Parking should be appropriate to this number.
- Only 9 parking spots for staff. I anticipate a minimum of 12 staff in the building on a regular basis, not including staff for the coffee shop or adjacent council buildings.

6. Provision of adequate storage, floor space & facilities for community groups

The building needs a single space of 90 m² minimum with access to a kitchen and permanent provision of secure storage for equipment and resources belonging to community groups.

- No adequate meeting room or lecture room for public events.
- No permanent allocation for the MGFHS family history collection or society documents. The meeting rooms as proposed are not large enough for this society.
- No meeting room with a kitchen, an essential feature.
- Suitability of lift for motorised scooters?

"Tyr-an-aba"

Victoria 3825, Australia

Wednesday, November 4, 2009

To whom it may concern,

Re: Moe Rail Precinct Revitalisation Project

I write as a concerned member of the Latrobe City Library Staff. I am based at the Moe Library. My specific duties lie in the daily operation of the Moe branch. These duties include answering reference and other enquiries, provision of housebound services, provision of storytime and activities, collection management within the branch, overseeing of school holiday activities within the branch, cataloguing, sorting and storage of donated items, and management of the inward and outward flow of SWIFT items for the Latrobe City Library Service.

My interests in the Library are

1. practical and safe layout for efficient and cost-effective operation
2. working environment
3. amenity, safety, security, book stock and adequate floor area, for the current demand
4. potential for future expansion
5. ease of access by car and safe parking
6. provision of adequate storage, floor space & facilities for community groups

Looking at the proposed building, I have concerns in all the above areas. I understand that this is still a draft, but I would like council to ensure that there is sufficient usable floor area to improve on the plan as it currently stands. It seems that the designers have little concept of what a library does or how it functions. The internal and external design is unworkable and unsatisfactory.

In short

- The ground floor of the building is not large enough
- There is no suitable public or parking
- The facilities for community groups are inadequate

I anticipate that the designers, and interests groups within the building, will make compromises to achieve minimal functionality. This will further eat into the area allocated for the library.

I hope I am wrong and that these concerns will be taken into consideration in the final design and that Moe will end up with a cultural and functional asset to the City.

Please see my full list of concerns on the next page.

Yours Sincerely,

Jennifer McNab

DETAILED CONCERNS

1. **Practical layout for efficient and cost-effective operation & good working environment**

- Is there room to set up a collection at least as big as Moe currently supports? The new design has walk through areas, and wasted space near the stairwell, internal and external doorways and the multitude of glass walls. There appears to be no more usable space than the existing library, possibly less. The current library does not have enough floor space for the book stock we should be carrying, or to run Storytime in the library, nor does it have enough space to run school holiday or other activities like Booktober. Is Moe to be always limited in hosting these activities?
- The central staircase may look pretty but it is completely impractical. It impedes vision, limits shelving arrangements, creates a hazard for small children, and is an impediment to people with limited mobility..
- The story time room is only 7 x 5 m² – no space has been allowed for craft tables.
- The loading dock does not appear to be under cover. Access from dock to sorting room is unusable. There is no provision for the management of the Swift items – a growing aspect of library. The door to loading dock is impeded by access to the internal toilets. Convert the ground floor public toilets to an office combined with the loading dock and a sorting room.
- The Senior Library Officer/ Branch Librarian has no desk or office space on the ground floor: cannot see from the main workroom into the main library – they are on different floors! They will not be able to respond to enquiries or assist at the desk without unnecessary disruption and delay. An office must be provided on the ground floor with vision to the desk, easy access to the loading dock and SWIFT sorting area.
- The two story arrangement is at best inconvenient and will likely require additional staff and a service lift to move books and equipment between levels. Splitting the collection will be inconvenient for families wanting to choose from an assortment of collections on two levels.
- Will it be costly to cool & heat with all the glass on the north side?
- There is no strong room.
- Where would an after hours returns bin fit?
- The circulation desk has no security controlled checkout area that is independent of the check-in/council service desk.
- The shape of the building is ugly and inefficient. Acute internal angles are wasteful. Why is the building not wider and closer to rectangular? The space appears to be there. Who cares about viewing trains from an upper deck?
- No provision has been made to replace the storage shed. This is used for storage of donated and other items for the biannual book sales. An area of at least 24 square metres needs to be allowed at secure ground level.

2. **Working environment and successful collocation of services**

- Where are the staff toilets & showers for the library, reception & service staff? Is there a secure area for these staff to keep their belongings? These need to be provided on the ground floor.
- It seems there is no stair access to public areas or work areas on the 2nd floor when the library is closed.
- The corner stairwell would be better opening to the outside rather than into the library. This improves safety and security.

3. **Amenity, safety, security, book stock and adequate floor area for the present**

Moe supports a significant part of the 'behind the scenes' operations of the Latrobe City Library Service. In recognition of this and in recognition of the area normally allocated to a population the size of Moe and district, I believe that the town of Moe needs 1000 m² of library space.

- We are being presented with 600 m² at best and on two levels. We are likely to end up with an impractical building like Churchill library, having a reduced collection.
- No opening windows, no natural ventilation. Where are the plans for low carbon footprint?
- Where is the fire escape?

Public Toilets:

- Public toilets should be in the foyer, NOT in the library and NOT in the outside access to the loading dock.
- A single unisex disabled toilet in the foyer would be suitable if compromises are required.

Other concerns:

- Lift access must be available to all floors but I did not notice a machine room in the artist's sketches.
- The Library would not be secure when rooms on first floor are in use after-hours.

4. **Potential for future expansion**

- There is no provision for construction of a later expansion. If this building is not going to be big enough for the current needs what of the future? Perhaps the site is not suitable?

5. Ease of access by car and safe parking

Inadequate parking:

- No parking for the City's Community Bus. Are housebound patrons to be brought in through the loading dock?
- No dedicated parking for patrons. I expect the parking by the station will be completely used by commuters.
- Inadequate access to parking for elderly and disabled.
- Questionable security of after-hours parking for evening events.
- It seems that we could expect in excess of 80 people in the building, based on the room descriptions. Parking should be appropriate to this number.
- Only 9 parking spots have been provided for staff. I anticipate far more staff in the building on a regular basis, not including staff for the coffee shop or adjacent council buildings. Given the current policy of Community Information Officers continually being moved around the City's libraries and service centres, I would expect all staff to need car parking allocation.

6. Provision of adequate storage, floor space & facilities for community groups

Moe Library currently has 10 community groups which use the meeting room. Two of these use the room twice per week, 4 on a weekly basis, and the other 4, monthly. The building needs a single space of 90 m² minimum with access to a kitchen and permanent provision of secure storage for equipment and resources belonging to community groups.

- No adequate meeting room or lecture room for public events.
- No permanent allocation for the MGFHS family history collection or society documents. The meeting rooms as proposed are not large enough for this society.
- No meeting room with a kitchen, an essential feature.
- Suitability of lift for motorised scooters?

461642.

3/11/09

MS Sigrid Hopkins

Attention Hiren Bhatt.

HAVE MY SAY RE MACTP PLAN!

As a resident since 1959 I strongly object to any plan in Moe that disregards the few old trees remaining in Moe. I have watched the two Manna Gums chopped down at back of Leggie's Bottleshop driveway + cried that these huge old gums were NOT worth considering + look how ugly that place is without those trees + the many others I have seen chopped at Apex Park for 'PROGRESS' and at other places, THE CEMETARY is another example etc etc.

* I have seen the decimation + ugliness replace the specialness of large old trees.

Sincerely

Sigrid [MOE HIGH SCHOOL '59 '60]

City	
- 2003	
Doc. No:	
Action Officer:	H Bhatt
Disposal Code:	
Comments:	

Comments on Moe Rail Precinct Revitalisation Project

Overview

The plans show imaginative use of a somewhat restricted and inconvenient site. However, there has been little or no public consultation to date, and there are now some very significant areas of concern.

The main issues to be addressed –

- Poor provision for library facilities
- Lack of convenient parking either for tourist centre or civic/community hub

Library/Civic Centre space

This ambitious project puts so much on a small site, that the library is forced to be on two levels. The proposed space is only just adequate, and there is no room for future expansion. (p.81)

This is very far from ideal.

- Reduces user-friendliness and convenience of library
- Parents of young children will find difficulty in accessing the non-fiction collection on the upper floor – the children's play area is on the lower floor, and library staff cannot be expected to supervise unattended young children
- A high proportion of non-fiction material is primarily for recreational, not educational/information use. (e.g. biographies, histories, hobby and interest materials, home handyman and gardening, cookery, etc.) Such materials need to be readily accessible, not quarantined upstairs with no staff to help locate subjects
- There will be a problem with re-shelving non-fiction material, as staff cannot be re-shelving upstairs and at the same time keep an eye on the reception desk downstairs, and so cannot help out when there is a queue.
- There will be difficulty in supervising the upper level – either extra staff will be required, or there may be behaviour/vandalism problems
- The need for stairs/lifts cuts down on the usable collection space, as awkward corners and traffic areas are created

Lack of convenient parking places

Whilst the plan apparently provides an extra 67 parking places (p.46), there are virtually no available spaces within less than 100 metres of the community centre or tourist buildings.

- If, as proposed, the railway line is widened in the future, there will be even fewer spaces
- There is no drive-through long-bay parking for tourists, who often have boats, trailers or caravans
- Parents with young children, the elderly, and members of the public with mobility problems will be disadvantaged, particularly if the weather is wet, or very hot
- Users of the meeting rooms will not be comfortable walking so far after dark
- A majority of users of the community centre arrive by car – public transport is sparse even within the town area, and virtually non-existent to outlying townships and rural living areas – thus a substantial proportion of the population will be disadvantaged if there is nowhere to park

Conclusion

The City of Latrobe is a wonderful place to live, and offers many advantages.

Not least of these advantages is the freedom of small town lifestyle, room to move, a leisurely atmosphere, with easy parking for a wide range of shopping and services.

This plan suggests a solution more suitable to a large, congested city, and does not answer Moe's needs.

The plan as it stands represents a retrograde step of many residents, by reducing the accessibility of the library.

The planners, rather than considering the needs of the users of the proposed facilities, are expecting everyone to adapt to their ideas (p.60).

Cate Riches, retired librarian
Formerly Chief Librarian, City of Moe
Designer of current Morwell Library
November 2009

MOE RAIL PRECINCT REVITALISATION PROJECT

Firstly we would like to congratulate everyone from Council to Planners for the efforts in preparing plans and details for this project and also thank everyone involved for allowing the businesses and community to have input and involvement.

Both Jeff Hitchens and his family (TM & H Hardware) and Michael Gotis and family (Michaels Golden Hen & Silks Restaurant and Property Owner of 9 shops in Question) either own or operate the whole area from the Hardware to the Corner of Moore and George St and there are current plans and discussions to expand the Hardware to a 3000m2 shop and of course the current Michaels Golden Hen & Silks Restaurant (100 pple eat in) and we have indentified the Car Parking availability a very big issue that will affect the growth of these big local businesses.

Currently between Savages Road & Moore St there are 40 parallel parking spaces. Council guidelines suggest approx 38 parking spaces per 1000m2 so having such a big area with a view to the expansion it is important for you to know that the current 33 car parks on the plan will be totally inadequate for the area we operate let alone the new Library facility. This information has not been provided to you before so we feel this is vital when it comes time to the final drafts for this project to be released and with such large businesses operating this area parking is vital for the comfort of the customers I'm sure you would agree whether local or tourists alike.

We would at some stage like to formally discuss our development plans going forward and also like to hear your thoughts and ideas so that between us all there is total transparency and honesty so that we can help you make the right decisions that will benefit the town long term.

We appreciate the opportunity to express our thoughts and positive concerns and trust you will give it your upmost consideration based on our large invested interests which only compliments this project.

Kind Regards

Jeff Hitchins..... Michael Gotis.....

Hiren Bhatt

From: Max Lethlean |
Sent: Wednesday, 4 November 2009 3:41 PM
To: Hiren Bhatt
Subject: Moe Rail Precinct Revitalisation Project

Dear Sir,

We Pettinella Distributors Pty Ltd are the owners of 3 Moore Street Moe(Moe Mall).

We would like to advise that we are not in favor of removing the car parking spaces from the Railway end of Moore Street Moe.

We believe that Car parking is vital for business to succeed and cannot understand why the Council would remove car parking spaces to create a shared and Event area.

From my research there is only a very limited number of Events held each year and to sacrifice all year round car parking for a few events does not add up.

This will not help the revitalisation of Moe.

We would request that the Council reconsider the proposed plan and not remove the car parks from the subject area.

Thanking You

Tony Pettinella

**Moe Rail Precinct
Revitalisation Project.**

Submission to

Latrobe City Council

Hiren Bhatt

October 2009

Written by

Wendy Baillie

Wendy & Donna Baillie

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Introduction.

For as far back as the 1970's when the freeway by-passed the City of Moe, it has had to struggle with its economy. It suffered severe setbacks when Mid Valley shopping centre opened and again when the S.E.C was privatised. In more recent years Moe has started to recover slightly and as Melbourne becomes more accessible it should begin to flourish again. For all this though Moe will remain a rural town reliant on its smaller specialty shops rather than large urban complexes, such as Traralgon has. This is why the plans for the revitalization are wrong. They have tried to urbanize a country town and it can not work.

The removal of the specialty shops along George St will put a huge financial strain on the economy of Moe, simply because the replacement buildings will not provide any extra employment in the town, and some of the existing shops may be forced to close if suitable accommodation can't be found. Added to this fact the new designs do not allow adequate parking for the patrons of the existing businesses along the top end of Moore St and the North side of George St, both to the east and west, let alone for the new proposed library/service centre.

Moe has struggled with an image problem from the time the Government settled the single parent family's in the southern part of the town. It has had to deal with the issue of the Jaiden Leskie case and all the derogative remarks put forward by the likes of Sam Newman. This is the time to rectify the problem and put all the existing ghosts to rest. Provide Moe with the transport hub that it was promised, not another Ettamoga Pub minus the car on top and no parking.

prevent the heat but it will not stop the noise of the trains. The constant rumble of the trains will have to eventually cause major structural damage to the building, top heavy as it is. The overall size of the library space is actually smaller than that which the current building could be extended to. There are venues in town already that have meeting rooms available without putting a dozen more in the proposed new complex. The town would benefit far more from a Medicare centre and small businesses than meeting rooms.

- There is still the issue of site contamination and the ownership question regarding the old goods yard site. Neither of these issues has been tackled properly and need to be dealt with. The public should be made aware of the costs involved in the decontamination process and the availability of the goods yard land. Is this still going to remain the eyesore it has been for years due to undecided ownership.
- The only real way to bring the two sides of Moe together is not to build an illusion but to connect Moore St and Fowler St together by way of an overpass.

Moe is in need of revitalization but not at the cost of businesses and the economy. If we are going to lose our place of business over this it should be done right. We deserve it to be something Moe can be proud of, not some monstrosity like was built in Morwell.

Ratepayers want the money spent wisely and not splashed out extravagantly on something that in a few years time people will look at and say 'I wish they had done this differently' Don't ridicule Moe further. Get it right.

Wendy Baillie

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week period, not just a couple of hour's morning and evening at the least busy times of the day.

- The designers of this revitalization project were not even local people and as such have no concept of the needs of a small rural town. All their grandiose ideas may be fine in larger metropolitan cities but will not work in a rural town. The ideas presented are all from cities with a population of over 1 million people. The whole of the Latrobe Valley boasts of a population of 73,000, with Moe/Newborough having only 18,000. That is a long way off these 2008 population totals.

Quebec City	7,800,000
Melbourne	3,806,092
Rhode Island	1,050,785
Oxford England	51,000,000
Greater Bendigo	96,908
London	770,000

- This now brings us to the whole crux of the matter. The new \$4,000,000 plus proposed library/service centre. A building that from the sketched designs looks very much like the Ettamoga pub minus the car on top. It is top heavy, made of glass and the internal layout leaves much to be desired. The main reason people frequent a library is to conduct research of some kind or another whether it be on a computer or in books. They do not want constant distractions from the comings and goings of people in the street. To propose such an open glassed plan for a library defies even thinking about. The adult reading room is situated right against the railway line with no buffer zone at all. Double glazed thermal glass may

- Moving the skate park serves no useful purpose whatsoever and swapping it with the Herbert Martin car park is not viably sound. Shoppers do not want to park on the outskirts of town and walk to do their shopping, however pretty it is. Unless of course Council is going to provide a shuttle bus service.
- Consultation also found that there is a need for extra car parking in the CBD. The current design fails in every aspect to address this issue. Not only have they moved the Herbert Martin car park to end of the CBD, opposite a supermarket that has its own, but they have removed all of the current spaces being used in the old goods yard and replaced it with a supposed commercial use area. They have removed all of the car parks from the top end of Moore St and turned it and George St into a bottleneck shared space. There are 2 ATM machines in this stretch and soon to be a florist, all commodities that require short term parking close to the amenity.
- They propose to move a perfectly good library to the railway end of town but have not provided one car park for the people utilizing the building. Now that is what I call smart, and they have built it of glass.
- The current design which was supposed to incorporate a transport interchange hub has failed to do so. There are less spaces provided for taxi's than we currently have, there is no room for a bus to turn should the need arise and again no parking.
- The traffic count that was carried out on the George St/Moore St area was a farce. In no way can it claim to be a fair representation of the traffic flow through the area. To do so would require the traffic being monitored 24/7 over at least a four

Submission re Moe Rail Precinct Revitalization Plan

Concerns

- Is it prudent to create parks and treed areas adjacent to the railway? As pleasant as these areas may be for the overall aesthetics of Moe, they could create a security risk for pedestrians. Shady treed areas at night present a threatening sight to people on foot regardless of how well lit up they may be and would not be well patronized due to this fact. Much as we try to ignore it there is already a problem with groups of people using the open space around the railway now for a meeting place, disrupting the passerby's wishing to pass through.
- It is not economically sound to demolish operating businesses to make way for a library/service centre and pavilion building. These commodities will not generate income into Moe. In fact because the targeted buildings are mostly specialty shops, and may have to close, money will be spent out of town as customers will have to travel to buy products once readily available in Moe. It also stands to reason that they will spend money in other places while they are there thus further reducing the economy of Moe.
- All of the consultation held on this project has indicated that the shared zone in Moore St has not worked, but instead of opening it up again the design extends it into George St, tying up two streets instead of just one. Moe is a rural town and as such requires easy access to shops, they do not have time to walk half way around the town to use an ATM machine or pick up a bunch of flowers. It has been found that even in cities such as Bendigo shared zones and malls have had a detrimental effect on the area.

**Moe Rail Precinct
Revitalisation Project.**

Submission to

Latrobe City Council

Paul Buckley

October 2009

Submitted by

Moe Traders Association Inc.

Submission re Moe Rail Precinct Revitalization Plan

Moe Traders Association Inc

Introduction.

Future development in a town should reflect its surroundings and be of a long-term benefit. Moe is the gateway to the Latrobe Valley and has easy access to the snowfields, surf and city, with the growth of Melbourne continuing to extend toward the Latrobe Valley, any new infrastructure should provide for the future expansion of population, vehicular access and economic growth. The proposed design in the current Moe Rail Precinct Revitalization Project does not adequately cover any of these aspects.

The Moe Traders Association have been approached by traders to protest on their behalf the most contentious areas of SJB Urban's design for Moe.

Parking

- The main issue both traders and residents have with the current design is the lack of parking that has been allowed. It has taken away spaces from much needed areas and moved others to the edge of the CBD. Some of the questions asked concern studies done to support the current design such as, has there been a car park study done that includes all of the parking areas both official and unofficial? We would appreciate the answer to this question.
- a) The Lloyd St railway commuter parking is deemed to be insufficient. Currently the 7.02am train has insufficient car parking at the station on most days. If you take into consideration where the commuters do park currently in the 'unofficial areas,' the proposed car parking spaces will only cater for the current users, give or take a few spaces. If we are looking at

long term needs (i.e. 10-20 years) and wanting to encourage/promote public transport usage, this proposal lacks foresight. Either we plan appropriately for the increased perspective usage or we will constantly be trying to play catch up. Although this may not be in Council's direct control, they should be strongly urging V/Line to rethink their position, as this will have ramifications for Council's parking.

In addition, when looking at the car parking summary in the final draft, the total spaces stated can be regarded as deceptive as the commuter car park spaces have a particular target and as has already been mentioned, may only be meeting current demand. If we take that into consideration, then we are only gaining 1 car parking space based on the official carparking spaces, however that then is negated once one takes into account the unofficial car parking spaces that exist and are heavily utilised. Also the commuter car parking would be considered more long term parking, whereas the other car parking spaces are short term parking with higher turnover.

