



**Latrobe**City  
*a new energy*

# LATROBE CITY COUNCIL

## MINUTES OF THE ORDINARY COUNCIL MEETING

HELD IN THE  
NAMBUR WARIGA MEETING ROOM,  
CORPORATE HEADQUARTERS, MORWELL  
AT 7:00 PM ON 07 DECEMBER 2009

**PRESENT:**

*Cr Kellie O'Callaghan, Mayor - Burnet Ward*  
*Cr Sandy Kam - Deputy Mayor - Galbraith Ward*  
*Cr Rohan Fitzgerald - Dunbar Ward*  
*Cr Sharon Gibson - Merton Ward*  
*Cr Bruce Lougheed - Tanjil Ward*  
*Cr Graeme Middlemiss - Rintoull Ward*  
*Cr Lisa Price - Farley Ward*  
*Cr Ed Vermeulen - Gunyah Ward*  
*Cr Darrell White - Firmin Ward*  
*Paul Buckley, Chief Executive Officer*  
*Seona Conway, General Manager Organisational Excellence*  
*Michael Edgar, General Manager Community Liveability*  
*Jayne Emans, Council Operations Administration Officer*  
*Katie Garlick, Council Operations Administration Officer*  
*Carol Jeffs, General Manager Governance*  
*Allison Jones, General Manager Economic Sustainability*  
*Tom McQualter, Manager Council Operations and Legal Services*  
*Peter Quigley, General Manager Built and Natural Environment Sustainability*  
*Grantley Switzer, General Manager Recreational and Cultural Liveability*

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## **TEA BREAK**

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## **NOTICES OF MOTION**

**NIL**

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## **CORRESPONDENCE**

**NIL**

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## **PRESENTATION OF PETITIONS**

**NIL**

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## **CHIEF EXECUTIVE OFFICER**

**NIL**

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## **ECONOMIC SUSTAINABILITY**

**NIL**

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**NIL**

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**NIL**

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**CLOSED**

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**1. Opening Prayer**

The Opening Prayer was read by the Mayor.

**Recognition of Traditional Landholders**

The Recognition of Traditional Landholders was read by the Mayor.

**2. Apologies for Absence**

Nil

**3. Declaration of Interests**

Cr Kam declared an indirect interest under Sections 78 and 78B of the *Local Government Act* 1989 and a direct interest under Section 77B of the *Local Government Act* 1989 in Item 7.1 – Moe Activity Centre Plan – Moe Railway Precinct Master Plan.

**4. Adoption of Minutes**

**Moved:** Cr Gibson

**Seconded:** Cr White

**That Council adopts the Minutes of the Ordinary Council Meeting held on 16 November 2009 (CM 307), relating to those items discussed in open Council.**

**CARRIED UNANIMOUSLY**

# **PUBLIC QUESTION TIME**

**5.1 CO-ORDINATION OF VOLUNTEERS (REHABILITATION OF FIRE DAMAGED AREAS)**

Mr Bruce Bremner, Hon Sec, Traralgon Community Development Association asked the follow question:

**Question**

BACKGROUND:

It has been reported to the Association that the Department of Primary Industries (DPI) has been withdrawing from the role of co-ordination of volunteers working in "black Saturday" fire damaged areas, and that of the 7 or 8 councils with fire-damaged areas, Latrobe City Council is the only one who has not picked up the paid co-ordination role vacated by DPII.

QUESTION:

- (a) Could Council please explain the background to this to the gallery – correcting the above "report" if need be – and its current position/role in relation to co-ordination of volunteers?
- (b) If it is true that the Latrobe City Council is the only Council which has not accepted the responsibility of co-ordination of volunteers, could Council please explain the rationale for its decision to the gallery?

**Answer**

The Chief Executive Officer paraphrased the question and responded that the Department of Primary Industries provided funding to the Victorian Farmers Federation (VFF) to coordinate a volunteer fencing program to assist property owners who lost fencing in the recent bushfires to reinstate their boundary fencing.

A meeting was held with DPI representatives to discuss the fencing program on 10 September 2009. It was made clear that funding to support the program would only be available until 2 December and the program would then cease.