- b) The proposed move of the Herbert Martin car park to the eastern perimeter of the CBD disadvantages shoppers in Moe, especially the elderly and disabled utilising the clinics, chemist and other shops along George St. Car parking should be strategically placed to aid strip businesses and not larger chain stores. The few spaces gained in the actual carpark are gleaned from others along George Street. The bus parking also takes valuable spaces from the George St car parking.
- c) On the current design the top [southern] end of Moore St loses valuable short-term parking spaces and is detrimental to existing businesses i.e.:- Major banks, florist, food stores. It also creates issues with the elderly, disabled and mothers with young children and prams. The parking in this area has a high turnover reflecting the demand created as a direct result

of the businesses that reside there. It should be noted that until recently there were a number of vacant stores that are now occupied hence creating more pressure on parking.

- d) The plan proposes to eliminate all the unofficial parking from in front of TM&H and other businesses on the western end of George St. This area is busy even at an early hour, due to the business emanating from the 'Tradies'. This reduced parking hugely disadvantages these businesses, with no provision made to compensate for the loss of these parking spaces in the immediate vicinity. The inclusion of the library/service centre at the cost of the George St shops has created mixed feelings throughout the town. The designers of this project, SJB Urban, have failed to take into account that a building of the dimensions proposed should have allocated at least 100 car spaces, yet according to the plan, this building has none. Why not? Without the use of the unofficial parking now being utilised along the area of the old goods yard, the patrons of the library/service centre will be forced to use the spaces along George St, further disadvantaging the shops along this strip. Alternatively, they may be forced to use the Lloyd Street Car Park (if any spaces are available) which would be competing with its purpose of being a commuter carpark.
- e) There are no proposed long bay parking in George Street which again shows the lack of local knowledge, as it would be required for those tourists that may need to access the tourist centre, stop for a bite to eat, or pick up some supplies. It is useless placing long bays only in Lloyd Street because those tourists planning to go down Moore Street to the mountains, are not interested in doing extra loops of the town to get to their destination and this would only indicate poor planning.
- f) The fact is that retail activity requires convenient parking spaces that can handle high turnover, this proposal fails to take into the account that the majority of businesses in the Moe CBD are small businesses, not major chain stores, yet it is the small businesses that

are being disadvantaged. It is bad enough that due to the economies of scale that small businesses can find it difficult to compete with the chain stores, but when Council then strategically (?) position parking away from these stores, people will opt for where they can find convenient parking-this is not rocket science. The public want to park close to the stores that they patronize and are known to do "blockies" until a space is available. The result is that too little parking, makes good businesses less viable.

Due to the lack of consultation with all traders in the CBD, the consultants have failed to receive the local knowledge that is imperative when making such decisions. One cannot help but wonder whether or not the consultants and council officers took in consideration crucial factors such as :

- Moe/Newborough have a significant portion of their population that are 60+ years old, which when compared to Latrobe City's overall population in that age group is above the average. This design has not taken into consideration the age demographics and the mobility of these residents.
- Did they look at how people get around in the town and their retail spending habits?
- Did they take into consideration the catchment area of Moe? A number of the farming communities nearby come into Moe for their shopping as well as the small towns of Trafalgar and possibly Yarragon. The current public transport system does not cater for this, thus the reliance on motor vehicles whatever the petrol price becomes in the future.

Shared Space

- All consultation on the proposed upgrade has indicated that the shared zone in Moore St has not worked. It has in fact been detrimental to the town as a whole. The question we have been asked is why Council would agree to two streets being bottlenecked when the

one we have is a failure? Safety issues in shared zones are more prevalent than with normal crossings, as pedestrians take advantage of the fact it is shared and walk out in front of cars without even looking. Shared zones should be applied to low volumes streets where pedestrians outweigh motor vehicles, which is not the case in Moore St.

- Have the consultants been informed that a few years ago a petition was presented to Council requesting the removal of the shared zone, placing a speed limit of 40km and a designated pedestrian crossing area? We were told that no decision would be made pending the outcome of the MACP.
- Moore Street is the main thoroughfare and a significant shopping street. It is inconceivable that the Council and the consultants would consider tampering with it. We do not want the road traffic diverted/discouraged from using Moore Street and were the consultants made aware that it was only a few years ago that we finally got Council to redirect the tourist traffic through Moore Street, which has resulted in an economic boost to the businesses? In case we have not made ourselves clear we want tourist traffic and traffic through Moore St. The sustainability of the businesses in the Moe CBD should be paramount!

SJB Urban

- SJB Urban designers have failed in almost every aspect of their design concept.
 - a) They have failed to allow adequate parking for the current population let alone the projected population for the next 10-20 years. True and proper traffic surveys have not been undertaken. The surveys that have been used as examples were not during the busiest times of the day. If they had consulted with businesses they would have discovered that on weekdays the hours between 10 am and 4 pm are the busiest, compared to Saturdays when the town starts to get busy from approx 10.30am-1pm. There may be a formula that the

- consultants are required to use, but one needs to ask how accurate is this data when local behavior is not taken into consideration?
- b) In regard to the event space, there is already an area designated in Moore Street, which was created when the Moe City Council upgraded the top end of Moore Street. This was created at the expense of precious car parking spaces and has been the most underutilized area – why would we think this would be any different? In addition, in a circumstance where the roads are blocked for an event has Council taken into consideration how this will affect the public transport system (namely buses)? Should George St be blocked at the Moore St shared section for any reason, there are no provisions for buses to turn and exit the other way. Then depending on the final decision of the Bus Review, has Council started to consider if there would be any implications?
- c) They have failed to take into consideration the weather patterns and wind direction in the Valley. Consultation should have been sought by the consultants with local traders and residents. Consideration has not been given to the effects of the afternoon sun glaring on the windows of the iconic building, blinding pedestrians and drivers proceeding south along Moore St.
- d) They have failed to provide the transport hub that Moe needs and was promised. In all the council consultation meetings held with the public, this was and is the most important issue. They have in fact reduced the number of taxi ranks available and the same with the buses. One might even be inclined to say that the once integrated transport hub has been replaced with a dispersed system. If we were aiming to link local bus services to train services, we need to take into consideration the time it would take to reach the train station from the bus stop and may we suggest that we look at it from an elderly and a person with a disability time frame. There is inadequate provision for long-bay parking which is on

Lloyd St and not within easy access to retail and food outlets and none whatsoever for trucks, yet the designers have included long bay parking on Lloyd Street. How are they being catered for? At the second consultation meeting it was stated by the consultants and council officers, that council did not have the authority to upgrade any parking off Lloyd Street as it is VicRoads responsibility. Why then is this to be incorporated in the plan and can council confirm whether VicRoads has approved this? If approval has been given by VicRoads for this upgrade, who will bear the costs?

Removal of established businesses.

- The Moe Traders Association object to outside competing businesses opening in the proposed new complex after forcibly removing the established businesses from their prime commercial positions. The purpose of the revitalisation for Moe was to increase the economy in the town, how is the removal of the businesses along George St being replaced with an iconic building addressing this issue? Failure to relocate these businesses will result in reduced economy that will not be supplemented by the library/service centre.

Project design.

- The design comparisons used throughout the final draft plan of the Moe Rail Precinct Revitalization Project are all from regions boasting a population of more than one hundred thousand. The whole of the Latrobe Valley has a 2008 population of 73,000. The concept used is not fitting for a town of 18,000 people.

The examples that have been presented are from places that are more urbanised than here, we are not comparing similar towns *that rely mainly on strip retail shops for its economy and employment. Need we remind you that small businesses are one of the main employers of the area?*

Undisclosed Information

- The Moe Traders Association feel Council should make publicly available all information regarding the costing involved in all aspects of the design. Not just the cost of the buildings but all those hidden cost such as the purchase and removal of the existing businesses, rehabilitation of contaminated areas, etc. Will you do this?
- a) The public should be made aware of any ownership rights to the land on and around the proposed site. The site of the old goods yard has raised the most ire among traders and residents alike. This is the area they would most like cleaned up and beautified but it is an area marked on the design project for future commercial development. With this in mind we are concerned that it may remain in its present state for a long time to come, thus defeating the whole purpose of the plan. Council should inform the public on whether that area will be purchased by Council or does it still remain in VicTrack's possession? What negotiations have occurred with VicTrack regarding their intentions for the land and the current indication of commercial/mix use at the hands of a private developer which has always been in place, so what has changed from what we had-nothing. The placing of the commercial/mixed use, active space, convenience retail and potential future footbridge on the plan when at best could be described as "possible developments" not definite, is misleading as Council does not control these areas and cannot ensure they will come into fruition.
- b) With less than 5 million allocated for the Moe Rail Precinct Revitalization Project and the cost of the library/service centre quoted as being in excess of 4 million, Moe Traders Association would be interested in how the whole plan is to be staged. We ask Council to

provide the public with how long it will take before we see the completed plan and the projected overall cost to completion.

- c) Council should make public all feasibility studies performed, all ownership rights to the land, the cost of moving the coaxial cable should it be an issue, the results of the contamination studies and any other hidden costs involved in the completion of this project.

Will Council do this?

- d) The plan does not even acknowledge the current bus review- one would think that with the possibility of an increase in inter and intra-town bus services, that this would have an impact on the existing public transport system.

Skate park

There is concern about the moving of the skate park from its current position. According to the plan a priority is to 'improve safety and amenity of skate park and supervision opportunities'. Once again we would question the consultants on the lack of local knowledge that they have. Currently the skate park is near the police station and in their visual line. A few years back there was a suggestion of moving the park and a police officer informed us that, that was there preferred site as it was easy to supervise, hence we suggest that Council investigates if this is still the preferred option and take it under advisement.

Civic and community hub

There are a number of proposed uses for the library/community facility and one would expect that there are business plans and feasibility plans undertaken to ensure that this will ensure maximum usage, including Council informing the public know upfront, not only the cost of the construction of the building but also the projected ongoing running costs.

Closing

The Moe Traders Association support development in Moe and look forward to an upgrade, but it must be for the benefit of the town and businesses as a whole. It has to have economic value and include infrastructure designed for a growing population. The current draft of the Moe Rail Precinct Revitalization Project fails to address these issues and we urge Council to reassess the draft at their earliest possible convenience and then allow further public comment

When looking at the aims and benefits of Transit Cities, it talks about improving the use of public transport, building communities that offer fair access for all to services and employment opportunities, encourage sustainable development, and more local retail stores, so most shopping can be done locally . It does not state that an iconic building will be the life anchor for the town- it is the retail community that will help sustain this town and as such its time that Council rethinks their position on a number of issues, such as parking, traffic direction, etc.

Council has failed to adequately consult with the business community and its time they rectified this prior to any final decisions being made- if this is to occur a friendly reminder that do not conduct consultation sessions during peak retail days/hours, as all it indicates to us is the lack of understanding of this sector.

COMMITTEE FOR MOE

ABN: 97 322 745 090

28th October, 2009

MOE RAIL PRECINCT

The Committee for Moe is fully supportive of the current project but would like to suggest some constructive thoughts, ideas and reasons.

As funding is the major key issue – the staging and implementation of the various projects should be viewed with what will have the greatest need and benefit for the community.

1. The Civic Community Building would be better moved to the east side of the City Square.
 - Building east allows for greater scope for further development without restrictions – i.e. Train Station Enlargement
 - Allows for more open sight lines to Moore Street intersection from railway and retains views to mountains from existing platform over existing (distant) single storey buildings on George Street instead of the back of a close (new) three storey building
 - Proposed wedge shape design and location although aesthetically great will create a Wind tunnel effect due to our prevailing westerly wind flow and would cast a continuous shadow over the existing station during winter months.
2. The west side “Goods Yard” to be developed with open air pavilion, toilets, Transport Hub and long bay visitor parking as the number 1 priority.
 - This would also include the first stage of extra commuter parking.
3. Moore Street shared zone area to incorporate much more car parking in southern end
 - Entrance to Purvis Plaza must have a pedestrian path access
 - The Plaza has the busiest pedestrian foot traffic area in town when fully operational.
4. City Square needs to be slightly enlarged to incorporate lost shared space in Moore Street.

5. The existing Skate park to be refurbished in its current position or relocated to the opposite side of the railway line.
 - We don't believe the proposed location is appropriate as it is a premium space that could be better utilized by all the community.
6. Service Station development to be restricted to current site.
 - Development either side of service station to be car parking or landscaped gardens.
7. Commuter car park on south side to be expanded when funding available.
8. Consideration to better motor vehicle movement from north to south across railway should be investigated.

Moe really needs a central green space - a town square – a happy, vibrant and safe CBD where people [locals and visitors] can meet, sit and talk in peace – it is really important that we strike the balance between business and community needs - in fact if we really think about it the two are inseparable.

What is good for community will be good for business.

Regards

Brad Law
Secretary
Committee for Moe Inc.

***Information about the Committee for Moe can be found on our website
www.committeeformoe.com.***

COMMITTEE FOR MOE

ABN: 97 322 745 090

Latrobe City

- 5 NOV 2009

2nd November, 2009

Mr Hirem Bhatt,
Latrobe City Council,
PO Box 264,
MORWELL 3840

Doc. No:	
Action Officer:	
Disposal Code:	
Comments:	

Dear Sir,

MOE RAIL PRECINCT SUBMISSION

461639

The Committee for Moe is fully supportive of the current project but would like to suggest some constructive thoughts, ideas and reasons.

If required a subcommittee of two people from our group would be happy to meet the relevant consultants and Latrobe City project managers to qualify our ideas and suggestions.

As funding is the major key issue – the staging and implementation of the various projects should be viewed with what will have the greatest need and benefit for the community.

1. The Civic Community Building would be better moved to the east side of the City Square.
 - Building east allows for greater scope for further development without restrictions – i.e. Train Station Enlargement
 - Allows for more open sight lines to Moore Street intersection from railway and retains views to mountains from existing platform over existing (distant) single storey buildings on George Street instead of the back of a close (new) three storey building
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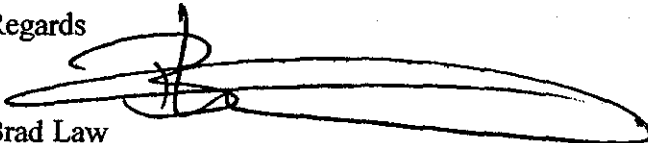
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Moe really needs a central green space - a town square – a happy, vibrant and safe CBD where people [locals and visitors] can meet, sit and talk in peace – it is really important that we strike the balance between business and community needs - in fact if we really think about it the two are inseparable.

What is good for community will be good for business.

Please find enclosed a copy of plan with amendments.

Regards



Brad Law
Secretary
Committee for Moe Inc.

*Information about the Committee for Moe can be found on our website
www.committeeformoe.com.*



Moe and District Residents Association Inc.

No. A0052091G

3rd November, 2009

Crs. Price, Middlemiss, Lougheed, Vermuelen, White, Kam, O'Callaghan, Fitzgerald, Gibson
MACP Masterplan- Train Station Project
Latrobe City Council
PO Box 256
MORWELL, Vic. 3840

Dear Councillors (as addressed),

Please accept this submission from Moe and District Residents Association Inc. (MADRA Inc.) to the public submission process for the *MACP Masterplan: Moe Train Station Project*.

We would like to take this opportunity to extend an invitation to meet with you to discuss and consider its contents.

We have asked Paul Buckley to liaise with you to organize a mutually convenient meeting time.

If you have any queries or require further information, please contact me ph. 51 27 3790.

Regards,

Cheryl Wragg
Secretary
MADRA Inc.
On behalf of the Committee of Management, Masterplan subcommittee, and MADRA members

Encl.

Moe and District Residents Association Inc.

No. A0052091G

3rd November, 2009

Mr. Paul Buckley
 MACP Masterplan- Train Station Project
 Latrobe City Council
 PO Box 256
 MORWELL, Vic. 3840

461 634

Dear Mr. Buckley,

Please accept this submission from Moe and District Residents Association Inc. (MADRA Inc.) to the public submission process for the *MACP Masterplan: Moe Train Station Project*.

We have circulated a full copy of our submission to all Councillors and take this opportunity to extend an invitation to meet with them to discuss and consider its contents.

We would appreciate if your office could coordinate a mutually convenient meeting time.

If you have any queries or require further information, please contact me ph. 51 27 3790.

Regards,



Cheryl Wragg
 Secretary
 MADRA Inc.

On behalf of the Committee of Management, Masterplan subcommittee, and MADRA members

Encl.

Latrobe City	
- 5 NOV 2009	
Doc. No:	
Action Officer:	CEO & H. Shatt
Disposal Code:	
Comments:	HCC: All Cris.

**Submission by
Moe and District Residents Association Inc.
(MADRA Inc.)**

to the

**'MACP Masterplan', (SJB Urban/LCC)
November 2009**

Recommendations

Recommendation 1a: *The Masterplan must be amended to relocate the Moe railway station and platform, commuter car parking, V-Line bus facilities, and long bay parking to the north side of the railway line. The Masterplan must provide for appropriate pedestrian crossing access in consideration of two railway lines.*

Recommendation 1b: *That the Masterplan be amended to redesign the proposed commuter car park (south side) with regards to the 13 metre railway easement, to integrate the proposed car park with the existing south side railway station forecourt car park and to remove the impractical and hazardous long bay parking from the proposed commuter car park on the south of the railway line (Lloyd street). The integrated commuter car park (south side) should be conceptualized as temporary given the underpinning plan for the rail line duplication and, as a consequence, supplemental to commuter 'park and ride' car parking located on the north side of the railway line.*

Recommendation 2: *The Masterplan must be amended to prioritize the provision and integration of transport infrastructure in and around the relocated Moe railway station and in accordance with the "Public Transport Guidelines for Land Use and Development". As part of this, dedicated facilities must be provided to the full range of buses servicing Moe and integrated into the design. The design and location of the north and south commuter car parks must be changed. The amendments must be undertaken in conjunction with the amendments as per Recommendation 1.*

Recommendation 3: *The Masterplan be amended to:*

- *remove the proposed 'civic/community hub' building from the design;*
- *extend the pavilion building to house the Moe railway station and locate it to the west on the (vacated) site of the previously proposed 'civic/community hub' building;*
- *remove the 'commercial/mixed use' buildings from the design and locate there facilities for the full range of buses servicing Moe, commuter and visitor car parking, 'kiss and ride' facilities, and taxi bays;*
- *remove the 'active space' building from the design;*
- *extend the public open space to the east of the proposed city square to open up that area and provide full visual connection across the existing railway pedestrian crossing from Lloyd street to George Street and the augmented road pedestrian crossing across George Street;*
- *develop the shared zone as per the Masterplan in the southern end of Moore street and through the intersection with George street (with caveats below), using road surface treatments to slow traffic, removing the height distinctions between footpath and road, and other treatments designed to prioritise pedestrian usage and slow traffic movement through the area;*
- *amend the shared zone to provide disabled car parking places outside the Bendigo Bank and National Bank;*
- *amend the shared zone to remove the 'bottlenecking' of George street and replace with various road surface treatments to slow traffic. Install a roundabout to manage traffic through the intersection of George and Moore Streets and*

incorporate into the shared zone using road surface treatments to slow traffic approaching and traveling through the roundabout;

- *amend the Masterplan to incorporate the design for George street to the west of Moore street as developed by Mr. Peter Abolins and extend shared zone treatments into his design as appropriate;*
- *amend the shared zone to extend it along George street to the east to embrace the existing road pedestrian crossing and augment the crossing with pedestrian operated signals as recommended in the Masterplan (p 101);*
- *maintain the commuter car parking behind the Herbert Martin gardens and extend southward to the railway line fenceline. Beautify the area.*
- *remove the iron picket fence and replace with low visual impact fencing to safeguards against persons entering the rail line area using e.g. tall Perspex sheeting.*
- *Develop a green area on the site of the existing skatepark.*

Recommendation 4: *Amend the Masterplan to remove the skatepark from the design. A new, larger, state of the art skatepark should be constructed as a matter of priority adjacent to Apex Park in the Jo Tabuteau reserve. LCC and the State government commit to funding the skatepark as soon as possible and to finish its construction at the Jo Tabuteau reserve in 2010.*

Recommendation 5: *That reference to the Library and Council Service Centre be removed from the Masterplan. Further, that LCC and the State government commit to funding the renovation, extension and integration of the Moe Library and Council Service buildings on their current site.*

Recommendation 6a: *That Council develops detailed estimated costings of the Train Station Precinct Project, makes these public, invites public comment and uses both the comment and the costings in the decision making process about the design. That as part of these detailed costings, Council develops comparative costings for critical parts of the project, including renovating and extending the Moe Library and Council Service Centre on their current site compared to the 'civic/community hub' building proposal, and ; relocating the Moe railway station to the north side of the railway line and anticipating the railway line duplication in the design compared to the cost implications of ignoring the railway line duplication and not relocating Moe railway station to the north.*

Recommendation 6b: *That Council amend the Masterplan to remove the 'civic/community hub building', the skatepark, the 'commerical/mixed use' buildings, and the 'active space building' from the phasing timetable.*

Introduction

This submission considers the main aspects of the *MACP Masterplan* document, with particular focus on the design as shown on pages 48-49 and its description in the body of the document. Attachment 1 amends the design as per our comments in this submission.

We do not discuss the layout of the *Masterplan* document, or the use (and/or appropriateness) of the pictures and diagrams appearing in the document. Nor have we included too much detailed assessment of individual aspects of the *Masterplan*. We have read the *Masterplan* closely and taken particular care to check the diagrams and schematics including measuring and assessing various features of the designs using the scale measures, followed by on-site checks.

The MADRA submission is a critical assessment of the main features of the *Masterplan* based on our long experience of Moe's town layout, the habits of use by Moe's population, our respect for the built heritage of our town, the needs of the town structure and our community now and into the future, and whether the proposed *Masterplan* design will fulfill those needs. MADRA is also sensitive to costs issues, given that residents, ratepayers and taxpayers will pick up all costs arising from the project. This submission is informed by previous MADRA submissions on the MACP. All MADRA's submissions are guided by MADRA policy, developed and endorsed by MADRA's membership.

Major Comments

1. South side: Lloyd Street, Easement for Rail Line duplication, relocation of the Moe railway station

The *Masterplan* document says:

'The project needs to incorporate an easement for potential future rail expansion (additional track) on the south side of the existing railway line. This comprises an offset distance of 13 metres from the centerline of the existing tracks.' (p. 24)

The diagram on pages 20-21 of the *Masterplan* document shows the easement, including its dissection of the current Moe railway station.

However, careful examination and measurement of the *Masterplan* overview diagram on pages 48 & 49 shows that the design does not incorporate an easement for future rail line expansion. On the Lloyd street side, the railway station and platform, the proposed new car park, the potential future footbridge, and the proposed convenience retail are impacted by the easement. On the north side, the entire design is impacted because it does not anticipate the need to relocate the railway station/platform, and to provide commuter car parking and V-Line bus facilities to that side of the railway line.

Conclusion: The *Masterplan* must incorporate an easement for potential future rail line expansion. Consequently, it must relocate the Moe railway station and platform, commuter car parking, V-Line bus facilities, and facilities for other buses and long bay parking to the north side of the railway line. It must provide for appropriate pedestrian crossing access in consideration of two railway lines. In its proposed format, the *Masterplan* is incorrect and redundant. If Council and the Project Control Group continue to pursue the *Masterplan* in its current format, there will be significant cost implications into the future, realized at the time of constructing the rail line duplication.

Recommendation 1a: *The Masterplan must be amended to relocate the Moe railway station and platform, commuter car parking, V-Line bus facilities, and long bay parking to*

~~the north side of the railway line. The Masterplan must provide for appropriate pedestrian crossing access in consideration of two railway lines.~~

Recommendation 1b: That the Masterplan be amended to redesign the proposed commuter car park (south side) with regards to the 13 metre railway easement, to integrate the proposed car park with the existing south side railway station forecourt car park and to remove the impractical and hazardous long bay parking from the proposed commuter car park on the south of the railway line (Lloyd street). The integrated commuter car park (south side) should be conceptualized as temporary given the underpinning plan for the rail line duplication and, as a consequence, supplemental to commuter 'park and ride' car parking located on the north side of the railway line.

2. Developing a transport interchange as per the "Public Transport Guide Lines for Land Use and Development". Department of Transport, Victoria.

The *Masterplan* document says:

Currently, the different transport modes in Moe lack effective systematic or physical integration. The designs for the redevelopment of the precinct should provide for enhanced connectivity between trains, local and regional buses, cycling, walking, taxis and private vehicles.' (p. 23)

As stated in MADRA's earlier submissions, we have been concerned that Council's focus on relocating the civic hub from Albert Street to the railway corridor would have the effect of demoting the supplementation and integration of Moe's transport infrastructure and displacing it away from the Moe railway station.

The *Masterplan* document also states that:

'the nature and facilities of the interchange developed at Moe Station should be consistent with the principles contained in the "Public Transport Guide Lines for Land Use and Development" published by Land Use and Planning Referrals Team Public Transport Division Department of Transport, Victoria'. (p. 98)

We have reproduced the objectives and principles of the "Public Transport Guide Lines for Land Use and Development" appearing in the *Masterplan* document as attachment 2 to our submission.

The current format of the proposed *Masterplan* does not comply with the "Public Transport Guidelines for Land Use and Development" and, as such, realizes MADRA's earlier expressed concerns. In particular:

- a) The proposed transport interchange (Latrobe Valley Bus Line routes) in George Street is too far from the railway station and, as result, contrary to the "Public Transport Guidelines" for an efficient modal interchange. The *Masterplan* fails to 'integrate transit stops and interchanges into the design and layout of the activity centre', does not 'minimize walking distances within the interchange', does not 'provide a direct route to the railway station', and does not 'provide clear views of train, tram or bus arrivals and departures' of the "Public Transport Guidelines". In order to achieve these design principles, it would have to be located on or near to the site of the proposed 'civic/community hub' building;
- b) The proposed parking/pick up area for V-Line buses is inadequate and wrongly informed. The *Masterplan* document states, incorrectly, that 'V-Line...services

*effectively "replace" rail services and location immediately adjacent to the station building and platform is appropriate' (p. 98). Although V-Line runs some Melbourne services by bus, it also regularly augments rail services with buses to alleviate overcrowding, particularly on the 'sprinter' services. This sees a crush of buses, cars and train passengers in the forecourt area of the railway station. The *Masterplan* design does not provide distinct facilities for V-Line buses and will not ease the conflict between passengers, cars and buses in the forecourt area. As a result the *Masterplan* design contravenes a principal objective of the "Public Transport Guidelines" to 'maximise quality, safety and security of the passenger and operating environment' and 'minimise the potential for conflict between passenger, cyclist and vehicle movements'. MADRA has argued consistently for dedicated facilities for V-Line buses separate from cars, that ensures safe and legible pedestrian access and is in close proximity to the railway station, as per the "Public Transport Guidelines";*

c) There is no provision for or consideration of tourist buses that come into Moe four times weekly (approx.), daily school buses, or interstate buses. The needs of each of these services are distinct and completely ignored in the proposed *Masterplan*. This is contrary to the principal objective of the "Public Transport Guidelines" to 'maximise passenger and public transport vehicle capacity';

d) The proposed commuter car parking is insufficient and inadequate. In addition to the proposed south-westerly car park being compromised by the 13 metre railway easement, it is not big enough. The long bay parking needs to be 'drive in-drive out', *not* 'drive in then back out onto a busy road'. The car park proposed in the north east location is too far away from the railway station. As a consequence, both the north and south car parks and the long bay parking proposed in the *Masterplan* do not comply with the principal objectives of the "Public Transport Guidelines" to 'maximise passenger and public transport vehicle capacity', 'maximize quality, safety and security of the passenger and operating environment', and 'minimise walking distances within the interchange and to nearby attractors';

e) The proposed potential future footbridge and lift presents a range of major issues including security, access and practicality. Unlike other lift serviced railway stations e.g. Dandenong, the proposed arrangement for Moe is not just servicing a railway station but a township with a significant population requiring 24 hour access, every day.

Conclusion: The *Masterplan* must prioritise the integration of Moe's transport infrastructure and ensure that all transport modes and services have dedicated facilities. In its proposed format, the *Masterplan* fails this fundamental design requirement and, not surprisingly, fails the principal objectives and design principles for an efficient modal interchange as specified in the Department of Transport's "*Public Transport Guidelines for Land Use and Development*". Further, the inadequacy of the transport related features will only be exacerbated at the time of the rail line duplication as this will substantially reduce the amount of space available on the south of the railway lines. Filling up the north side with civic functions will leave insufficient space to accommodate relocated transport infrastructure and services. This can only lead to further future displacement of transport infrastructure away from the Moe railway station.

Recommendation 2: *The Masterplan must be amended to prioritize the provision and integration of transport infrastructure in and around the relocated Moe railway station and in*

accordance with the "Public Transport Guidelines for Land Use and Development". As part of this, dedicated facilities must be provided to the full range of buses servicing Moe and integrated into the design. Design and location of the north and south commuter car parks must be changed. The amendments must be undertaken in conjunction with the amendments as per Recommendation 1.

3. Designing Moe's modal transport interchange.

MADRA believes that the railway corridor is the wrong location for a library. Since viewing the *Masterplan*, MADRA also asserts that the proposed 'civic/community hub' building is the wrong building for this site.

MADRA believes the 'civic/community hub' building should be removed from the design.

MADRA agrees with the design and intention of the 'pavilion' building and believes this should be moved to the west, onto the site of the 'civic/community hub' building and extended to house a relocated Moe railway station sitting alongside the relocated station platform.

The extended pavilion building located in the recommended position would provide toilets accessible to commuter, tourist bus and visitor parking that should be located to the west, on the site of the proposed 'commercial/mixed use' buildings. The 'commercial/mixed use' buildings should also be deleted from the design.

The site where the pavilion building had been proposed should be extended as paved open space, supplementing the civic square area and housing quality public art/installation, lighting and seating. Extending the open space in this area will also provide a clear visual connection between the George Street pedestrian crossing, the existing railway pedestrian crossing and the Lloyd Street pedestrian crossing, and demark this as a pedestrian corridor.

To the north of this area, in the George and Moore streets intersection, we believe a traffic roundabout should be installed to manage traffic movements through the intersection.

We support the development of the proposed shared zone in George Street, both to the west and the east of Moore Street, and in the southern end of Moore Street. We believe car parking access for disabled passengers should be provided in the southern end of Moore Street, outside the Bendigo Bank and the National Australia Bank. While we support road treatments, landscaping, planting and other treatments/features aimed at slowing traffic approaching and passing through the George/Moore Street intersection, we do not support 'bottlenecking' George Street.

We support the road, parking and bus facilities design for the western end of George Street as developed by Mr. Peter Aboltins as a preferred road, parking, and traffic management design incorporating and utilizing the railway goods yard area and George Street. We also support the future development of an additional north-south railway overpass. Mr. Aboltins' design will not encroach upon or prohibit the future construction of such an overpass.

We believe the pedestrian controlled crossing should be installed in George Street to the west of Moore Street, as recommended in the *Masterplan* (p 101).

We believe the commuter and shopper car parking behind the Herbert Martin gardens should be retained and extended up to the railway fenceline. It should be considered the principal 'park and ride' commuter car park in Moe supplementing other car parks in the modal transport interchange.

We support the removal of the iron picket fence along the railway fence line and its replacement with a less visually intrusive alternative.

We support a 'green space' being developed on the site of the current skatepark.

Recommendation 3: *The Masterplan be amended to:*

- *remove the proposed 'civic/community hub' building from the design;*
- *extend the pavilion building to house the Moe railway station and locate it to the west on the (vacated) site of the previously proposed 'civic/community hub' building;*
- *remove the 'commercial/mixed use' buildings from the design and locate there facilities for the full range of buses servicing Moe, commuter and visitor car parking, 'kiss and ride' facilities, and taxi bays;*
- *remove the 'active space' building from the design;*
- *extend the public open space to the east of the proposed city square to open up that area and provide full visual connection across the existing railway pedestrian crossing from Lloyd street to George Street and the augmented road pedestrian crossing across George Street;*
- *develop the shared zone as per the Masterplan in the southern end of Moore street and through the intersection with George street (with caveats below), using road surface treatments to slow traffic, removing the height distinctions between footpath and road, and other treatments designed to prioritise pedestrian usage and slow traffic movement through the area.;*
- *amend the shared zone to provide disabled car parking places outside the Bendigo Bank and National Bank;*
- *amend the shared zone to remove the 'bottlenecking' of George street and replace with various road surface treatments to slow traffic. Install a roundabout to manage traffic through the intersection of George and Moore Streets and incorporate into the shared zone using road surface treatments to slow traffic approaching and traveling through the roundabout;*
- *amend the Masterplan to incorporate the design for George street to the west of Moore street as developed by Mr. Peter Aboltins and extend shared zone treatments into his design as appropriate;*
- *amend the shared zone to extend it along George street to the east to embrace the existing road pedestrian crossing and augment the crossing with pedestrian operated signals as recommended in the Masterplan (p 101);*
- *maintain the commuter car parking behind the Herbert Martin gardens and extend southward to the railway line fenceline. Beautify the area.*
- *remove the iron picket fence and replace with low visual impact fencing to safeguards against persons entering the rail line area using e.g. tall Perspex sheeting.*
- *Develop green area on site of existing skatepark.*

4. Moe skatepark facilities

MADRA strongly supports upgrading Moe's skatepark. However, we believe the skatepark cannot be improved to the requirements of users on the site proposed in the *Masterplan*. The area is too narrow to accommodate an adequately sized skatepark and will constrain/prohibit any future expansion.

MADRA believes that a new concrete skatepark should be constructed at the Apex Park/Lions Park/Jo Tabuteau reserve area, should be of contemporary design, and large enough to

accommodate up to sixty proficient scooters, bikers, and skateboard riders. We believe there should also be a smaller (and gentler) junior skatepark co-located near the playground facilities in the park.

Locating the skatepark facility at the Jo Tabuteau reserve, behind the new multi-ability playground area, would provide continuity in recreation facilities at this site. This area is constantly attended by adults with small children visiting the playground. The site is serviced with carparking and public toilets nearby. It is closer to the main population base of Moe. It has been identified by young people in Moe that we spoke to as their preferred location for a skatepark.

MADRA has visited skateparks at Moe, Trafalgar and Warragul and talked with fifteen young people at the facilities, to inform this submission. We learned that young people from Moe and Newborough regularly travel to Trafalgar, Warragul and Drouin to use their skatepark facilities because Moe's facility is sub-standard.

Trafalgar has a real skatepark, better than Moe's retrofitted facility, but it was identified by all users as being too small. A skatepark facility must have sufficient room to accommodate the three different user groups (scooters, bikers, skateboarders) at any one time. Because of the small size of the facility at Trafalgar, different types of users must wait their turn. Trafalgar's skatepark is located in the car park behind the Trafalgar Newsagency and other strip shopping on the Princes Highway. Trafalgar skate park is approximately the same size as the existing Moe skatepark.

Warragul's skatepark is three to four times larger (approximately) than Trafalgar and Moe's skateparks. Yet, it was identified by users as needing an extension to accommodate the number of users at peak times.¹ The Warragul skatepark is located in the middle of the Warragul recreation reserve/park area, surrounded by trees, shade, greenery and other recreation park users. Public toilets are nearby.

The skatepark users we spoke with identified the following elements as essential for good skatepark design:

- must be large enough (too small can't accommodate different types of users);
- shade cloth over the actual skatepark and shaded areas around the park;
- seating;
- drinking fountain;
- bins;
- lighting;
- car drop off areas;
- car parking and toilets nearby.

The only safety/security issues raised by skatepark users we spoke to were lighting, and the problem of small children using the skatepark. They identified the solution to the latter problem being a small, junior skatepark for younger children. We asked skatepark users about more general security and supervision issues – none were identified. The proximity of the current Moe skatepark to the Moe police station was not seen as relevant. The key to skatepark security would seem to be having a quality facility, with good support facilities (as listed above) that attract lots of young people focused on skateparking activities.

We also raise the serious question of soil and ground water contaminants at and around the rail corridor as reported in the *Masterplan* in Section 3.2.3 'Constraints' with regard to the

¹ Presumably, if Moe had an appropriately sized quality skatepark, there would be less demand on Warragul and Drouin's facilities.

location of the skatepark as proposed in the *Masterplan*. A VicTrack commissioned report is cited in the *Masterplan* – ‘Phase II Environmental Site Assessment – Moe Rail Station (SKM 2006). Without identifying the contaminants, they are presented as posing a constraint ‘for safety reasons...to some building construction and activities’ (p 23). Do contaminants identified in this report pose health and safety risks arising from the location of a youth recreation facility at this site?

Recommendation 4: *Amend the Masterplan to remove the skatepark from the design. A new, larger state-of-the-art skatepark should be constructed as a matter of priority adjacent to Apex Park in the Jo Tabuteau reserve. LCC and the State government commit to funding the skatepark as soon as possible and to finish its construction at the Jo Tabuteau reserve in 2010.*

5. The Moe Library and Council Service Centre

The *MACP Masterplan* says:

‘The existing Moe library facilities are deemed inadequate for current usage levels and Moe’s current population, and potential growth in patronage. There is potential to give this service and key community facility a ‘lift’ in spatial quality and amenity’ (p 22)

This is factually incorrect. There has not been any public consideration of Moe’s existing library facilities, their adequacy or otherwise, and their potential for an on site upgrade.

In 2006, the Council commissioned an internal, confidential report to consider on site expansion and renovation of the facility, incorporating the current LCC Service Centre. Entitled the ‘*Moe Precinct Concept Plan*’ (LCC, 2006), the report compared this with an offsite rebuild, including estimated costings. The report was not made publicly available and only became public through an FOI appeal case that saw partial release of the document. The costings were and continue to be withheld.

The Moe Library and Council Service only became the so-called ‘catalyst’ building for the MACP after the original catalyst project involving the old Moe police station and station house as specified in the David Lock report, were sold by the State government.

The community was not consulted at all by LCC about the Moe Library and Council Service Centre becoming the MACP ‘catalyst’ project before it appeared as such in the MACP document. Tract Consultants, co-authors of the MACP document, were directed by LCC to designate it thus and show it relocated to the railway corridor.

MADRA supports renovating and extending the existing Moe Library and integrating it with the LCC Service Centre on its current site. MADRA does not support relocating the Moe Library and Service Centre to the railway corridor.

Analysis of the ‘*Moe Precinct Concept Plan*’ shows that extension and renovation of the existing facilities, plus a first floor extension to the library building (with foundations and first floor slab already in place), would deliver a larger, more substantial building than that proposed in the *Masterplan* document. It would be large enough to accommodate a nursing mothers room, a parents room, and all of the community meeting facilities shown in the ‘civic/community hub’ building of the *Masterplan*. (See attachment 3.) Given the

withholding of estimated costings we must presume that it would be significantly cheaper to extend and renovate the existing Moe Library and Council Service Centre.²

Extending and renovating the current facilities would allow the library collection to be housed on one rather than two floors, and avoid the inconvenience to users, staffing issues and related costs of the *Masterplan's* proposal. It would also deliver a quieter building untroubled by vibrations and noise from the train line, and be more thermally efficient than the *Masterplan's* proposed building.

Recommendation 5: *That reference to the Library and Council Service Centre be removed from the Masterplan. Further, that LCC and the State government commit to funding the renovation, extension and integration of the Moe Library and Council Service buildings on their current site.*

6. Funding, costings and staging

Since 2006, LCC has had estimated costings for an extensive renovation of the Moe Library and Council Service Centre on site, and costings for various plans to build these facilities in the rail corridor. Yet to date, Council has withheld these costings and all information about the comparative cost from LCC ratepayers and Moe residents.

The cost of the *MACP Masterplan* is of significant public interest. Council has a statutory obligation to make the most efficient use of Council resources and finances. We are deeply concerned that Council is committing to an expensive project without revealing the estimated costs to Moe residents and LCC ratepayers. MADRA believes LCC should make public estimated costs and comparative costings and allow LCC ratepayers to make comment.

We do not agree with the process described in Section 7 of the *Masterplan* that Council will commit to the design and then work out the project costs. Instead, we believe LCC should develop estimated costs out the design, make these public and allow them to be used in making decisions about the final decision. This should include comparative costings showing, for example, the cost of the 'civic/community hub' project with the estimated cost of extending and refurbishing the Moe Library and Council Service Centre on their current site. A second important cost comparison is that of including or excluding the railway line duplication and relocation of the Moe railway station in the design. Getting this wrong will have future cost implications for LCC ratepayers, Moe residents and Victorian taxpayers alike. To avoid this, the matter should be properly considered during this conceptual phase of the project.

Due diligence should also show the cost of acquiring the row of George Street shops and compensating affected businesses, the cost of acquiring the Victrack land, and whether Council anticipates selling the Moe Library and Council Service Centre and the estimated amount of sale proceeds.

MADRA does not agree with the suggested project phasing in the *Masterplan*. Recommendation 3 to remove all superfluous buildings from the design and focus on improving the transport infrastructure to support relocating the Moe railway station suggests a more obvious, logical and sensible phasing of the project.

Recommendation 6a: *That Council develops detailed estimated costings of the Train Station Precinct Project, makes these public, invites public comment and uses both the comment and*

² Presumably, if extending and renovating the existing Moe Library and Council Service centre was more expensive than the offsite option, Council would have released the estimated costings.

the costings in the decision making process about the design. That as part of these detailed costings, Council develops comparative costings for critical parts of the project, including renovating and extending the Moe Library and Council Service Centre on their current site compared to the 'civic/community hub' building proposal, and ; relocating the Moe railway station to the north side of the railway line and anticipating the railway line duplication in the design compared to the cost implications of ignoring the railway line duplication and not relocating Moe railway station to the north.

Recommendation 6b: That Council amend the Masterplan to remove the 'civic/community hub building', the skatepark, the 'commerical/mixed use' buildings, and the 'active space building' from the phasing timetable.