Council Officers met with the local VFF appointed fencing coordinator who advised that it was not feasible that the program would be completed by 2 December 2009. The local coordinator was advised of the offer and was supportive of Latrobe City's decision to refuse the funding.

The fencing program has not been disadvantaged by Latrobe City's decision as the VFF continued to receive funding until 2 December 2009.

Latrobe City Council has supported the fencing program in areas of training, insurances, vegetation clearance and advocacy for materials.

The Boolarra/Yinnar Community Recovery Committee is proceeding with support from the Mirboo North Lions Club. The Hazelwood/Jeeralang Recovery Committee is pursuing volunteer coordination funding through VBRAA to complete their boundary fencing. The Traralgon South Community Recovery committee is exploring options for coordination support to continue with the volunteer program.

**5.2 DELEGATIONS – WAIVER OF CASH-IN-LIEU OF CAR-PARKING SPACES**

Mr Bruce Bremner, Hon Sec, Traralgon Community Development Association asked the follow question:

**Question****BACKGROUND:**

The Association raised numerous matters in a submission to the CEO dated 11 October 2009 for which responses were promised by 20 November 2009 but not received to date. It is appreciated that there may be procedural controls which will be explained in Council's responses in relation to parking spaces waivers, and we are happy to wait for the detailed response.

**QUESTION:**

However, as "Delegations" was an item on the 16 November meeting agenda, the Association would like to know if the ability of a single officer to waiver parking space requirements is still supported within the delegations document? (given that the information cannot be gleaned from the document itself without reference to the governing Act.)

**Answer**

The Chief Executive Officer paraphrased the question and responded that Latrobe City Council, pursuant to S6. *Instrument of Delegation – Members of Staff* dated 17 November 2009, has delegated the general power to decide to grant a permit, with or without conditions, to multiple officers. The Instrument does not specifically address parking space waivers.

The decision to waiver parking space requirements when assessing any Planning Permit Application must be made in accordance with the *Planning and Environment Act 1987*, the Latrobe Planning Scheme, Council Policy and Procedures.



**5.3 PARKING SPACES WAIVER POLICY AND PROCEDURES**

Mr Bruce Bremner, Hon Sec, Traralgon Community Development Association asked the follow question:

**Question****BACKGROUND:**

These matters were detailed in the Association's submission to the CEO on 11 October 2009 for which responses were promised by 20 November 2009 but not received to date.

**QUESTION:**

However, as Council had asserted to the Ombudsman's Office that certain long outstanding information would definitely be supplied by the end of October, the Association would ask that Council confirm to the gallery that this has indeed occurred, or, in the event that it has not, provide an explanation for the further delay.

**Answer**

The Chief Executive Officer paraphrased the question and responded that the Policy and Procedures have been updated and provided to Ombudsman Victoria on 5 November 2009.

**5.4 MOE RAIL PRECINCT REVITALISATION PROJECT –  
SUBMISSIONS BY OTHERS NOV/DEC 2009**

Mr Ken Whittaker asked the follow question:

**Question**

BACKGROUND:

Moe Train Station Precinct “Design In” deliberations – May 1-2 2009

QUESTION:

In light of current invited submissions as recently received by Council from people with Professional Library experience, can Council guarantee that there will be no diminution or lessening of Library Services in Moe, as per the principals derived from Councils own “Design-In Process”, held in May 2009 in particular the principals which says “MUST NOT HAVES – “no-reduction in quality of library and services” and/or the requirements of the Local Government Act – Sect. 208b – Best Value Principals.

**Answer**

The Chief Executive Officer paraphrased the question and advised that a full response would be sent to Mr. Whittaker. The Chief Executive Officer advised that the library services would be developed in accordance with the existing Public Library Policy 09 POL-3.