Background

This is the fourth submission by MADRA in response to the Moe Activity Centre Plan. The other submissions were: written submission to the proposed C62 Structure Plan Amendment (10/12/08); written and verbal presentation to the C62 Structure Plan Amendment Planning Panel (9/06/09); and written submission to the public notice inviting responses to the MACP Urban Renewal Strategy and Implementation Report (26/05/09). Prior to the establishment of MADRA in September, 2008 individuals who have since gone on to join MADRA made written and verbal submission to the 2007 MACP public submission process. While these submissions did not represent the views of MADRA, our members bring a depth of knowledge, interest and continuity to our engagement with the MACP and its composite projects from 2007 to current.

MADRA has consistently supported the development of an integrated transport interchange in and around the Moe railway station. Moe's transport infrastructure is inadequate to the current and future needs of our community and the outlying communities serviced by Moe. We have drawn attention to the inadequacy of commuter car parking, the lack of facilities for tourist, school, interstate, inter town and local buses, the inadequacy of provision for V-Line buses, the inadequacy of taxi facilities on both sides of the railway, the lack of tourist information and public toilet facilities, and the inadequacy of north-south road and pedestrian connections. MADRA supports the retention of the Moe Library and Council Service Center on their current sites in Albert and Kirk Streets and their upgrade and integration at that site. We also support the development of a civic plaza in Kirk Street abutting the Moe Library and Council Service Centre. Our position on all these matter is consistent and upholds the Objectives of LCC's Municipal Strategic Statement.

Lastly, during the last six months MADRA has become aware of VicTrack's plan to duplicate the railway line between Moe and Traralgon and the requirement to allow for a 13 metre easement to the south of the existing railway line. We are also aware of the Department of Transport's active consideration to relocate the Moe railway station to the north of the railway line, on George Street.

Attachments

Attachment 1: Annotated MADRA re-design of the *MACP Masterplan* (p 47-48)

Attachment 2: Excerpt from *MACP Masterplan* - 8.2.2 Facilities (page 98)

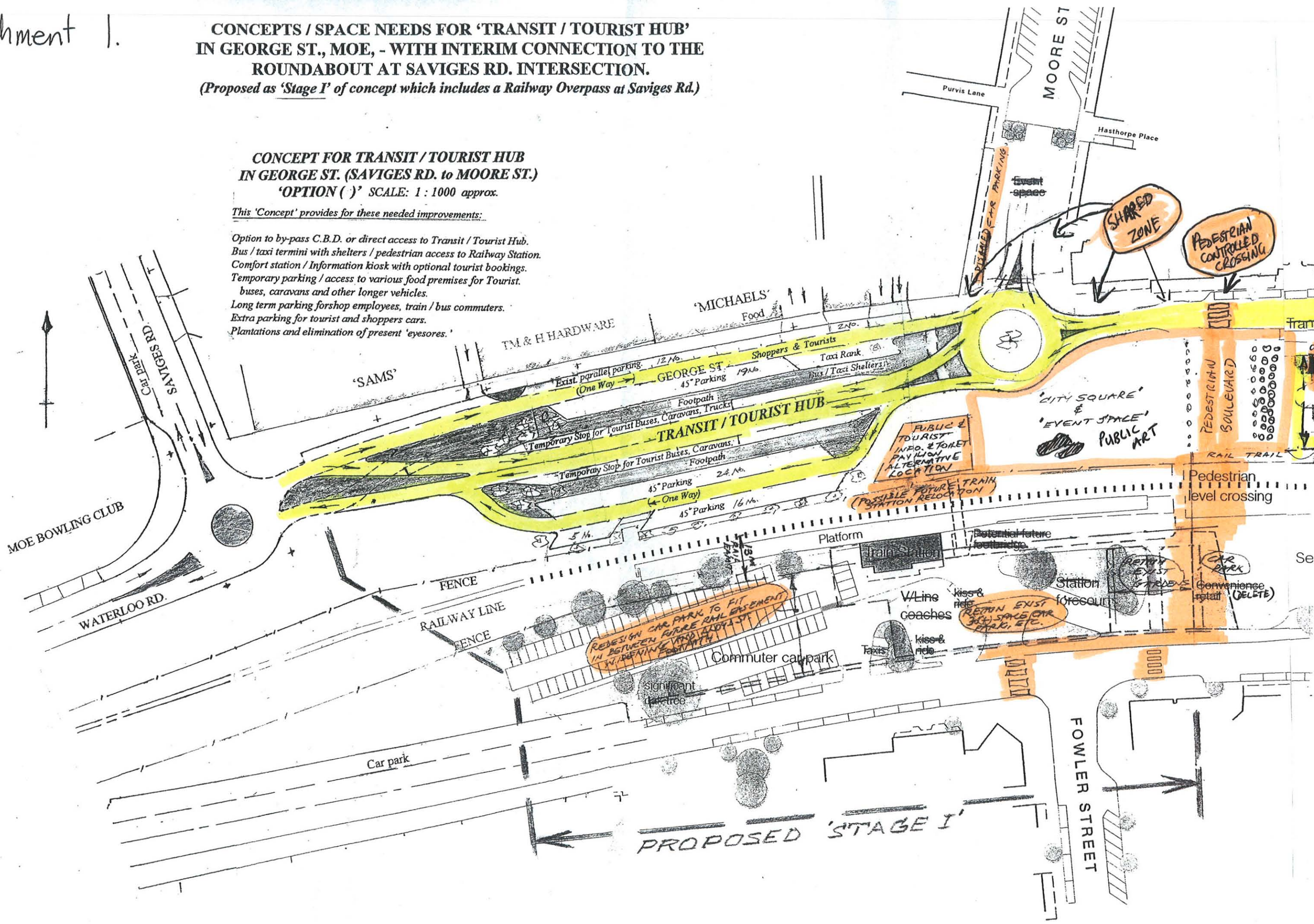
Attachment 3: Excerpt from the *Moe Precinct Concept Plan* (LCC, 2006) – Albert Street redevelopment – renovating and extending the Moe Library and Council Service Centre

**CONCEPTS / SPACE NEEDS FOR 'TRANSIT / TOURIST HUB'
IN GEORGE ST., MOE, - WITH INTERIM CONNECTION TO THE
ROUNDBOUT AT SAVIGES RD. INTERSECTION.**
(Proposed as 'Stage I' of concept which includes a Railway Overpass at Saviges Rd.)

**CONCEPT FOR TRANSIT / TOURIST HUB
IN GEORGE ST. (SAVIGES RD. to MOORE ST.)
'OPTION ()' SCALE: 1 : 1000 approx.**

This 'Concept' provides for these needed improvements:

- Option to by-pass C.B.D. or direct access to Transit / Tourist Hub.
- Bus / taxi termini with shelters / pedestrian access to Railway Station.
- Comfort station / Information kiosk with optional tourist bookings.
- Temporary parking / access to various food premises for Tourist buses, caravans and other longer vehicles.
- Long term parking for shop employees, train / bus commuters.
- Extra parking for tourist and shoppers cars.
- Plantations and elimination of present 'eyesores.'

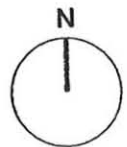


REDESIGN CAR PARK TO FIT IN BETWEEN FUTURE RAIL EASEMENT AND EXISTING FOOTPATH

PUBLIC & TOURIST INFO. & TOILET PAVILION ALTERNATIVE LOCATION

RETAIN EXISTING CAR PARK, ETC.

PROPOSED 'STAGE I'



Scale 1:1000 @ A3

Attachment 2

Excerpt from Masterplan - 8.2.2 Facilities (page 98)

The nature and facilities of the interchange developed at Moe Station should be consistent with the principles contained in the "Public Transport Guide Lines for Land Use and Development" published by Land Use and Planning Referrals Team, Public Transport Division, Department of Transport, Victoria.

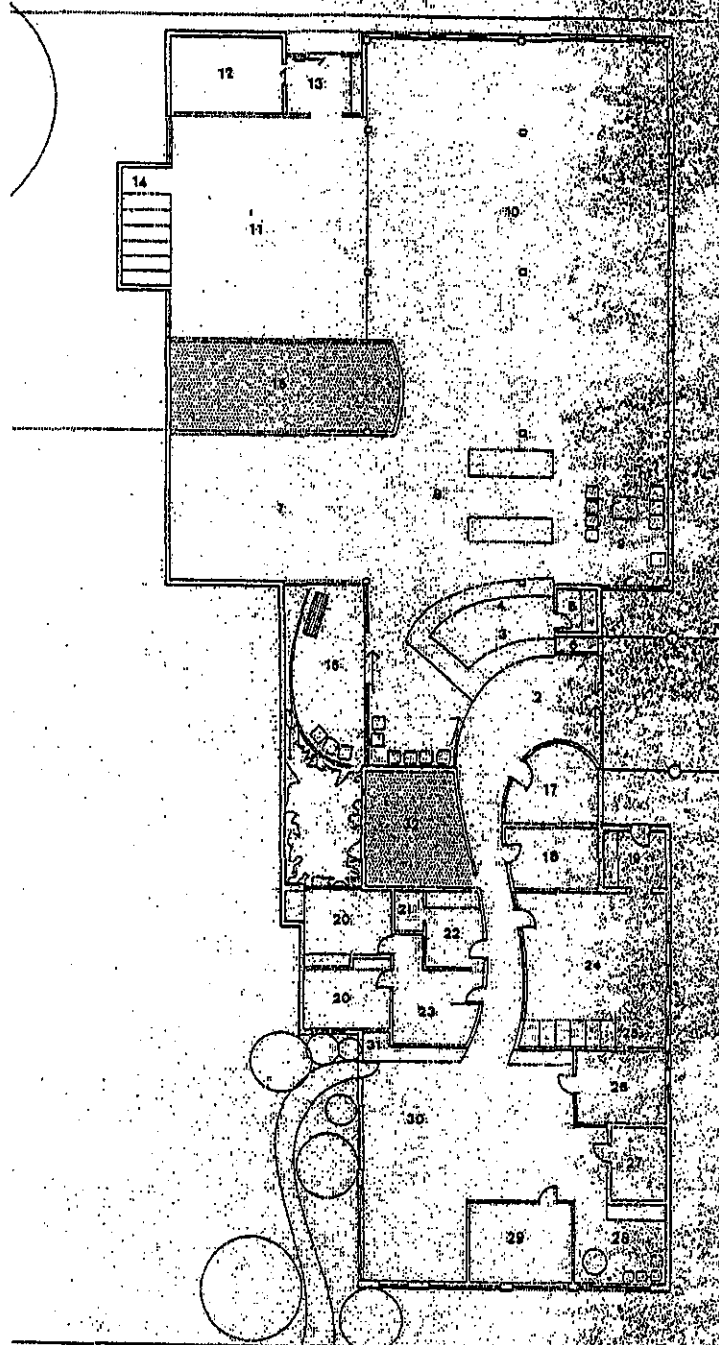
The reference states that there are several principal objectives to be met in the design of an interchange layout:

- Maximise passenger and public transport vehicle capacity;
- Maximise quality, safety and security of the passenger and operating environment;
- Minimise the potential for conflict between passenger, cyclist and vehicle movements, and
- Minimise walking distances within the interchange and to nearby attractors.

The Guidelines further recommend the following design principles for an efficient modal interchange:

- Integrate transit stops and interchanges into the design and layout of the activity centre.
- Provide appropriate "Park and Ride" and "Kiss and Ride" facilities in strategic locations.
- Design active frontages alongside pedestrian paths to interchanges and public transport stops.
- Public transport waiting areas should be clearly visible from the street and adjacent buildings and provide clear views of train, tram or bus arrivals and departures.
- Lighting should be well integrated with signage and landscaping in order to maximize safety. Lighting should also illuminate timetables at night.
- Provide current passenger information about services and the range of service timetables.
- Provide directional signage to platforms, stops, conveniences, shops, parking and taxi ranks to minimize confusion.
- Additional DDA DSAPT 2002 requirements may be triggered at modal interchanges, such as the provision of resting points (seats) every 60 metres between services.'

Attachment 3.



LEGEND

- 1 COVERED PORCH
- 2 FOYER (6.3 x 6.0)
- 3 SERVICE DESK
- 4 CIRCULATION DESK
- 5 BOOK RETURN
- 6 SPARE ROOM
- 7 STUDY AREA
- 8 RESOURCES AREA (1.200 sq.m.)
- 9 GENERAL READING
- 10 BOOK COLLECTION (220 sq.m.)
- 11 STAFF WORKROOM (110 sq.m.)
- 12 STORAGE AREA (100 sq.m.)
- 13 STORAGE AREA (100 sq.m.)
- 14 DOWNLOADER (2.2 m)
- 15 PUBLIC TOILETS (Access for all)
- 16 ACCESSIBLE COURTYARD
- 17 INTERVIEW ROOM (3.0 x 4.0)
- 18 HEALTH ROOM (3.0 x 4.0)
- 19 KIT/TOILET (2.0 x 3.0)
- 20 MATERIALS/CHILD (3.0 x 4.0)
- 21
- 22 SPARE ROOM (3.0 x 4.0)
- 23 STORAGE AREA (2.0 x 4.0)
- 24 COMMUNITY (11.470 sq. m.)
- 25
- 26
- 27 FIRE PROOF ROOM (3.0 x 3.0)
- 28 KITCHENETTE (1.5 x 4.0)
- 29 DIRECT CARE (6.3 x 4.0)
- 30 OPEN PLAN OFFICE (10.800)
- 31 Communication
- 32 STAFF TOILETS (Access for all)

Total area: 1322 sq.m.

Current space

Library 495sq.m.

S/Centre 450sq.m.

Proposed

Library 735sq.m.

Morwell 800sq.m.

Traralgon 1300sq.m.

Including

M&CH Centre

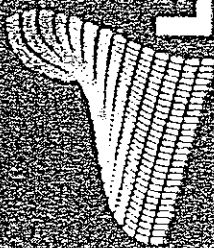
Parents Room

M&CH PRECINCT CONCEPT PLAN
ALBERT ST. RE-DEVELOPMENT

North

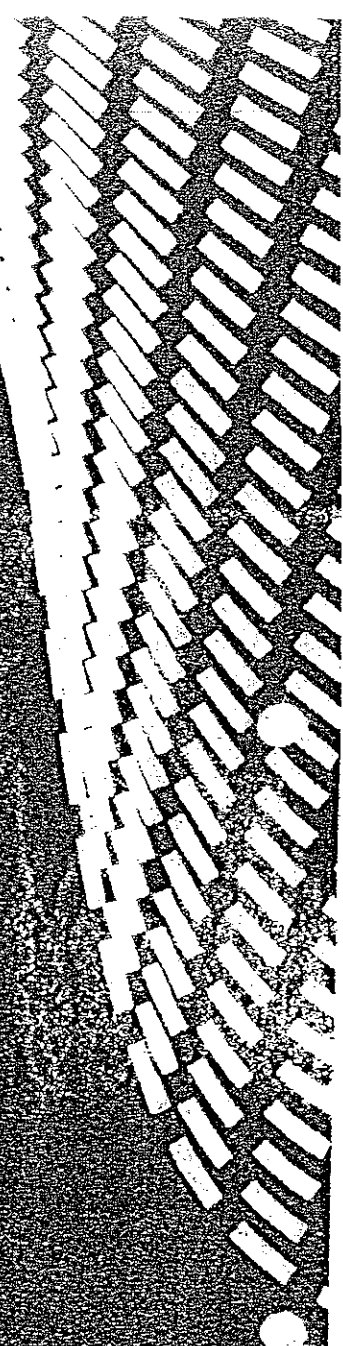
ADDUN PEDERSEN Architects
65 ALBERT STREET TRARALGON
TEL: 041 411 405 236

ALBERT STREET



LatrobeCity
a new energy

ANALOGUE TELEVISION



2/11/09

Latrobe City	
- 5 out road	
Doc. No:	
Action Officer:	Jane Burt
Disposal Code:	
Comments:	

Moe Taxis

Vic. 3825

Ph:

Fax:

RE: PROPOSED LOCATION CHANGES OF MOE TAXI RANK.

461592

To Whom It May Concern,

After a review of the Moe Rail Precinct Revitalisation Project Final Draft dated September 09 the directors of Moe Taxis are compelled to respond to significant changes that we believe will compromise the quality service we provide the public and wider community of Moe/Newborough and surrounding towns.

Moe Taxis are a group of local business people who are proud of the fact we deliver one of the most professional taxi services in regional Victoria. We are relied on heavily by the elderly, disabled and the broader community to provide a safe, efficient service while our aim is to make Moe Taxis customers experience as pleasant as possible. An aim we are passionate about.

There are currently 12 taxis based in Moe to service the community which consist of sedans, wagons and a W.A.T (Wheelchair Access Taxi) vehicle.

Currently we operate from a single rank located on the south side of George Street, east of Moore Street which has approximately 10-12 vehicle spaces aligned end to end which allows us to position vehicles in a line formation. From this location we have a proven ability to coordinate operations effectively on a daily basis without compromising the quality of service we provide our customers. Other benefits of this location are as follows:

- Enough room to accommodate all taxis in in one location (a condition of our industry accreditation is to have all 12 taxis available to service the public at any given time, hence the need for space for at least 10 taxis with an assumption that a minimum of 2 taxis will be in work all the time)
- Current rank location is established and its whereabouts known by the wider community.
- Pedestrian and level crossing in close proximity to rank allows for a safe customer route to and from the rank (bearing in mind the demographics of the majority of people who use our service who are the elderly: most with some form of walking aid, disabled including mentally and physically impaired and parents with children: often in prams or strollers)
- A clear view of traffic east and west along George Street allowing drivers to make a clear decision when to safely enter traffic travelling west or when to perform a u-turn travelling east (approximately 1 in 3 jobs would require a driver to make a u-turn at the rank, the vehicles travelling east along George Street having to give way at the pedestrian crossing allows the taxis a break in traffic to safely perform a u-turn)
- We currently have an extensive set of internal rules and regulations in place that the business works to which mainly evolves around the rank and its function in the current position. These rules are largely the systematic way jobs are delegated to vehicles in particular areas. Working to these rules provides transparency and ethical grounds for each and every person involved in the business. Also importantly reducing customer waiting times and overall efficiency. These rules are a cornerstone of the business.

After considering councils proposal of 2 new taxi ranks the first being located on the south side of George Street, west of Moore Street and the second being situated in the train station foreground we believe these locations will adversely effect our ability to provide the community with the quality service we already proudly deliver.

- Firstly our ability to operate efficiently from separate rank locations will be difficult to say the least. Vehicles situated at the train station rank will sit idle for long periods while the George Street rank will continue turning over customers regularly. (there clearly isn't enough customers come from the train station precinct including Lloyd Street businesses to warrant stationing taxis

permanently south of the railway line, a pick up and set down area similar to the proposed kiss and ride spaces would be suffice to service customers at the station. Currently approximately 90% of all jobs to and from the station are pre booked with vehicles arriving 5-10 minutes early for customers, the remaining 10% make their way to the rank via the level crossing)

- Insufficient spaces provided at the proposed George Street rank, 5 on map Page 48 and but 6 as stated on Page 43 with the potential for more as required. (As outlined previously we require a minimum of 10 spaces as we have 12 cars in town and working at any one time)
- Drivers ability to enter traffic travelling west and perform u-turns travelling east in a safe, decisive manner with the George Street rank situated directly opposite a laneway (which accesses a large car park) and with the added traffic congestion anticipated with the introduction of the bus terminal on George Street.

These are a few of the issues we have anticipated with the proposed relocation of taxi ranks however we are supportive of the town moving forward and would like the opportunity to discuss our ideas and other issues with members of council.

Please contact us at your earliest convenience to allow this process to move forward.

Yours Sincerely



Michael Breen
Manager Moe Taxis

Hiren Bhatt

From:
Sent: Friday, 6 November 2009 5:19 PM
To: Hiren Bhatt
Subject: moe rail precinct

Dear Hiren

As a fairly new business owner in George Street, Moe I was excited to hear of the money being spent in the business centre to help bring Moe more up to date with current trends.

I have invested not just mine, but my family's future in two retail premises and a very large business and was very disappointed to find out that you plan to put a skate park right opposite one of my shops. We already have trouble getting parking near our store and totally disagree with moving what little car park we have way down near safeway in favour of a skate park which would do no justice to any retailer in our area. There is not a day goes by without customers complaining about the lack of car parks in George street. We already experience several problems with the youth of Moe who use the existing skate park. Over the last few years there have been several cars damaged and emblems, and wheel caps stolen.

I have read in full the submissions entered by [redacted] and Mr Joe Diamente and I fully back up what both of these highly respectable business men have said.

Whilst I am excited about what is happening for Moe I cannot express more my great concern in involving a skate park in the middle of the business area. We have several parks and vacant land which would be far more suitable.

I also know that the elderley (which in our particular street make up a large proportion of customers) feel very threatened and unsafe being around the type of crowds that frequent the current skate park.

I certainly hope that you take notice and listen to us the people that have invested in Moe.

Thanking you for your time.

Christine Waterhouse



Latrobe City	
11 NOV 2009	
Doc. No:	
Action Officer:	
Disposal Code:	
Comments:	

RS:tw

14th October, 2009

Attention: Hiren Bhatt
 Latrobe City Council
 PO Box 264
 MORWELL 3840

Dear Sir/Madam,

I write this letter in respect to the Moe Rail Precinct Revitalisation Project Draft Master Plan which has been on display for the benefit of the community and public in general.

Unfortunately I have been unable to attend the two public meetings held to present the draft master plan, so my comments are made on the strength of opinion without necessarily knowing the full analysis made by the consultants.

The two issues I would like to raise are the reduced car parking arrangements at the top of Moore Street and the positioning of the public car park.

In respect to the Moore Street car parking proposal the provision of no available parking spaces is detrimental to all businesses, particularly retail outlets who rely on this type of access. By all means consideration should be given to having a clear way on the occasions when events are held within the CBD precinct, however to effectively allow no parking 24 hours, seven days a week provides no advantages to any user as vehicles will still be using the zone for no other purpose than accessing major thorough fares.

As an added disadvantage to this the placement of the public car park to the extreme east of the development draws car parking away from the Civil/Community Hub and central shopping area adding to the shortage of available car parking where it is most needed. For people driving into the town for the express purpose of using the Community Hub it is extremely unlikely they will gain a car park within any close proximity of the facility.

In closing I would like to congratulate the Shire on their initiatives and firmly believe the improvements are of great benefit to the Moe Community

Should you wish to discuss the matter further or should you have any questions, please feel free to contact me on either ☎ at anytime.

Kind regards,
JOHN KERR & ASSOCIATES PTY TLD



ROBERT SIM
 Director

Jane Burton

From: georgia collings f
Sent: Friday, 13 November 2009 5:05 PM
To: Jane Burton
Subject: (DWS Doc No 463314) Plans for Moe

My name is Georgia Collings, i am 17 years old and have lived in Moe all my life. Recently i have viewed the new plans for Moe and think they are fantastic. I personally believe that this will do wonders for the town as it will make the towns appearance 1000 times better than what it currently is. I often wonder why other towns such as Traralgon or Morwell are frequently upgraded and Moe isn't, so i think it's very important that these plans go ahead, and it will hopefully bring more people into the town. As i have lived in Moe all my life, i have frequently had comments made to me about the town due to it's appearance and the towns morale. I believe that these plans will make a difference to individuals perception of the town.

I definitely encourage and support the idea.

Yours truly,
Georgia Collings

Head to the Daily Blob on Windows Live [For more of what happens online](#)

Jane Burton

From: Vaughan Speck |
Sent: Thursday, 26 November 2009 11:57 AM
To: Jane Burton
Subject: MOE CBD REDEVELOPMENT

Dear Jane,

I am writing to express my dismay (but not surprise) at the decision to again delay the Moe redevelopment project. It appears that the noisy usual suspects are still attempting to derail the first major development that Moe has seen in 20 years. This town has suffered greatly over recent times due to industrial restructuring and desperately needs a renewed centre and focus of which it can be proud. New and improved facilities will help to kick start that process and help to renew the area. A revitalized CBD is essential to attract new investment and the residential growth that is currently being enjoyed in places such as Trafalgar. Why anyone with the town's interests at heart could not support the project is beyond me. If the money had been made available to Traralgon, the thing would have been finished before the ink on the contract was dry.

Without exception, the people I see in my private and professional life just wish the council would "get on with it". Unfortunately they don't tend to have the time to make as much noise as some purported community spokespeople.

The council has been through an extended and comprehensive process.

It doesn't matter what council does, these people will never be satisfied till the project is derailed that the money is spent in another town, because that is what will happen if we do not get on with it.

It is time for the Council to do the job it was elected for. The decision was made after extensive consultation and we have to accept that no solution is going to make everyone happy.

Enough is enough.

Get on with it.

Could you please submit this e mail to council at the appropriate time

Regards,

Vaughan Speck

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26/11/2009

Jane Burton

From: Pearse Morgan [
Sent: Thursday, 26 November 2009 9:54 AM
To: Jane Burton
Subject: Moe Rail Revitalisation Plan Project

Dear Jane

I have followed this debate over an extended period of time & on occasions been a part of the community consultation process.

I must say that over my 30 years in public practice I never observed a council to be more inclusive & exhaustive in a spirit of openness to include the community as the Latrobe City has been on this project.

Some 6-8 weeks ago I was invited to the Latrobe City's presentation of the concept plans presented by imminently qualified architects & designers. I walked away thinking that apart from the usual suspects attempting to raise "red herrings" wanting guarantees about council process of dealing with the possible sale of the old library, that the overall plan would change forever the look & feel of entering Moe's CBD for the better.

Whilst views were expressed around the level of parking & whether the skating rink was in the right spot or not, I felt that the project once completed would bring Moe up to speed with the look & feel of Morwell & Traralgon with our own signature building & community precinct.

So upon leaving the meeting I felt the presentation was overwhelming supported by myself & others of a like mind.

To my astonishment I read in the Moe News on Tuesday this week the banner headline that the project has been delayed yet again!

As you know a letter that I wrote on behalf of my client Tanjil Place Medical in respect of the existing Moe Library & service centre was the subject to a freedom of information application to VCAT.

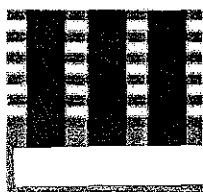
What I find disgraceful is that the very same people whose behavior & alleged misconduct in illegally obtaining confidential council documents, an issue they were roundly criticized for in the VCAT judgment, was never reported in the local press to expose them or action taken against them. These very same people are still at large attempting to pass off the minority views of their secular groups that they control as some how representative of the wider views of the Moe Community.

Quite frankly I am appalled at the way they have manipulated so called public opinion on the issue of the Moe Rail Revitalisation Plan Project, I believe the Latrobe City's behavior & patience with these groups has been exemplary, but must be at an end.

Time for consultation is over!

I urge the Latrobe City councilors to immediately vote to proceed with this project in the knowledge that the overwhelming majority of people in Moe want it to happen!

Regards



Pearse Morgan CA CPA CFP | Director

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26/11/2009

**MID GIPPSLAND
FAMILY HISTORY SOCIETY Inc**

Association number A0023846S
ABN 88 735 748 406
<http://home.vicnet.net.au/~mgfhs>
mgfhs.inc@gmail.com
PO Box 767, Morwell 3840



Latrobe City

27 NOV 2009

Doc. No:	
Action Officer:	
Disposal Code:	
Comments:	

The Mayor and Councillors
Latrobe City Council
141 Commercial Road,
Morwell, 3840

Re: Moe Rail Precinct Revitalisation Project

The following submission has been forwarded to Hiren Bhatt. By this letter we wish to alert the council to the issues that directly relate to the functioning of the society.

I write on behalf of the Mid Gippsland Family History Society Incorporated. The Mid Gippsland Family History Society (MGFHS) provides research services for the public and its members from its facilities in Moe Library's meeting room.

The Society maintains several computers, a significant hardcopy and electronic library, and other office supplies in locked storage within the Moe meeting room. In addition to monthly general meetings and committee meetings, our volunteers provide assistance for the general public every week in the meeting room. We have approximately 45 members.

We believe that the activities of the MGFHS complement those of the library.

Our expectation, given the Library relocation, is to maintain and improve upon the current arrangements. In this regard we are concerned about access, parking and adequate permanent storage, floor space & facilities for community groups such as the MGFHS. To maintain our current requirements we need

- Night time access
- Disability access
- Access to toilets day and night
- Sink and tea making facilities
- Seating for 40 people
- Suitable tables and equipment for conducting meetings
- Floor area or wall space for both permanent and temporary displays
- Adequate room and access for installing our compactus
- Adequate wall space for at least three computers and two microfiche reader/printers
- Power outlets to support the above and casual requirements

It looks like these requirements will not be met by the proposed floor plan
In brief it would seem that:

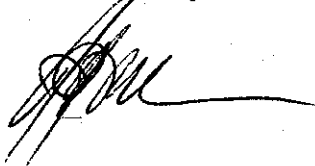
- There is no dedicated parking for visitors to the library.
- Parking is too remote for elderly and disabled members and visitors.

- No adequate meeting room or lecture room for public events.
- No permanent allocation for the MGFHS family history collection or society documents, equipment and other resources. None of the meeting rooms are large enough for this society.
- No meeting room with a kitchen, an essential feature.

We recognise that the closing date for submissions regarding the project passed in early November 2009. Our recent committee meeting was the first opportunity we had to discuss the project. The MGFHS is happy to provide information to assist the council improve the design for the Library and requests that this society and other stakeholder groups be contacted directly.

We would appreciate a response to the President at the address above.

Yours sincerely,



Peter McNab
Secretary
Mid Gippsland Family History Society

Courtesy Copies:
Ms J. Kyriacou

MOE CIVIC CENTRE PROPOSAL AMENDMENTS

After studying the Council's Consultants' proposal, there are a number of concerns that need to be raised.

1. No assessment of the number of people living within walking distance of the proposed civic hub. Less than 3% are within 500 metres, and less than 10% are within 1 kilometre. With recent subdivisions in Old Sale Road and Moe Heights, the average distance from the civic hub for 90% of the community is 2.2 kilometres (refer Map No.1 and page 16 of the Report attached). The buildings indicated in pink are all commercial. **Note:** Inside 500 metre radius there are 310 dwellings and within a 1 kilometre radius a total of 827 dwellings.
2. **Shared Zone:** Note the VicRoads guidelines page 103 indicate a maximum of 200 vehicles per hour, and yet the consultants' figures show more than double this recommendation. The peak hour movements of 1,962 vehicles to 610 pedestrian movements indicates that the shared zone proposal is no longer relevant. **Note:** The shared zone in Bendigo (with a population of 27,000) has a road with a median strip with four lanes of car parking. This is in total contrast to the narrow Moore Street plan.
3. Page 10 2.2.1 of the report states: "the function of the transport hub services and the rail precinct must remain as a transport hub". The consultants have ignored this concept, by having the bus and taxi ranks on the opposite side of the railway line from where the passengers are embarking and disembarking. The report also states establishment of a bus interchange at the station, which has been ignored.
4. The former goods yard to be developed into short term parking in the report, has also been ignored. No planning has been put in place to enhance pedestrian access from the station to the north of the railway line. (Refer page 12 of the report).
5. 3.2.1 of the report recommends the relocation of the skate park. This initially was located approximately 150 metres to the west, and the relocation to its present site was requested by Council and the Police in order to be in a visual line from the police station.

My suggestions to improve of the plan are as follow:

1. A 5 metre wide underpass under the rail line at the end of the platform, eg. Morwell, with steps to both the station and the civic hub. This is to be an open, well-lit passage way for ease of access from the north to the south. This could be enhanced by planting shrubs etc. by the entrances.

2. Provision for buses and taxis should be immediately outside the station for convenience. A covered waiting area for both bus and taxi passengers for weather protection should also be incorporated. A passenger drop off and pick up zone would be adjacent to the platform. **Note:** Between 7.30 and 8.30am on 14th October, 26 cars dropped people off at the station.
3. Car parking at the station needs to be increased as Moe is growing, with approximately 900 new building blocks being released in one estate in 2010.
4. Traffic flow would be improved by making the car park one-way from west to east, with the entrance located west of Kellys Lane (this would avoid removing any of the existing trees). A traffic island at this point would enhance traffic movement into the station. A roundabout at the intersection of Fowler and Lloyd Street would eliminate the current traffic flow problems.
5. Planning of the new civic hub should be extended to provide for a future rail platform development. As this is a Greenfield site, it is logical as this proposal would allow for the future second railway line and demolition of the existing station as a new platform will have to be built.
6. If the civic hub was relocated to the east, then a large green park area would be opposite the station and the existing car park on the east could be extended to cater for the needs of residents and their access to the civic buildings.

Enclosed:

1. Transparent overlay;
2. A Moe map;
3. Pages from the consultants' report.

Peter Beasley
November 2009

SAVIGES ROAD

MOORE ST

GEORGE STREET

CIVIC HUB

PUBLIC OPEN SPACE

Civic / Community Hub

Commercial / mixed-use

Platform

Train Station

10 KISSISS BIDE

9 TAXI

6 BUS / TAXI

Coach 3 BUS

Station forecourt

5m UNDERPASS

Convenience retail

30 CAR SPACES

Public Open space

significant oak tree

Public long day parking

CLOYD STREET

FRANIER STREET

Event space

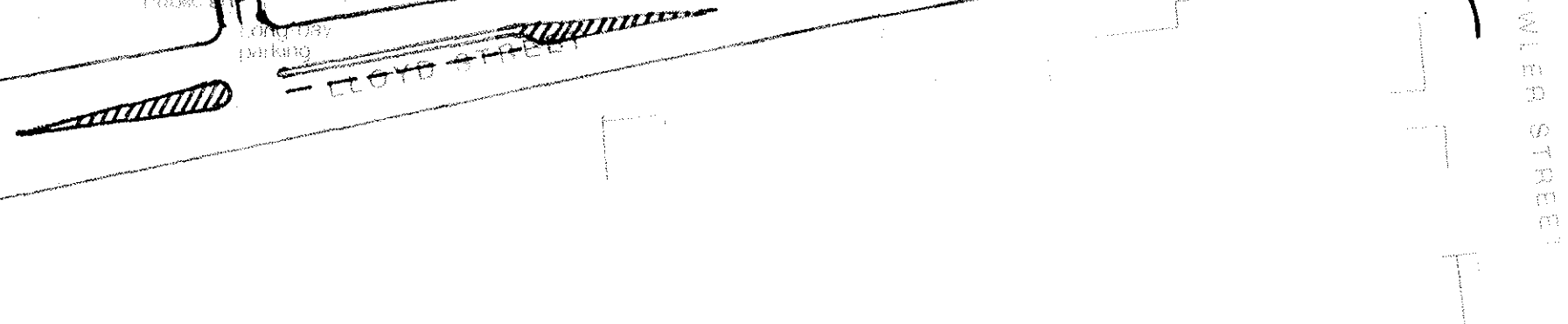
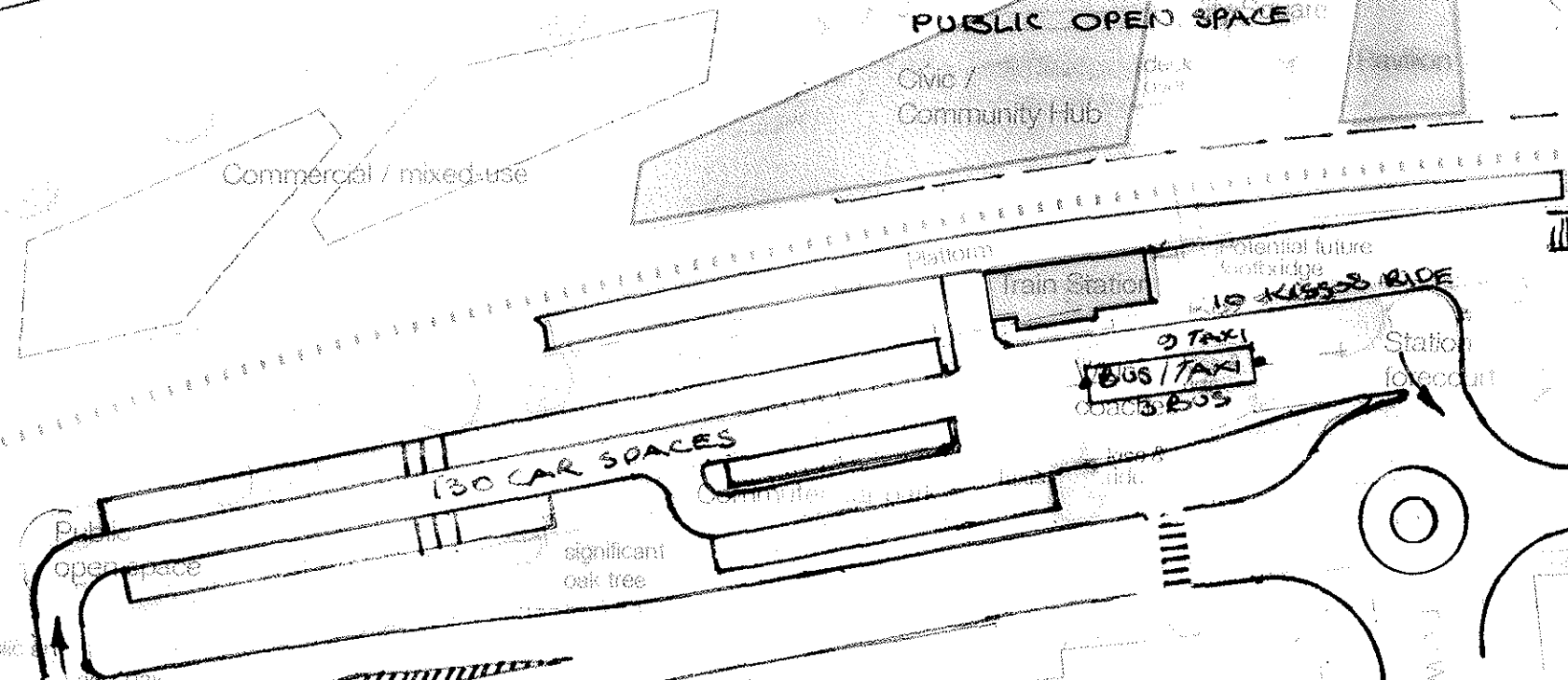
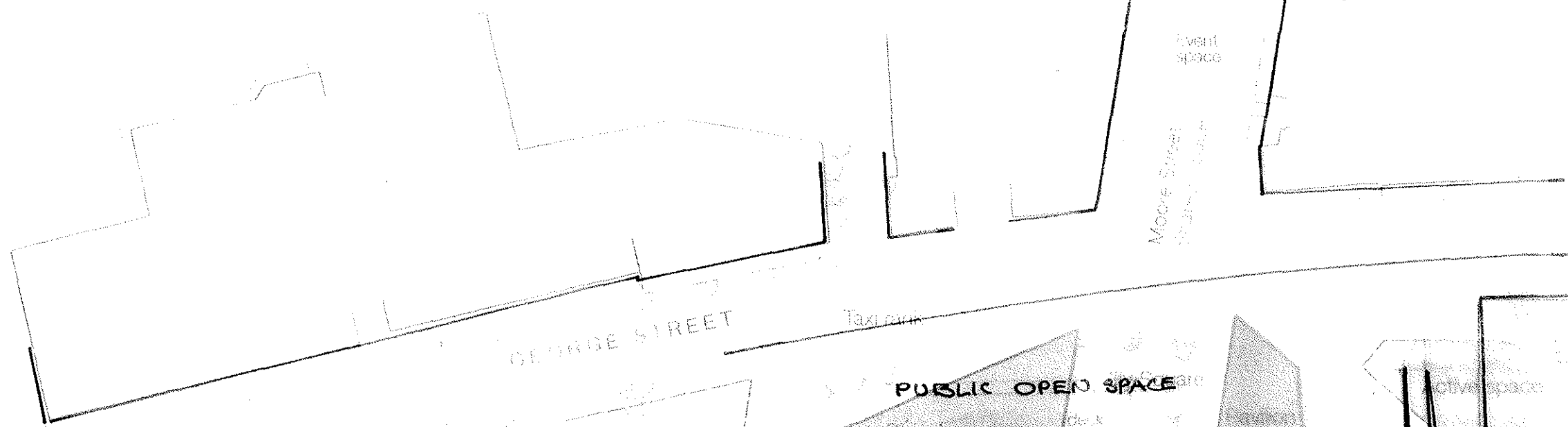
Hastings Place

Taxi rank

Pedestrian level cross

Potential future footbridge

Convenience retail



MOORE ST

Moore Street Shared Space

Haslerpe Place

KIRK STREET

GEORGE STREET

ANZAC STREET

PUBLIC OPEN SPACE

Civic Community Hub

deck over

Pavilion

CIVIC HUB

Skate Park

Public CAR PARK

SKATE PARK

Platform

10 TAXI BIDE

2 TAXI
BUS/TAXI
3 BUS

Station forecourt

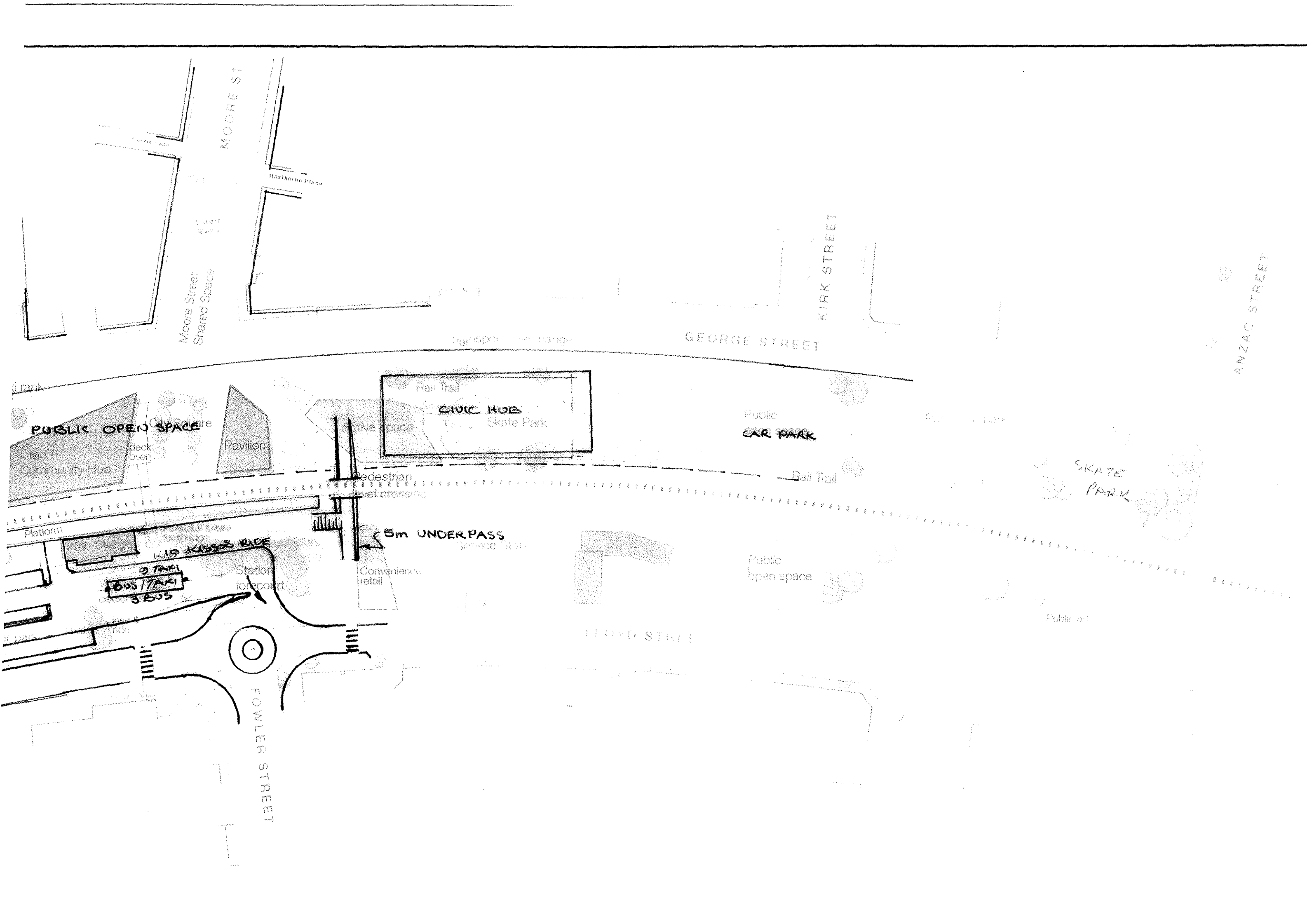
5m UNDERPASS

Convenience retail

Public open space

FLOYD STREET

FOWLER STREET



2.1 Background Document Review

The section provides concise summaries of key strategic documents, which provide significant background information and prompts for the Moe Rail Precinct Revitalisation Project. The documents summarised below represent the most relevant background information, but were reviewed together with several other strategic, planning and technical reports relevant to this location.