**5.5 SALE OF COUNCIL OWNED PROPERTY**

Mr Ken Whittaker asked the follow question:

**Question**

BACKGROUND:

Moe Rail Precinct Revitalisation Project

QUESTION:

- (a) Does Councils treatment of Cr Sharon Gibson's Motion No. 2009/23 at its Council meeting on the 2<sup>nd</sup> November 2009 indicate that it fully understands the requirements of Councils own "Sale of Council Owned Property Procedures. Ver. 1 dated 26/9/02 and Councils "Policy Manual" GEN-COS 010 "Sale of Council Owned Property Policy" Ver. No.2 dated 06/02/06?
- (b) As the potential sale of the existing Moe Library and Civic Centre is indicated both by letters to the CEO from RGM – (Certified Accountants Church St. Morwell) dated 23 February 2007, and the inclusion of a new Library in the proposed Moe Rail Precinct Revitalisation Project Master Plan dated Nov 2009, will the Council follow its own procedures as previously described in my question (a), in relation to such potential Sale of Council Owned Property – i.e. Moe Library & Civic Centre in Albert/Kirk St?

**Answer**

The Chief Executive Officer paraphrased the question and responded that the question will be taken on notice with a complete answer provided in writing and also included in subsequent Council Meeting Minutes.

The Chief Executive Officer did advise that Latrobe City Council is required to comply with the *Local Government Act* 1989 and the Sale of Council Owned Property Policy 09 POL-3.

**5.6 FUNDING TO COMMUNITY RADIO – GIPPSLAND FM**

Mr Merv Geddes asked the follow question:

**Question**

What is the amount of funding p.a. and what are the funding conditions?

**Answer**

The Chief Executive Officer paraphrased the question and responded that the question will be taken on notice with the answers to be provided in writing and also included in subsequent Council Meeting Minutes.

**5.7 MOE RAIL REVITALISATION PROJECT**

Mr David Taylor asked the follow question:

**Question**

Why is it that Council is prepared to receive submissions after the closing date of November 4 2009 i.e.; Vaughan Speck 26 Nov, Pearse Morgan 26 Nov, Georgia Collins 13 Nov, Christine Waterhouse 6 Nov, Graham Scott 1 Dec, Tracey Borthwick 30 Nov, etc, etc,

**Answer**

The Chief Executive Officer paraphrased the question and responded that it has been practice of Council to accept submissions up until the Council Meeting.

**5.8 MOE RAIL REVITALISATION PROJECT**

Mr David Taylor asked the follow question:

**Question**

Why is Council not going to a public meeting with the people of Moe to discuss and display the changes to the final draft.

**Answer**

The Chief Executive Officer paraphrased the question and responded that Council will consider that Item this evening and they may resolve to have a public meeting.

**5.9 MOE RAIL REVITALISATION PROJECT**

Mr David Taylor asked the follow question:

**Question**

When a submission is lodged by a community group, as in this project, does the Council consider them as one submission or does it multiply the submission by the number of members they have.

**Answer**

The Chief Executive Officer paraphrased the question and responded that Council treats submissions from community groups as a group submission but Council does not usually have the information of how many members there are in any specific community group.

**Suspension of Standing Orders**

**Moved:** Cr Gibson

**Seconded:** Cr Middlemiss

**That Standing Orders be suspended to allow members of the gallery to address Council in support of their submissions.**

**CARRIED UNANIMOUSLY**

Standing Orders were suspended at 7.09 pm.

Cr Kam left the Council Chamber at 7.09 pm due to an indirect interest under Sections 78 and 78B of the Local Government Act 1989 and a direct interest under Section 77B of the Local Government Act 1989 in Item 7.1 – Moe Activity Centre Plan – Moe Railway Precinct Master Plan.

Ms Cheryl Wragg addressed Council in relation to Item 7.1 - Moe Activity Centre Plan – Moe Railway Precinct Master Plan.

Ms Wendy Baillie addressed Council in relation to Item 7.1 - Moe Activity Centre Plan – Moe Railway Precinct Master Plan.

Mr Peter Aboltins addressed Council in relation to Item 7.1 - Moe Activity Centre Plan – Moe Railway Precinct Master Plan.

Mr Bruce McDonald addressed Council in relation to Item 7.1 - Moe Activity Centre Plan – Moe Railway Precinct Master Plan.