The information set out below provides key inputs and prompts for the planning and design work presented later in this Report.

2.1.1 Moe Rail Revitalisation Project: Community Engagement & Consultation Activities (2009)

Consultation Findings Report

The following consultation activities occurred in early 2009: Context Audit, Capacity Building Program, Design In Workshop and an Ideas Shop. The predominant themes which emerged were as follows:

- 'Function' themes
 - Transport hub services - rail precinct must remain a transport hub
 - Car parking facilities - more car parking should be required
 - Library - relocation and redevelopment at the station precinct
 - Lifestyle/entertainment - space should satisfy lifestyle needs
 - Youth and child-friendly facilities
 - Community services and facilities
- 'Form' themes
 - Integration/connection - existing and new
 - Safety and amenity
 - Image - new, fresh, modern, well appointed

Vision

A place where community members can be transported: physically, socially, culturally, and educationally.

Key words: 'gather', 'welcome', 'comfortable', 'safe', 'information', 'trains', 'café', 'library', 'integrate north and south', 'cutting edge', 'cultural', 'lifestyle-oriented'.

Policy statement: "Council will respond to emerging issues in a creative, sophisticated, inclusive and proactive manner".

The consultation process aimed to maximise opportunities to:

- gather information
- disseminate information
- facilitate 'preferred futures' negotiation
- facilitate inclusive community-based consultation
- facilitate specialised processes
- avoid consultation fatigue

Core principles of the consultation process:

- refine and build upon the Vision
- inclusive, broad process
- encourage new and innovative ideas and solutions
- build ownership, accountability and transparency
- provide a useful tool for future work

Function Themes

Functions/uses: must have / could have / must not have: various items

- Transport hub
 - Enhanced transport hub, beyond a train station.
 - Modern and efficient, welcoming and legible.
 - Interchange between various modes: train (commuter/tourist), bus (local, V/Line), car, taxi, bicycle, pedestrian
 - Should not be development solely for transport purposes
 - Design advice: redevelopment of rail crossing as an underpass or overpass, link rail trail to development, provide secure bike storage, taxi rank - George/Lloyd Streets, secure, comfortable, inviting waiting areas
- Car parking facilities
 - Majority view that more parking is needed
 - Need to explore need, so not to waste opportunities on public land
 - Keep parking to periphery, pedestrian focus at centre
 - Potential for decked parking (but this is very expensive, also visual impacts)
- Library services
 - Majority view favours the relocation and redevelopment of the library
 - Vision - departure from old style libraries:
 - Modern, 21st century facilities, connected, creative/programmable, integrated with other activities, sustainable
 - Design must address safety and noise amenity issues.

2.1.2 Moe Activity Centre Plan: Urban Renewal Strategy & Implementation Plan (2007)

This project builds upon the earlier Urban Renewal Framework for Moe, prepared as part of the Latrobe Transit Centred precincts Study (LTCP). The key objectives were to address prioritisation and budgeting of capital works, provide a basis for funding applications, and review occupancy arrangements for VicTrack land, with a focus on short-mid term implementation.

The LTCP provides several key outcomes for Moe:

- Better public transport – upgraded station, new node/hub
- Tourism destination – with cycle connections
- New urban lifestyle –
- Stronger economy – office node, business premises
- Better housing options – apartments, medium density

The report includes an Urban Renewal Framework, which identifies Catalyst projects:

- Station upgrade
- Streetscape upgrades
- Attracting urban lifestyle amenities
- Land packaging for development
- Incentives and advice for development
- Demonstration projects

Issues with the LTCP were identified as follows:

- Unclear strategic rationale, little 'ownership'
- Difficult to identify viable demonstration projects
- Lack of clarity of vision of 'lifestyle' hubs
- Lack of clarity of best model for delivering desired catalyst projects

The LTCP essentially proposed the privatisation of the station precinct through key development sites for higher density residential and commercial/office development. However economic viability issues will preclude this in the short term at least.

Therefore focus is on civic and public facilities and open space, and public domain improvements, and the relocation of the library, with other community facilities, as a potential catalyst for the town centre.

Framework Plan Elements

- Establish railway land as green corridor linking racecourse (west) and botanic gardens (east)
- Community parks on VicTrack land
- East-west links
- Crucial public open space in the centre, focussed on transport hub
- Enhancing N-S connections across railway
- Activating open spaces with commercial/transit activity
- Integration of pedestrian and cycling trails
- Prioritising other modes over cars
- Establishing new bus routes
- Establishing a bus interchange at the station

Development Principles

- Civic Hub – high quality address, central activity location
- Service Station – redevelopment for efficiency and commercial opportunities, commercial interface with civic hub
- Former goods yard – market redevelopment with value add, short term parking potential
- Existing parkland – consider parking expansion, note sensitive issues
- Existing park/skate park/car park – restructure for cycle link, more efficient layout
- Rose garden – embellish park, conceal overpass, adaptive re-use of substation building
- Eastern landscape corridor - gateway role

Implementation Projects

Project 01: Moe Train Station Precinct, principles and actions:

- Pedestrian level crossing – relocate west to align with Moore St
- Civic hub plaza – open public space, partial cover
- Civic hub library – integrate library, community, transport and commercial facilities/activities
- Civic hub pavilion – amenities, bikes, health
- Commercial development site (south, adjoining service station)

Project 02: Integrated Bus Loop and Street Upgrades

- Proposed bus loop along George St, Saviges Rd, Albert St, Anzac St, Langford St

Project 03: Moore Street Shared Zone, principles and actions:

- Reinforce as primary shopping street
- Strengthen pedestrian connection to the station precinct
- Formalise intersection with George Street
- Retain existing mature trees
- Slow traffic through design

3.1 Site Analysis

The maps and photographs in this section represent a brief visual overview of the Rail Precinct and surrounding context.

The plan on pages 20-21 represents an outline analysis of the existing physical conditions within and around the Moe Rail Precinct, identifying various factors which may influence the design outcome, including:

- Existing buildings and green spaces
- Edge conditions (built form)
- Views and vistas
- Pedestrian movement – links, connections and barriers

This basic analysis raises various issues and prompts for the later design and planning work, at a range of scales. These outcomes are explained later in this Report.

NON RESIDENTIAL

500m R. 3% POPULATION.



Aerial image of Moe CBD

3.2 Site Assessment – Station Precinct

The following analytical assessment of the Moe Rail Precinct is based on a detailed review of background documents, consultation outcomes and physical conditions in and around the Precinct. The assessment is categorised as follows:

- **Issues** or problems to be addressed through the master plan and implementation
- **Priorities** for action or short-term delivery
- **Constraints** or limitations to achieving the objectives
- **Opportunities** for added value or extra benefit

This format provides a clear, legible rationale for the subsequent design proposals, reflecting a thorough understanding of the place, and couching the proposals in the context of the current circumstances. In this way, the master plan is guided to directly address the existing conditions and context.

3.2.1 Issues

Barrier to north-south movement

The railway corridor and station precinct through central Moe forms a significant barrier to north-south movement within the town centre. The existing pedestrian level crossing is the only connection between the Lloyd Street/Anzac Street overpass and a connection at the western end of the Racecourse, and is concealed, narrow and quite unwelcoming. Further, this crossing is not aligned with pedestrian routes to the north or south. This situation significantly constrains north-south movement and accessibility, effectively 'cutting the town in half'.

The railway is lined with steel paling fencing at the Station Precinct, but further to the east and west, the railway is open to the adjoining open space and streets. Therefore, the safety or security requirements for the fencing at the Station may be questioned.

Lifestyle/entertainment

The Moe town centre currently lacks lifestyle and entertainment facilities, and this need has been identified through consultation processes. These facilities may include cafes, meeting spaces, gallery spaces, cinemas, theatre and open spaces.

Visibility of Station from north

The existing single-storey shops in the Rail Precinct on the south side of George Street serve to obstruct views and visibility to the Station from Moore Street, which is Moe's primary pedestrian-focussed shopping street. This makes the Station virtually invisible from large areas of the town centre.

Station entrance from north

The pedestrian entrance to the station from the north consists of a narrow walkway between two blank side walls of shops, leading to the pedestrian crossing. This entrance lacks prominence, visibility and any sense of amenity, welcome or safety, and is highly inadequate.

Skate Park

The existing retrofitted skate park consists of several steel ramps arranged on an asphalt surface. Its location is isolated from other uses, the equipment is quite basic, and opportunities for passive surveillance are very limited, with no built form or activity nearby.

Youth and child-friendly facilities

Consultation processes have confirmed a current lack of youth- and child-friendly facilities in Moe generally. The Rail Precinct is particularly relevant to this issue, as significant numbers of adolescents use the trains and buses to travel to school, and so spend time in the precinct waiting or on arrival.

Image, appearance, aesthetics

The existing conditions in the Rail Precinct reflect a poor-quality visual and aesthetic environment. Unpaved surfaces, disused rail infrastructure, backs of shops, utilitarian fences and other barriers contribute to a harsh, unpleasant environment. The outlook to the north from the station platform is similarly unpleasant.

Library

The existing Moe library facilities are deemed inadequate for current usage levels and Moe's current population, and potential growth in patronage. There is potential to give this service and key community facility a 'lift' in spatial quality and amenity.

Rail Trail

The existing Moe-Yallourn rail trail, a cycling trail utilising the former railway line, currently commences just east of the Anzac Street roundabout/rail bridge, so is disconnected from the Station and city centre.

Legibility

Urban legibility describes the clarity or readability of urban areas, to guide movement and easy accessibility, especially for pedestrians. At the Moe Rail Precinct, existing entrances, buildings, fences and other barriers contribute to quite low levels of legibility. That is, the entrance from the north is concealed and difficult to find, the existing shops obstruct views into the Station. There is potential to create a more legible system which responds to pedestrian desire lines.

RELOCATION / VISIBILITY FROM POLICE STATION

'Traditional' policies of segregating traffic flows often increase the feeling of safety, but in practice they appear to be counterproductive. What feels safe is not necessarily safe - and conversely what feels unsafe may actually be quite safe. Shared Space is successful because the perception of risk may be a means or even a prerequisite for increasing objective safety. In other words, when a situation feels unsafe, people are more alert and there are fewer accidents

The development of Shared Space

Shared Space does offer important practical starting points for the design of a public space

Experience shows that it is possible to enhance the quality of usage options of a public space without banishing motorised traffic completely. It also shows that public spaces can be beautiful and safe.

Recent Shared Space application began with the 1970s Dutch 'woonerf' concept, in which streets are treated like extended back yards. Cars do not have priority but their drivers submit themselves to a 'common law' of equal speed for all street users. In such zones, pedestrian priority is applied to the entire surface of the public space, and this is possible not just in side-streets in residential areas, but in the hearts of towns and cities

More public spaces need to be created in the city centre, given the vital importance of public space to building social capital and a sense of community, and to public safety and conviviality.



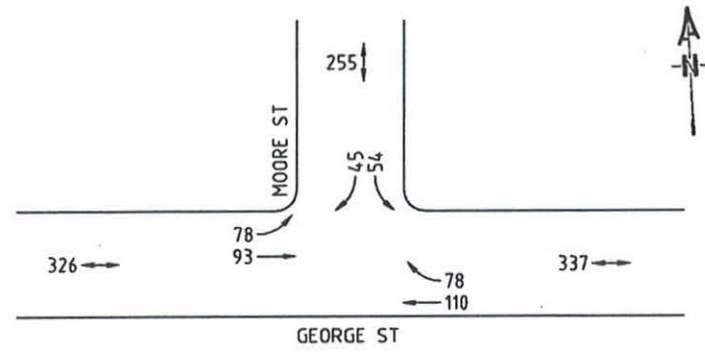
Shared Space, Bendigo

5.1.2 City of Greater Bendigo inputs

Notes from telephone conversation between Simon McPherson (SJB Urban) and Tim Bucks, Landscape Architect, City of Greater Bendigo (21 August 2009)

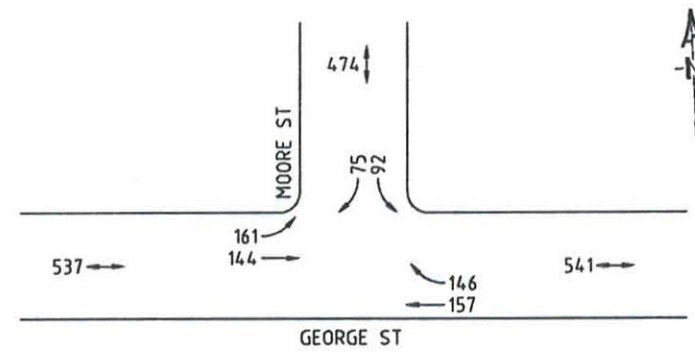
- The primary philosophy of Shared space is to not define spaces, but keep it all consistent/ill-defined/continuous
- Slowing vehicles down is the most important thing
Bluestone cobbles on approach provide warning to vehicles (vibration) and to pedestrians (acoustic), and slows the vehicles down
Squeeze point created by stone plinths with glass vertical blades – serve to narrow the roadway on the approach
Water features (low-height fountains in the street surface) form a 'soft' traffic management device (rather than bollards or similar)
- By creating ambiguity, the space causes different behaviours
- It is essential that the design is of human-scale, rather than 'car-scale':
Variations in ground surface texture and colour which are highly visible
Small scale break-up of the surface, rather than large expanses of materials
- Community response has been mixed:
The communication strategy could have been better

1962 / 610
399



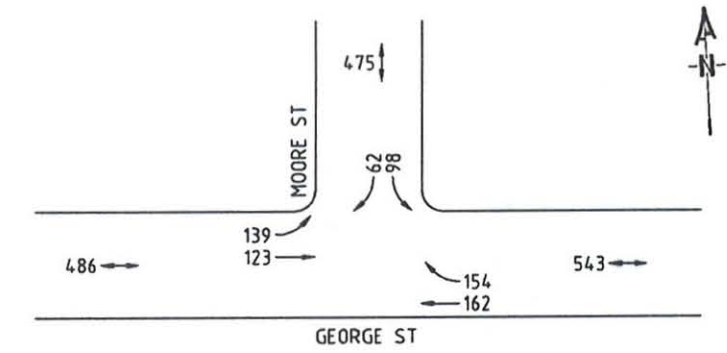
VEHICLE VOLUMES

NOTE: ALL UNITS ARE VEHICLES PER HOUR (vph)



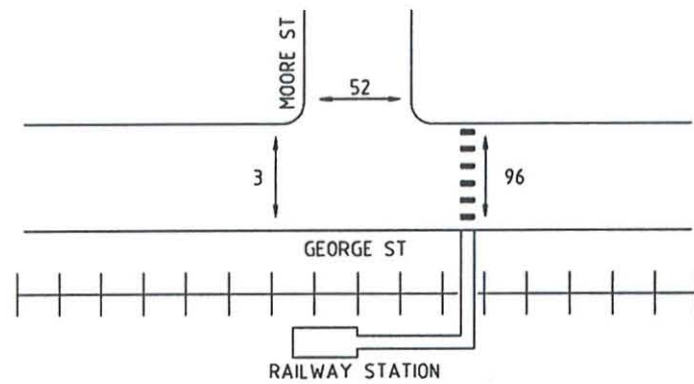
VEHICLE VOLUMES

NOTE: ALL UNITS ARE VEHICLES PER HOUR (vph)



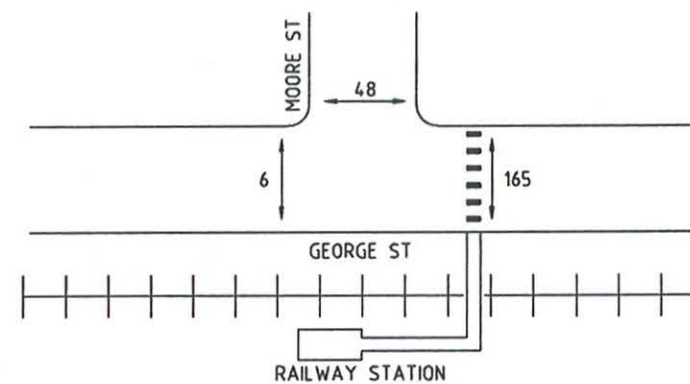
VEHICLE VOLUMES

NOTE: ALL UNITS ARE VEHICLES PER HOUR (vph)



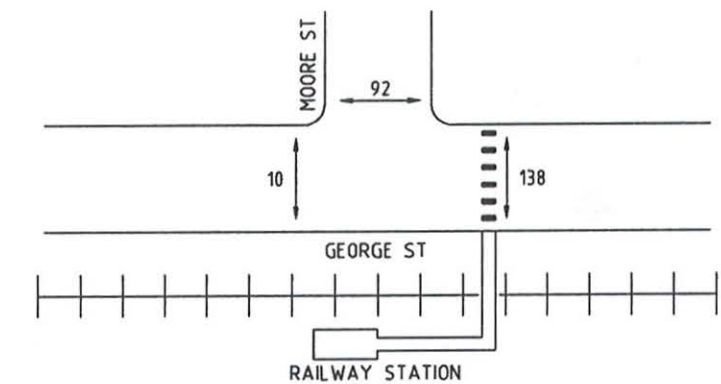
PEDESTRIAN VOLUMES

NOTE: ALL UNITS ARE PEDESTRIANS PER HOUR



PEDESTRIAN VOLUMES

NOTE: ALL UNITS ARE PEDESTRIANS PER HOUR



PEDESTRIAN VOLUMES

NOTE: ALL UNITS ARE PEDESTRIANS PER HOUR

Figure 7: 2009 Pedestrian & Traffic Peak Hour Volumes at Moore George Street Intersection (Fri 0830-0930)

Figure 8: 2009 Pedestrian & Traffic Peak Hour Volumes at Moore & George Street Intersection (Fri 1530-1630)

Figure 9: 2009 Pedestrian & Traffic Peak Hour Volumes at Moore & George Street Intersection (Fri 1030-11:30)

Shared Zones

Existing Moore Street Shared Zone

The existing signed shared zone on Moore Street currently extends between George Street to the south and Albert Street to the north. Although signed appropriately for a shared zone, it has been observed, and raised by Council officers, that Moore Street is still functioning as a vehicle dominated carriageway. This is partly confirmed by the traffic and pedestrian survey results which recorded that, over the first 20m of the southern end of the shared, vehicles outnumbered pedestrians (on the defined carriageway) by at least 5 to 1.

Some features of Moore Street which may contribute to the domination of vehicles are listed below:

There is a strong definition between the vehicle carriageway and footpath that discourages pedestrians from actively using the street space. It is preferable that the shared zone is on one level to "enhance the sense of equality between pedestrians and vehicles." [VicRoads guidelines].

The existing vehicle carriageway is predominantly bitumen seal and does not clearly set apart the shared zone area from any other street within the locality. It is desirable that the shared zone surface be treated differently to emphasise to the driver that they are in a shared zone, and to modify their behaviour.

Limited speed reduction devices currently exist within the shared zone. (Refer to Figure 11). VicRoads suggests that straight road lengths should not exceed 50m.

The vehicle carriageway is currently too wide. This encourages higher vehicle speeds and provides less protection for pedestrians.

Further to the above, appropriate and inappropriate locations for shared zones, as guided by VicRoads (Traffic Engineering Manual Vol 1, Chapter 4 – Edition 4, September 2008), compared to the existing situation, are summarised in Table 5 below.

Table 5 – VicRoads' Guidelines for Appropriate and Inappropriate Shared Zone Treatments

Appropriate locations	Existing Moore Street Shared Zone
low volume streets where pedestrians outnumber motor vehicles and where the pedestrian needs are best met by walking on the roadway	Non compliant. Moore Street is a significant shopping street within Moe.
where the street has been constructed or reconstructed to a sufficient degree to ensure significant visual interruption and where speed is physically restrained	Non compliant
where there is no cross motor traffic	Compliant
Inappropriate locations	Existing Moore Street Shared Zone
on streets that carry over 200 vehicles per hour in peak periods, or over 1000 vehicles between 7.00am and 7.00pm	Non compliant. Traffic volumes on Moore Street (southern end) were recorded as being just below 500 vehicles per hour.
on streets with a history of vehicle speed problems	Speed surveys have not been undertaken. Observed to be generally compliant.
on unprotected locations where approach speeds exceed 40-50km/h	Compliant

With reference to VicRoads' guidelines and the above review, additional treatments and other network modifications (to reduce the overall traffic volumes along Moore Street) are required to ensure a safe and efficient use of the existing shared zone arrangement.



Figure 10: Existing Shared Zone Arrangement (Looking north along Moore Street from George Street)

Shared Zone – Master Plan

As part of the proposed master plan, it is proposed to modify the existing shared zone arrangement as follows:

Restricting the shared zone area on Moore Street to just the southern section. The northern section would be converted to a typical urban street with clearly defined vehicle and pedestrian areas.

Relocating the majority of car parking on Moore Street from the southern to the northern section of Moore Street (i.e. to the proposed non shared zone area). A preliminary review has indicated that the car parking supply along Moore Street may be slightly increased from the existing supply.

Continuing the shared zone area to include the intersection of George Street and Moore Street. This would provide a direct link to connect to the open space proposed between George Street and the railway line.

Raising the shared zone area such that pedestrians and vehicles are on one level.

Treating the shared zone area to clearly differentiate between the shared zone and surrounding road network.

Restricting traffic lane width to reduce traffic speeds.

The physical measures as listed above are generally appropriate for a shared zone arrangement. However, as highlighted previously within this section, existing (and future) traffic volumes on both George Street and the southern section of Moore Street are required to be reduced to ensure the successful operation of the shared zone treatment.

The existing peak hour traffic flows on George St, Moore Street and through the George Street / Moore Street intersection are summarised as follows:

George Street east of Moore Street (two-way):	~540 vph
Moore Street (two-way):	~475 vph
George Street / Moore Street intersection (all-movements):	~775 vph

In comparison, VicRoads' guidelines suggest an upper peak hour traffic volume within shared zone of 200 vehicles per hour.

The proposed shared zone itself could assist with reducing the traffic volumes in its vicinity; however, in order to achieve wholesale traffic reductions, some or all of the following would be required (some of which are already proposed):

Altering the town centre network to encourage the through vehicles to use alternative routes (other than Moore Street and George Street). This may also include road blockages and / or one-way traffic routes.

Reducing car parking demand within the shared zone (this is already proposed as part of the Master Plan as the majority of car parking will be relocated to the northern section of Moore Street, but south of Albert Street). Introducing traffic calming measures to discourage the use of George Street for through traffic. This may be difficult as bus access is required to be maintained.

Concentrating the pedestrian active, low vehicle land uses in close proximity to the George Street / Moore Street intersection.

Further to reducing the potential traffic volumes, it is strongly recommended that the shared-zone treatment at the Moore Street / George Street intersection be designed such that pedestrians travelling between the railway precinct and Moore Street are guided outside of the vehicle conflict zone of turning vehicles (i.e. in line with the verges along Moore Street).

Railway Car Park

The railway car park is proposed to be increased to 100 car parking spaces (minimum) which is consistent with the requirements of the Department of Infrastructure. This can be achieved on the western side of the railway station building. A car park design for at least 100 spaces, which will also cater for V/Line buses, is currently being prepared. It is proposed that this car park will predominantly cater for rail commuters.

Access (both ingress and egress) to the railway car park is proposed to be located off the northern side of Lloyd Street, approximately 60m (clear separation) west of Fowler Street. This location is considered adequate and is unlikely to detrimentally affect the operational efficiency of the adjacent road network.

The V/Line coach service and set-down / pick-up areas (including the provision of two taxi bays) will ingress via the proposed railway car park access (described above) and egress via a secondary access approximately 30m west of Fowler Street.

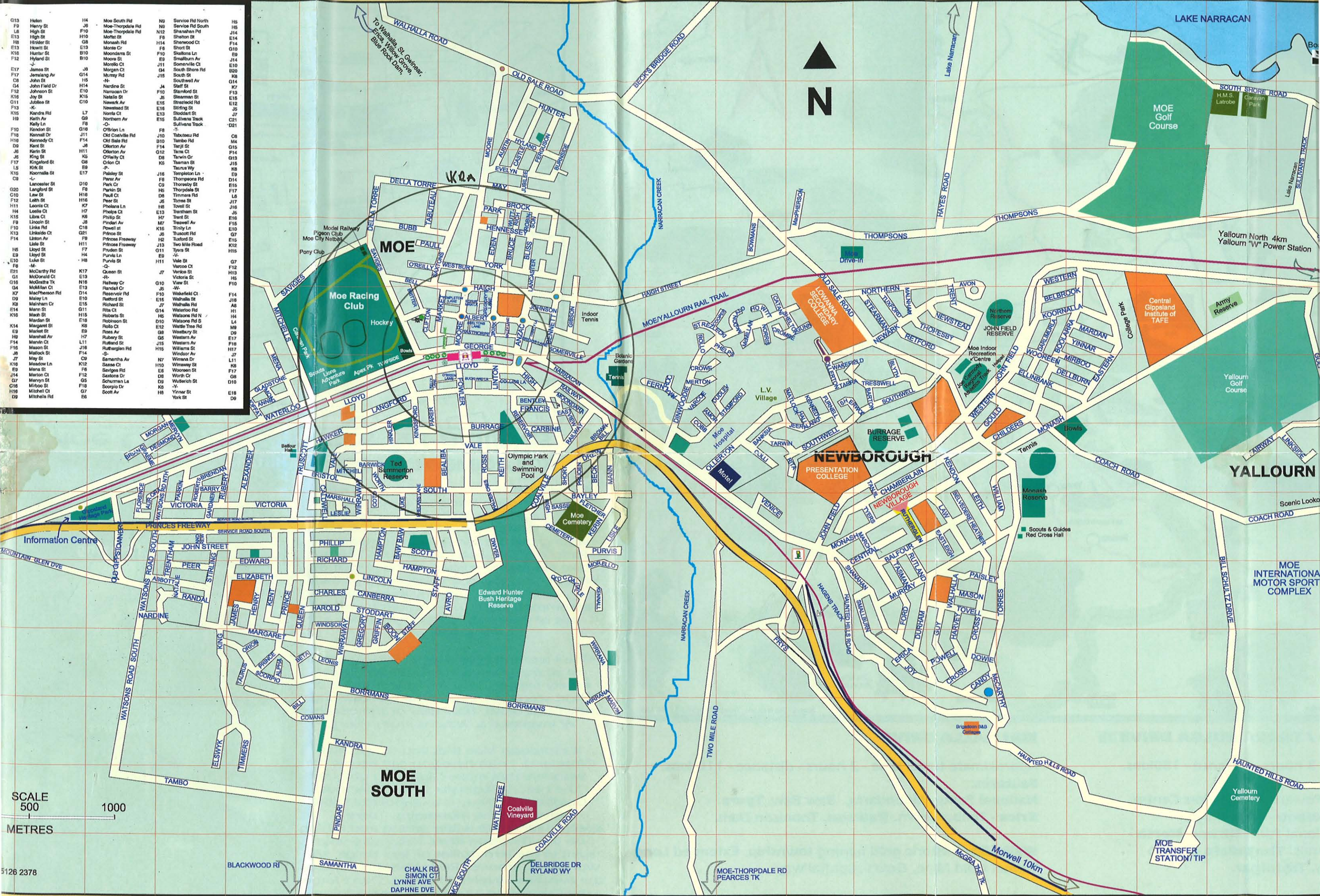
The existing car park egress located on the northern side of the Lloyd Street / Fowler Street intersection is in a prohibited location (according to Australian Standards - AS2890.1:2004) and is proposed to be removed / relocated as part of the Master Plan development. This will improve safety and capacity at the Fowler Street / Lloyd Street intersection by:

Reducing the number of conflict points at the intersection;
Reducing critical turn volumes; and
Minimising confusion and hesitation from both the car park and Fowler Street.

George Street Car Park

The George Street car park will gain access off the southern side of George Street approximately 40m east of Kirk Street. This car park will be available to the public for the V/Line train services and customers and staff of the town centre and rail precinct. In the order of 90 spaces will be supplied.

G13 Helen	H4 Moe South Rd	N9 Service Rd North	H5
F9 Henry St	N9 Service Rd South	N12 Shanahan Rd	H5
L8 High St	F10 Moe-Thorpdale Rd	F8 Shelton St	F14
E13 High St	G8 Monash Rd	F8 Short St	F14
H8 Hinder St	E13 Monie Ct	F10 Skollons Ln	G10
K16 Hunter St	B10 Moondarra St	E9 Smallburn Av	E9
F12 Hyland St	B10 Moore St	J11 Somerville Ct	E10
J- James St	J6 Morelo Ct	G4 South Shire Rd	E10
E17 James Av	G14 Murrey Ct	J15 Southwell Av	G14
F17 Jernaling Av	H5 Murrey Rd	J4 Staff St	K7
C8 John St	H14 Nardine St	F10 Stamford St	F15
G4 John Field Dr	E10 Nardine Dr	J5 Stearns St	F15
F12 Johnson St	K15 Nabela St	E15 Streetfield Rd	E12
K16 Joy St	C10 Newark Av	E16 Stirling St	J5
F13 Jubilee St	-K Newstead St	E13 Stoddart St	J7
K15 Kandra Rd	L7 Norrie Ct	G9 Sullivan Track	C21
19 Keith Av	G9 Northern Av	E15 Sullivan Track	D21
Kelly Ln	F8 O'Brien Ln	-T-	
Kendon St	G18 O'Brien Ln	J10 Tabouca Rd	C8
F18 Kennell Dr	F11 Old CoeVila Rd	B10 Tambo Rd	M4
Kennedy Ct	F14 Old Sale Rd	G15 Tangi St	G15
D9 Kent St	J6 Orlerton Av	G12 Tams Ct	F14
J6 Kerin St	K6 O'Reilly Ct	D8 Tanwin Gr	G13
J5 King St	G8 Orion Ct	K6 Tarnan St	K6
F17 Kingalbat St	E9 Kirk St	E9 Taurus Wy	E9
K16 Koornalla St	E17 Palasley St	J16 Templeton Ln	D14
C9 Lancaaster St	D10 Parer Av	C8 Thompsona Rd	D14
G20 Langford St	F8 Park Cr	C9 Thorsley St	E15
C10 Law St	H10 Parkin St	H6 Thorpdale St	F17
F12 Leith St	H16 Pauli Ct	D8 Timmer Rd	L6
H11 Leontia Ct	K7 Phelana Ln	H8 Tovell St	J16
H4 Leslie Ct	H7 Philip St	E13 Tronham St	J6
K15 Liba Ct	K6 Pinder Av	H7 Trent St	E16
F8 Lincoln St	C18 Powell st	M7 Truswell Av	F15
F10 Linka Rd	G21 Prince St	J6 Truswell Rd	E10
K13 Linkado Ct	F9 Princes Freeway	H2 Tudford St	G7
F14 Linton Av	H11 Princes Freeway	J13 Two Mile Road	K12
H5 Lloyd St	F7 Pruden St	E9 Tyra St	H15
E9 Lloyd St	H4 Purvis Ln	-V-	
E10 Luke St	H8 Purvis St	H11 Varcoe Ct	G7
E10 Luke St	-M-	J7 Venico St	F12
E21 McCarthy Rd	K17 Queen St	G10 View St	H13
G1 McDonald Ct	E19 -R-	F10 Wakefield Ct	F14
G16 McGontra Tk	N18 Railway Cr	E16 Walahala Rd	F18
G4 McKenna Ct	E13 Randell Cr	J7 Walahala Rd	A8
K7 MacPherson Rd	D14 Reservoir Rd	G14 Walahala Rd	H4
D9 Maley Ln	E10 Richard St	H5 Watsons Rd N	L4
K9 Malham Cr	E15 Rita Ct	E12 Watsons Rd S	M9
E14 Mann St	G11 Robena St	D10 Watte Tree Rd	L4
K16 Mardan St	H15 Robinson St	K6 Rolo Ct	D9
K14 Margaret St	K6 Roos Av	G5 Western Av	E17
E9 Marlet St	H7 Roos Av	J15 Western Av	F18
H9 Marshall Av	H7 Rubery St	H15 Williams St	H17
F14 Marvin St	L11 Rutland St	N7 Windsor Av	J7
F16 Mason St	J16 Rutland Rd	N7 Windsor Av	K7
J8 Matlock St	F14 Samatha Av	K12 Winaway St	L11
J7 May St	K12 Sasse Ct	E6 Wooreen St	K8
K16 Meadow Ln	F6 Savages Rd	D8 Worth Cr	G8
J14 Merion Ct	F12 Saxona Dr	D9 Wulderich St	D10
G7 Merry St	G5 Scherman Ln	K9 Yinnar St	D9
C16 Mirboo St	F18 Scorpio Dr	G7 Scott Av	E18
H16 Mitchell Ct	G7 Scott Av	E6 York St	D9
D9 Mitchella Rd	E6		



From: Tracey Borthwick
Sent: Monday, 30 November 2009 10:28:35 AM
To: Latrobe Central Email
Subject: Moe rail revitalisation project

TO WHOM IT MAY CONCERN

I along with my family are writing to show support for the planned revitalisation project for Moe. Please do not let a hand full of people stop this project. Moe is in much need of a facelift in the shopping district. I have lived here in Moe/Newborough for 45 years and it is time for some fresh ideas.

When people don't complain, take this as positive feedback, don't let 20 people decide for the rest of us 17,000 plus residents.

If you need positive support at your next meeting please let me know as I have many positive residents who would be happy to attend.

Thanks, Tracey Borthwick (f

Hiren Bhatt

From: Graham Scott [
Sent: Tuesday, 1 December 2009 10:10 AM
To: Hiren Bhatt
Cc: | :
Subject: Moe Rail Precinct Revitalisation Project
Importance: High

Dear Hiren,

Thank you for talking to me this morning when you are obviously under duress. I appreciate that.

My comments are late because I have had other commitments with community groups, including MOaRTTZ. It is not a real excuse as I should have put in my response long ago.

As a Past President of the Moe Development Group I commend the plan in general. This is close to the proposal we were discussing years ago, the main difference being that we wanted the Fowler Street entrance to the Freeway to be opened and that would have meant some reconfiguration to the Railway crossing .

This plan is excellent in that it brings the two sides of the railway line into congruence again, something which has been lacking. The development of the Lloyd Street part of the precinct is important and looks in keeping with the George Street program, although I feel that further car parking will be necessary as the rail traffic continues to expand. The concept of Moe as an attractive living place for commuters will need to have that. I would not support the acquisition of the Park space to the west of the railway station until and unless the area opposite on George Street - noted here as potential commercial mixed use - has been put to this use. Access to the station via a foot crossing would be no more dangerous than the already existing foot access.

I fully support the Civic/Community Hub model. We had that as part of our early plans at the Moe Development Group with the addition that the Moe Yallourn Rail trail would start right there at the Centre. We also wanted that to be an art gallery and a tourist centre - and that means access to GOOD TOILETS!!!

I have recently visited the Churchill Hub while promoting the MOaRTZ 10th Anniversary Writing Competition and think that a parallel to that in Moe would be an excellent facility.

I commend the plan and my suggestions are more adjustments to fine tune it so that it becomes a real centre useable by the people in Moe now, and the ones we hope will come to live in our liveable town.

Graham Scott

Latrobe City 28/11/09

01 DEC 2009

Doc. No:

469221

Action Officer:

Disposal Code:

Dear Council


Comments:

It is good you have deferred a decision on MRRP. The current plans are completely out of character with Moe's friendly, neighbourly atmosphere and clearly will make life difficult if not impossible for many small businesses.

The current strip arrangement is perfectly workable; what is needed is some creativity & incentives for small businesses to start up & thrive in existing shops. The railway station & park has charm. Moe is NOT a modernistic

LIZ ROSE (B.A. Dip Ed)
Artist - Author - Literacy Tutor
Vocational Consultant
59 Prince St. Moe 3625 Aust.



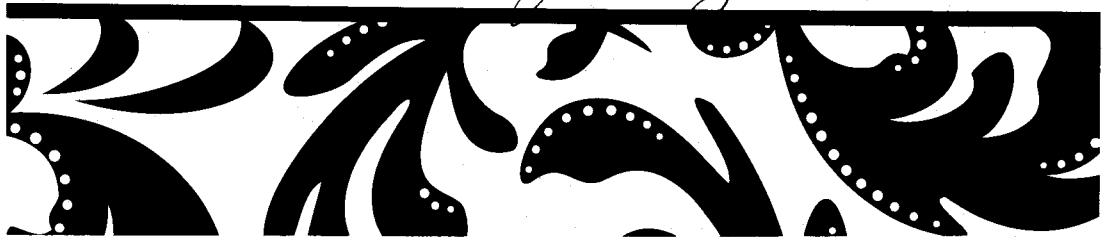


urban centre, and if it is allowed to develop down that path I believe you'll find the new complex will be a failure in terms of occupancy & useage. Maybe consumers - the people of choice would just rather take their business to Traralgon or Mowell.

Changing things simply because they can be changed but without any underlying need for change simply leads to complications & failure.

Invest money in upgrading existing shops & services & in maintaining our lovely homey little town.

Sincerely, Elizabeth Rose.





Regional Development Victoria

Ref: 0903473

Mr Peter Quigley
General Manager Built & Natural Environment Sustainability
Latrobe City Council
PO Box 264
MORWELL VIC 3840

121 Exhibition Street
Melbourne, Victoria 3000
GPO Box 4509
Melbourne Victoria 3001
Australia
Telephone: (03) 9651 9138
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Q 3 1

03 DEC 2009

Dear Mr Quigley *Peter*

MOE ACTIVITY CENTRE PLAN, MOE RAIL PRECINCT REVITALISATION PROJECT

Thank you for your letter 25 September 2009 advising that Latrobe City Council has released the draft Masterplan for the Moe Activity Centre Rail Precinct Revitalisation Project for comment.

Regional Development Victoria (RDV) notes that Council has undertaken an extensive consultation process in developing the Masterplan and understands that the various community workshops were well supported, resulting in vigorous debate as to Moe's future.

RDV is supportive of projects that create vibrant communities that improve the town's amenity, attract investment and create jobs.

In reviewing the Masterplan, RDV considers the work to be visionary and is impressed with the ideas and concepts presented. However it would be beneficial to better understand the proposed implementation program, including the potential to stage the delivery whilst meeting the community expectations. The next piece of work would also include the budgetary implications for Council and Council's expectations of funding support from Government.

Thank you for the opportunity to comment on the Moe Rail Precinct Revitalisation Project. Please liaise directly with Ms Diana Barrie, Project Manager Regional Infrastructure, who will continue to represent RDV on the Moe Rail Precinct Revitalisation project team.

Yours sincerely

Justin Hanney
JUSTIN HANNEY
Chief Executive



SJB Urban



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Moe Rail Precinct Revitalisation Project: Master Plan

Community Consultation: Technical Response Statement

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November 2009





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1.0 Introduction

The Moe Rail Precinct Revitalisation Project: Master Plan (Draft) was exhibited for community comment during October and November 2009. Numerous written submissions were received, covering a diverse range of considerations, concerns, suggestions and positive comments.