Mr Peter Beasley addressed Council in relation to Item 7.1 - Moe Activity Centre Plan – Moe Railway Precinct Master Plan.

Ms Kate Riches addressed Council in relation to Item 7.1 - Moe Activity Centre Plan – Moe Railway Precinct Master Plan.

Mr Pearse Morgan addressed Council in relation to Item 7.1 - Moe Activity Centre Plan – Moe Railway Precinct Master Plan.

Mr Manny Gelagotis addressed Council in relation to Item 7.1 - Moe Activity Centre Plan – Moe Railway Precinct Master Plan.

Mr Tony Flynn addressed Council in relation to Item 7.1 - Moe Activity Centre Plan – Moe Railway Precinct Master Plan.

Mr Jeff Hitchins addressed Council in relation to Item 7.1 - Moe Activity Centre Plan – Moe Railway Precinct Master Plan.



Mr Brian Handley addressed Council in relation to Item 7.1 - Moe Activity Centre Plan – Moe Railway Precinct Master Plan.

Mr Vaughn Speck addressed Council in relation to Item 7.1 - Moe Activity Centre Plan – Moe Railway Precinct Master Plan.

Mr Jan Parniak addressed Council in relation to Item 7.1 - Moe Activity Centre Plan – Moe Railway Precinct Master Plan.

Ms Anna Stojkovic addressed Council in relation to Item 7.1 - Moe Activity Centre Plan – Moe Railway Precinct Master Plan.

Cr Kam returned to the Council Chamber at 8:55pm.

Ms Cheryl Wragg addressed Council in relation to Item 7.2 – Proposed Locality Naming – Moe High School Memorial Park.

Ms Olivia Barrett addressed Council in relation to Item 11.3.6 – Planning Permit Application 2009/331 – Use of land at Wilga Crescent, Traralgon.

Mr Shawn Elsum addressed Council in relation to Item 7.4 – Petition – Glanville Crescent, Hazelwood North – Closure of Road.

The Mayor thanked all for addressing Council and for their submissions.

**Adjournment of Meeting**

The Mayor adjourned the Meeting at 9.10 pm for a tea break.

**Resumption of Meeting**

The Mayor resumed the Meeting at 9.25 pm

**Resumption of Standing Orders**

**Moved:** Cr Lougheed

**Seconded:** Cr White

**That Standing Orders be resumed.**

**CARRIED UNANIMOUSLY**

Standing orders were resumed at 9.25 pm

# **ITEMS REFERRED BY THE COUNCIL**

**7.1 MOE ACTIVITY CENTRE PLAN - MOE RAILWAY PRECINCT  
MASTER PLAN**

**AUTHOR:** General Manager Built and Natural Environment Sustainability  
**(ATTACHMENT – YES)**

**1. PURPOSE**

The purpose of this report is to seek Council's adoption of the Moe Rail Precinct Revitalisation Project: Master Plan, Final Report November 2009.

**2. DECLARATION OF INTERESTS**

No officer declared an interest under the *Local Government Act* 1989 in the preparation of this report.

**3. POLICY IMPLICATIONS**

This report is consistent with Council's Latrobe 2021 vision document and the Council Plan 2009-2013.

*Latrobe 2021 and Council Plan 2009-2013*

*Strategic Objective – Sustainability*

To promote the responsible and sustainable care of our diverse built and natural environment for the use and enjoyment of the people who make up the vibrant community of Latrobe Valley.

To provide leadership and to facilitate a well connected, inter-active economic environment in which to do business.

*Community Outcome – Economic Sustainability*

By providing leadership and facilitating a vibrant and dynamic environment in which to do business.

*Community Outcome – Built Environment Sustainability*

By developing clear directions and strategies through consultation with the community ensuring sustainable and balanced development.

*Strategic Action – Economic Sustainability*

Promote and support the development of existing and new industry, and infrastructure to enhance the social and economic well-being of the Valley.

*Strategic Actions – Built Environment Sustainability*

Promote and support private and public sector investment in the development and maintenance of key asset infrastructure in the municipality.

Deliver the principle actions of the transit cities initiative.

*Key Priorities and Actions – Built Environment Sustainability*

*Council Plan 2009-2013*

Progress Phase 1 of the Moe Activity Rail Precinct Revitalisation Project from the Moe Activity Centre Plan.

*Latrobe Planning Scheme reference document*

Latrobe Transit Centred Precincts – Moe Town Summary

*Moe Activity Centre Plan*

Council adopted document and contained within the Municipal Strategic Statement for Latrobe City Council.

**4. BACKGROUND**

Council adopted the Moe Activity Centre Plan at the Ordinary Council Meeting held on 17 December 2007.

The Moe Activity Centre Plan contains seven individual projects that have been designed to be a catalyst for urban revitalisation in the Moe Activity Centre.

The seven projects are:

1. Moe train station precinct
2. Integrated bus loop and street upgrades
3. Moore Street shared zone
4. Clifton Street car park
5. Hasthorpe Place Precinct
6. Roundabout overpass
7. Southern precinct housing

Projects 1, 2, 3, and 6 have been combined to form the Moe Rail Precinct Revitalisation Project (MRPRP).

Implementation of the Moe Rail Precinct Revitalisation Project is being undertaken according to the staged plan. A summary is provided below:

STAGE DESCRIPTION	TIMEFRAME
1. Property Investigation Phase	October 2008 – December 2009
2. Pre-Planning Phase	February 2009 – November 2009
3. Usage Planning Phase	April 2009 – July 2009
4. Design Planning Phase	December 2009 onwards
5. Construction	Following phase 4

The Property Investigation and Pre-Planning Phases are both underway and are expected to be completed by the end of December 2009.

The Usage Planning phase of the project was completed in July this year with the findings report being adopted by Council at the Ordinary Council Meeting held on 20 July 2009 with the following resolution:

1. *That Council adopts the Moe Rail Precinct Revitalisation Project: Community Engagement and Consultation Activities, Consultation Findings Report, July 2009.*
2. *That the Moe Rail Precinct contain the following function themes, consistent with the recommendations of the Moe Rail Precinct Revitalisation Project: Community Engagement and Consultation Activities, Consultation Findings Report, July 2009:*
  - a. *Transportation Hub Services*
  - b. *Car Parking*
  - c. *Library services*
  - d. *Lifestyle/entertainment facilities*
  - e. *Youth and child friendly facilities*
  - f. *Community services and facilities*
3. *That a copy of the Moe Rail Precinct Revitalisation Project: Community Engagement and Consultation Activities, Consultation Findings Report, July 2009 be provided to all people that participated in the 'Design In' workshop and made available to all community members via the Latrobe City Website and Council Service Centres.*
4. *That Council appoints consultants to prepare a masterplan for the precinct in accordance with the recommendations contained within the Moe Rail Precinct Revitalisation Project: Community Engagement and Consultation Activities, Consultation Findings Report, July 2009.*

Consultants were appointed to prepare the Moe Rail Precinct Revitalisation Project Master Plan for the railway precinct and a recommendation to release the Report to the community for a six week consultation period was adopted at the 21 September 2009 Ordinary Council Meeting as follows:

1. *That Council releases the Moe Rail Precinct Revitalisation Project Draft Master Plan, including concept designs for the Community Hub to the community for a six week consultation period, commencing 22 September 2009.*
2. *That a further report detailing submissions received be presented to Council on 2 November 2009 for consideration of the final master plan.*

Additional time was requested to assess and consider submissions received in relation to this report. Consequently the following resolution was adopted by Council at the 2 November 2009 Ordinary Council Meeting:

1. *That Council defers consideration of draft Master Plan for the Moe Rail Precinct Revitalisation Project, with a report to be presented at the Ordinary Council Meeting to be held on 7 December 2009 for consideration.*

## 5. **ISSUES**

The Moe Rail Precinct Revitalisation Project is a catalyst project that will facilitate the revitalisation of the Moe Activity Centre consistent with the principles of Transit Cities, which seek to:

- Promote a positive centre image
- Protect and enhance local character
- Introduce a diversity of housing
- Ensure an active public realm
- Create pedestrian-friendly streets and spaces

This project is delivering on both Latrobe 2021 and State Government Policy objectives in meeting the Transit Cities principles of encouraging mixed use development around an integrated transport interchange.