These submissions have been comprehensively reviewed and discussed by the Project Team, in conjunction with the consultant team.

The following statement is a technical/design response to the main issues raised, prepared by the lead consultants for the project, SJB Urban Pty Ltd. It accompanies the MRPRP Master Plan Final Report, which incorporates a range of updates and refinements in response to community inputs.

This statement sets out the main considerations raised as sub-headings, and then explains the response under each sub-heading.

The community inputs were highly diverse and varied, as well as conflicting in some cases - respondents had different views on certain issues. In these cases, decisions had to be made based on project objectives, strategic principles, and prior planning work and consultation inputs.

The Final Report reflects the optimal balance between competing interests, and is seen as the right direction forward towards creating a more vibrant, safe, attractive and enjoyable city centre for Moe.



2.0 Rail Precinct

This section sets out the responses to the main submissions received regarding the Draft Master Plan for the Rail Precinct. Because this particular project is for a Master Plan and Concept Designs, there are many points of detail, which are not addressed in the designs, some of which have been raised by the community. Future stages of work, including detailed design development and documentation, will address these points, but the Master Plan and Concept Designs provide a general framework, which can address all of these concerns.

2.1 Pedestrian accessibility (including limited mobility)

Concerns were raised regarding accessibility, particularly for those with limited mobility or disabilities.

The proposed Moore Street Shared Space and its extension into the planned Civic Hub provides a smooth, seamless pedestrian-focussed space connecting the main shopping street, bus interchange, taxi rank, drop-off area, City Square, Civic Hub/Library and Pavilion/Café building.

This space also connects to the existing pedestrian level crossing via a generous pathway. This level crossing is likely to require upgrade to improve accessibility for people with limited mobility, but this is a detail design issue for the next stage of work. Minor works such as this could be carried out at any stage.

Entry to the main buildings would be stair-free and fully DDA compliant (Disability Discrimination Act). Both stairs and lifts are provided within the Library building for vertical circulation.

The Master Plan includes provision for a new pedestrian bridge over the railway lines, which could be implemented when the main building is constructed, or at a later date, depending on funding availability. Provision for a separate lift within the building design has been made, to service this bridge. This lift would be part of the building, but with external access, to allow usage when the main building is closed.

2.2 Relocation of Library

Some respondents were opposed to the relocation of the Moe Library to the planned Civic Hub.

The planned relocation of the Library was part of the Brief for this Project, based on previous studies and community consultations, and so is not an outcome of this particular project.

However, it is understood that the existing Moe Library is inadequate in size for Moe's current and future needs. A new facility will attract a broader cross-section of the community to use the range of facilities and opportunities to be provided. A new Library is an ideal facility to form the core activity generator for a new Civic Hub, as it provides free access, assistance, learning and enjoyment opportunities for the whole community.



2.3 Location of Library and Pavilion

Some respondents suggested that the main Library building be located on the east side of the City Square/Moore Street axis, with the Pavilion on the west side (swapping the proposed arrangement).

It is important to consider the various elements of the Master Plan holistically, in the context of the entire Precinct and beyond into the city centre, and the relationships and interfaces between elements, rather than just focussing on the central buildings and spaces.

The Civic Hub/Library building has been located on the west side of the City Square/Moore Street Shared Space for several reasons:

- A large building (Library) on the east side may obstruct access to the existing pedestrian level crossing, unless it was setback much further, which would reduce the spatial definition and intimacy of the Square.
- The smaller Pavilion building and its proposed uses provides a preferred interface to the Active Space area and crossing to the Station platform, than a larger Library building would.
- The Library provides a better interface to the future commercial/mixed-use Precinct.
- The proposed orientation and design of the Library allows it to take full advantage of morning sunlight (from the east) into the lobby space and Library areas, while shielding from the afternoon western sun, which can cause excessive heat and glare.
- The rear loading/deliveries area of the Library is located to interface with the future commercial/mixed-use area. It would not be desirable to have this area facing the community-focussed Active Space.

2.4 Commuter car parking (south side)

Some respondents commented on the number of spaces, location and layout of the commuter car park.

The commuter car park is located on the south side of the rail line for direct access off Lloyd Street (VicRoads highway), and direct links to the Station and platform.

The Department of Transport has specified a requirement for 100 commuter parking spaces to meet current and future needs. The Master Plan provides 101 spaces, including three disabled spaces immediately adjacent to the Station building.

The angled arrangement of aisles provides a central pedestrian path, between the parking aisles, providing a direct path to the Station building from the Lloyd Street footpath to the west. This also provides the opportunity for landscaping within the car park area.

The car park design retains and protects the significant oak tree near Lloyd Street. The layout provides two entry/exit points, and two-way aisles and loop arrangement, for optimal accessibility and vehicle circulation.



Provision has been made for community park furniture and other elements which need to be relocated for the car park construction, to be placed in the new outdoor spaces at the Station forecourt (south side) or public open spaces (east and west ends).

2.5 Car parking: public parking (north side)

Some respondents commented on the number of spaces, location and layout of the public car park, and the provision of long-bay spaces for tourists.

The public car parking accessed of George Street is located east of Kirk Street, so that the view down Kirk Street to the Rail Precinct is terminated by landscape and greenery, rather than car parking.

The public car park layout in the Draft Master Plan was designed to allow the landscape to permeate into the parking area. However, the layout has been reconfigured to provide a more efficient arrangement comprising a loop of two main aisles.

The provision of long-bay spaces in this car park, for vehicles with caravans, trailers or boats, was investigated, but these spaces were deemed to be more accessible and user-friendly as parallel spaces on George Street (near Anzac Street) and Saviges Road (near George Street) as proposed.

2.6 Commuter parking: Civic Hub/Library

Comments were received stating that the car parking provided was too distant from the proposed Library/Civic Hub, or that there was insufficient parking for the Library.

The Brief for this project requires a master plan for a civic hub, or a new urban centre for Moe. This requires an effective balance between the creation of accessible, people-friendly, intimate and safe public spaces and buildings, and the provision of car parking in proximity to the facilities.

Surface car parking is detrimental to urban amenity, as it requires large areas of land with little opportunity for landscaping, thereby preventing active land uses occupying that space, and provides limited opportunity for 'active edges' and passive surveillance.

A strong civic hub and high-quality community space must not be dominated by car movements or parking areas, as this would destroy the people-friendly qualities required to make a successful public space. Therefore, the Master Plan proposes an arrangement of public buildings and spaces which are pedestrian-oriented, but without obstructing vehicle movements.

In response to concerns, additional on-street angled parking has been included in the Master Plan on George Street in front of the main Civic Hub Library building, providing approximately 25 spaces. There are 10 spaces for disabled and special purpose parking immediately adjacent to the Library building.

Besides this provision, Civic Hub visitors are able to use parking within the Clifton Street Precinct, Hasthorpe Place and George Street, to access the new facilities, all within very short walking distance.



There is a short-term drop-off/pick-up area immediately outside the Library entrance, within the Shared Space adjoining the City Square, accessible from George Street, for visitors with limited mobility.

Visitors will also access the Civic Hub by bus, via the new Transport Interchange, taxi and bicycle.

2.7 Skate park location

The proposed relocation and reconstruction of the Skate Park was one of the most prevalent issues raised in the consultation, receiving both positive and negative responses from the community. Numerous respondents thought it should be left in its current location or moved to a different location outside the Rail Precinct.

The proposed relocation of the Skate Park is to remain, for following reasons:

- The Skate Park is to be designed as a high-quality, youth-focussed recreation space, set in the landscape, with opportunities for skating, cycling, ball games, performances, social gathering and just spending time. The recent youth space constructed on Geelong's high-value waterfront is an excellent example.
- Bringing this world-class youth space into the Civic Hub/town centre sends a very positive message, that Moe's youth are important, valued and respected. Providing a sub-standard facility in a remote location sends a very negative message. Young people will respond to this positive message, by returning the respect and investment.
- Further, the proposed location of the Skate Park within the proposed Active Space area of the Rail Precinct, is designed to legitimise and support youth recreation as a healthy, positive activity, rather than something to be discouraged, avoided or hidden away.
- Bringing this facility into the centre also provides increased opportunities for passive surveillance of the facility, and will make the young people feel safer, being closer to the activity hub.
- It also provides more direct accessibility by public transport (trains and buses), which is very important in allowing young people to travel independently.
- It is believed the proposed facility will provide an attractive landscape environment and dynamic entertainment for users, spectators and passers-by, and will become a highly valued component of Moe's Civic Hub.
- Some respondents have noted that the proposed Skate Park location will increase their feelings of safety for their children, as opposed to the current, isolated location.



2.8 Future rail expansion

Some respondents raised concerns about the proposals encroaching on land for future rail infrastructure expansion.

The Department of Transport has stated that possible future rail infrastructure expansion (additional track) would occur on the south side of the existing track, requiring an offset distance of 13m from the existing track (centre line) to the south, within which no new buildings should be constructed. Further, this is likely to be a medium-long term initiative, as it is not contained in the recent Victoria Transport Plan.

The Master Plan does not include any new buildings within this easement, with most new buildings on the north side. The proposed commuter car park does encroach on this easement, but this is easy to reconfigure in the context of a large rail expansion project, and the proposed car park layout helps to preserve public open space in the Precinct.

The Department of Transport has no plans to relocate the existing Station or platform for the foreseeable future.



3.0 Moore Street Shared Space

3.1 Shared Space design

Some respondents discussed the appropriateness of a Shared Space for a regional town, as well as various aspects of the concept plans for Moore Street.

Shared Spaces are not just applicable to major city centres, but are very appropriate for small towns and even suburban residential areas. They allow a complete, democratic sharing of street space, for people walking, children playing, meeting and talking, as well as travelling through by car or bicycle.

The most important aspect of the Shared Space principle is that priority is given to people, rather than cars, creating a pedestrian-friendly, walkable, enjoyable space, which vehicles can still move through at very low speeds.

By extending the Shared Space surface across George Street, the Plan provides a continuous, accessible connection between the town centre/retail area, and the Civic Hub.

George Street remains fully trafficable, but vehicles will have to reduce speed approaching Moore Street and the Civic Hub, and cross Moore Street at 10kmh or less. The streetscape design will help to communicate this required speed reduction.

The narrowing of George Street near Moore Street is part of the design approach to reducing vehicle speed. The narrowing still provides adequate space for two-way through traffic, but sends a signal to drivers to reduce speed and increase caution.

3.2 On-street car parking

There are concerns about the removal of on-street car parking on Moore Street, within the Shared Space area.

The proposed Shared Space on Moore Street is located between George Street and Hasthorpe Place, a distance of approximately 50 metres, or a one-minute walk. The remainder of Moore Street up to Albert Street comprises existing and reconfigured on-street parking. The number of spaces provided is more than currently exists in Moore Street between George and Albert Streets.

The Shared Space does not contain on-street parking, because parked cars in this area would obstruct pedestrian movements and accessibility, and damage the quality of this important community space. There is short-term parking proposed immediately north of Purvis Lane, within very short walking distance of shops which front onto the proposed Shared Space.



3.3 Public toilets

Some comments were received on the proposed public toilets, regarding safety, comfort and facilities, particularly for mothers of young children.

The public toilets within the Pavilion building are proposed to be accessible 24-hours, and will be designed to maximise safety, accessibility and amenity, including facilities for mothers, potentially change rooms for cyclists, and disabled toilets.

Ongoing cleanliness and maintenance is largely a management issue. It is important the Council, local business owners, Library/Council staff and the community share responsibility for 'looking after' the facilities, to avoid damage or mis-use. Any damage, such as from vandalism, should be immediately repaired.

Public facilities will also be provided within the Library building, for access during opening hours. Subject to detail design, facilities for baby-change and breast feeding may be best located in these facilities.

3.4 Taxi rank

Issues have been raised regarding the proposed relocation of the taxi rank on George Street, and the number of taxi spaces provided.

The taxi rank is to be relocated to the west side of Moore Street, or the south side of George Street, immediately in front of the proposed Library building. This relocation allows the proposed Transport Interchange (for local buses) to be located on George Street east of Moore Street.

Through discussions with the Department of Transport, Latrobe City Council and other stakeholders and community members, it has been established that the local bus interchange and taxi rank would be located on the north side of the Rail Precinct, with V/Line coaches and additional taxi provision on the south side.

The proposed arrangement on the north side provides optimal proximity and accessibility to the Station form both buses and taxis, as well as vehicle manoeuvrability and access. The locations of stopping bays is suitable to planned routes.

Taxi ranks provide for five (5) spaces on the north side and a further three (3) spaces on the south. This is seen to be adequate for projected demand and usage, given the availability of other on-street parking if required at times of heavy taxi usage.

3.5 Traffic in George Street and Moore Street

Concerns have been raised about the potential increase in traffic along George and Moore Streets when the Civic Hub is constructed.

Preliminary traffic surveys carried out for this project indicate that current traffic levels at the intersection of George and Moore Streets would need to be reduced for the proposed Shared Space to be successful.



As discussed above, the Civic Hub, City Square and Moore Street Shared Space are designed to be people-focussed spaces, encouraging pedestrian movement, sitting, meeting, playing, resting, reading and enjoying the public domain.

It is vital, in any context or location, that a new city 'heart' and community hub is not dominated or negatively affected by road traffic.

Other design and traffic initiatives may be required, in other locations, to discourage and reduce through-traffic from George Street and Moore Street, using other roads, such as Lloyd Street, Albert Street and Saviges Road instead.



4.0 Architectural Design

4.1 Architectural style

Comment was received that the architecture of the proposed buildings does not complement a preferred 'community village theme'.

The community engagement process for the Moe Rail Precinct, which precedes and forms a basis for this project, provides a Vision Statement which calls for *a place where community members can be transported: physically, socially, culturally and educationally*. The vision states that the design should be contemporary, cutting-edge, exciting and fresh.

A 'community village theme' is not articulated through this consultation process, and has not been recognised as a design preference or 'driver'.

The proposed designs seek to create a new, dynamic and energetic arrangement of buildings and spaces, which responds and appeals to the future users and residents, and which signals a new image and statement about the future. However, the design interprets and responds to the urban and built form context of Moe, as set out in the Report.

Therefore architectural design that is retrospective or conservative is seen as inappropriate for this project.

Further, the contemporary design approach is seen to more effectively support other objectives, such as safety and visibility, creating a precinct which welcoming and accessible.

4.2 Lifts in Civic Hub building

Concerns were raised regarding accessibility in the main Library building, particularly for those with limited mobility.

The concept plans show the incorporation of lifts, as well as stairs, in the main Library building, for ease of vertical movement. The final design will be fully DDA-compliant, for equitable disabled access, as required by legislation.

Provision has also been made for a lift within the building, providing direct external access, to serve the future footbridge over the rail corridor, allowing the building and bridge to be integrated and connected, providing direct access from the Library to the Station.

It is envisaged that the Library will provide real-time information displays on train arrivals and departures, encouraging people to spend time there while waiting for trains or buses.



4.3 Exhibition space for local and visiting artists

The suggestion to include exhibition space was made by some community respondents.

This idea is fully supported, and would be a great way to feature local artists within a changing exhibition space. The concept plans for the Civic Hub/Library building include a gallery/exhibition space at ground floor level, close to the main entry, for high visibility and prominence.

The detail design process will further consider the site, location and design of this feature.

4.4 Noise and vibration

Concerns were raised regarding the impact of railway noise and vibrations on the internal Library environment.

This is very much a detail design issue, but modern construction technology allows a wide range of building types to be constructed adjacent to significant noise sources, including offices, residential buildings, education facilities and libraries.

The detail design and construction of the proposed Library will consider construction techniques such as vibration dampening footings and/or building structure, acoustic glazing and double-glazing, and the design will be comprehensively tested for appropriate acoustic performance prior to construction.

Date: 4 November, 2009

Contact: Harvey Dinelli

Telephone: 5172 2627

Our Ref:

File No: MU 000 LAT

Mr Peter Quigley
General Manager Built & Natural Environment Sustainability
Latrobe City Council
PO Box 264
MORWELL VIC 3844

*Link
460157*

Dear Mr Quigley

MOE ACTIVITY CENTRE PLAN, MOE RAIL PRECINCT REVITALISATION PROJECT

I refer to your letter dated 25 September 2009, requesting a formal response to the development of the masterplan.

The masterplan for the Moe Rail Precinct Revitalisation provides a very sound, integrated approach to both transport planning and land use that caters well for the safe and efficient movement of all vehicles and pedestrians. Whilst detailed design of vehicle access, parking and pedestrian crossing points situated on the arterial road network will be subject to traffic engineering guidelines, from a traffic and transport perspective VicRoads supports conceptual design of the plan.

Features such as the location of access to the Lloyd Street commuter railway car park and general parking in George Street are supported. The parking in George Street, while not an arterial road, is located in such a way as to minimise the conflict between pedestrians and motor vehicles in the vicinity of the 'city square'.

Thank you for the opportunity to provide input into Council's project. The planning would was conducted in a very effective and consultative manner that has provided a very good concept for Council to consider.

If you wish to discuss any aspects of the plan please contact me on tel: 5172 2627.

Yours sincerely



**HARVEY DINELLI
MANAGER PROGRAM DEVELOPMENT
EASTERN VICTORIA**

Latrobe City	
- 5 NOV 2009	
Doc. No:	
Action Officer:	
Disposal Code:	
Comments:	



Department of Planning and Community Development

4 November 2009

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Dear Mr Quigley

MOE STATION PRECINCT MASTERPLAN

Thank you for your letter of 25th September 2009 requesting a formal response to the proposals contained in the draft Moe Station Precinct Masterplan.

As stated in the letter, DPCD has been represented on the project design steering committee by Cameron Martyn (Senior Project Manager, Urban Development) and Leon Yates (Senior Urban Designer), and it is pleasing that the draft plans agreed by steering committee members have progressed to the stage of public exhibition.

The draft plans for the Station Precinct development address the regional Transit Cities objectives of encouraging high quality mixed uses around transport infrastructure. In particular, the proposal to open up access and view lines through the station precinct and implement a new civic hub to provide community services and act as a focal point are positive aspects of the draft plans.

The Victorian Government has a goal of building strong, active and resilient communities. Through the Department of Planning and Community Development, the Government is supporting locally-driven projects, which help community members feel a sense of identity, belonging and connection, and create a willingness to work together to achieve common goals.

The draft Moe Station Precinct Masterplan is generally supported by DPCD and we look forward to continuing involvement in future project development.

If you have any questions about the above, please do not hesitate to contact either myself or Cameron Martyn on (03) 8644 8873.

Yours sincerely

Julian Hill
Executive Director Urban Development
Department of Planning and Community Development





Your ref: 447984 JB:PQ

Peter Quigley
General Manager Built & Natural Environment Sustainability
LaTrobe City Council
PO Box 264
MORWELL VIC 3840

Dear Mr Quigley

Submission to Moe Rail Precinct Revitalisation Project

I refer to the above project and to your letter of 25 September 2009 seeking VicTrack's formal response to the Masterplan prepared by SJB Urban which will be considered by Council for final adoption in November 2009.

The Masterplan has been developed from a collaborative effort of representatives from Council, VicTrack, DOT, DPCD, VicRoads and RDV. Accordingly, VicTrack is supportive of the proposed draft Masterplan and notes that it demonstrates design efficiencies which integrate well with existing uses whilst providing proposed future development opportunities within a public transport (rail) environment.

Whilst VicTrack recognises that the Masterplan addresses the issues of future DOT operational requirements, existing assets and commuter carparking, the following comments are made:

DOT operational requirements.

VicTrack is conscious of the changing needs of public transport and the effect this may have on the proposed Masterplan. VicTrack requires the Council to remain in constant contact with DOT representatives on this issue to ensure all future operational requirements are captured prior to detailed design works.

Commuter Carparking requirements.

The commuter carparking as presented in the Masterplan requires modification to better address turning areas and ingress/egress points on to Lloyd Street. Having said this, it is noted that there is no net loss to commuter carparking. With expanding urban growth boundaries and increased demand for public transport, VicTrack requires Council to remain in constant contact with DOT and V/Line regarding future forecasts for commuter carparking at Moe.

We also suggest that further thought be given to the location of the long-bay carparking areas and the requirement for these within this particular location of Moe.


Existing Assets

It is unclear as to what consideration has been given to existing *underground* assets such as the communication cables and sewerage. VicTrack has underground communication cables at this location which appear to be generally in the vicinity of the Civic Hub and Passive Open Space areas. Whilst it is recognised that this is a masterplan exercise, location of underground assets will need due consideration during detailed design and feasibility stage for the Civic Hub precinct.

It is noted that due consideration has been given to the proposed Moe-Yallourn Rail Trail with a suggestion of a bicycle opportunity to compliment this.

VicTrack believes that the Masterplan will make a significant social and economic contribution to the Moe community (subject to successful applications for budgets and grants) and we look forward to continuing to work with Council on this project.

Yours faithfully



Bob McDonald
Chief Executive

04/11/2009