The planning phase of this project has been considerable and commenced with the Latrobe Transit Centred Precinct Report followed by the Moe Activity Centre Plan.

This project is a combination of four of the projects contained within the Moe Activity Centre Plan and will deliver a catalyst project that contains the following function themes:



- a. *Transportation Hub Services*
- b. *Car Parking*
- c. *Library services*
- d. *Lifestyle/entertainment facilities*
- e. *Youth and child friendly facilities*
- f. *Community services and facilities*

These themes are contained within the Moe Rail Precinct Revitalisation Project: Community Engagement and Consultation Activities, Consultation Findings Report (July 2009) which was adopted by Council at the Ordinary Council Meeting held on 21 September 2009.

The project is being overseen by a steering group comprising membership from the key state government stakeholders who have also contributed funding to the development of this project.

In addition, significant community consultation has been undertaken leading up to the preparation of this report. A summary table is provided as an attachment to this report which provides details on all submissions received during the exhibition process (attachment 1).

Five common themes were highlighted through the exhibition period and some changes to the master plan have been made in response to the comments received.

### *Car Parking*

#### *North Side*

The quantity of car parking within the activity centre was raised by a number of the submitters and concerns were expressed about the number of car parks shown on the plan, particularly the western end of George Street adjacent to the new community hub.

Moe currently has approximately 1,230 car parking spaces within designated car parks within the activity centre, 300 of these are provided by Council, as shown on attachment 2. Additionally there is significant on street parking available, which is not highlighted on attachment 2.

Approximately 30 additional spaces are shown on the draft master plan in response to feedback from the community. Transit cities principles encourage walking, cycling and public transport use, so while there is a desire by residents for additional car parking it should be considered in a way that does not conflict with these principles.

### *South Side*

The additional commuter car parking provided in front of the Moe Rail Station is based on data provided by the Department of Transport and accommodates their anticipated current and future demands in the medium term.

### *Skate Park*

The proposed location of the skate park was also raised by a number of submitters, with some people very opposed to the proposed new location and others welcoming the shift.

The Latrobe City Youth Council, in their submission took a strong position on this issue and said "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".

They express concern regarding the safety of the current location and feel it does not encourage broader community use of the area. They believe that the proposed location "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".

The Youth Council added that this space has the opportunity to become a fully integrated youth space that is connected with the remaining public open space. They cite the Geelong Youth Activity Area, winner of the AILA Victoria Medal in Landscape Architecture, and Award for Design Excellence in Landscape Architecture, and the North Sydney Plaza as excellent examples of youth spaces where the skatepark is linked in with the surrounding community open space and encourages inter-generational involvement.

In opposition to the proposed location of the skate park, the main reasons given were: inappropriate behaviour within this area, noise, conflict with the peaceful environment and bad language emanating from the space.

The skate park has not been relocated on the amended plan, based on the adopted function theme of the space providing "youth and child friendly facilities" with opportunity for the space to be considered more as an integrated youth space in line with the Latrobe City Youth Council submission.

### *Community Hub Design*

Comments relating to the design of the community hub given its proximity to the railway line were raised by a number of submitters. Noise from the adjacent railway line, vibrations and acoustic issues were all highlighted as key design challenges. While it is acknowledged that a number of the concerns raised are valid, they will be addressed in the architectural design phase.

### *Moore Street Shared Space*

The Moore Street shared space and its role and function was raised by a number of submitters. Concerns with a perceived loss of parking, and safety of the space were the main topics of concern.

The shared space is an innovative way to encourage pedestrianisation and activity within the centre. This model has been recently implemented in Bendigo and is considered successful in achieving the outcomes sought of increasing pedestrian activity and safety.

Additional parking has been provided in George Street in close proximity to Moore Street which will assist to address provision of parking within the activity centre. However the emphasis remains on adapting this area as people friendly, not car friendly in keeping with the intention of successful shared spaces.

### *Long Bay Parking (for trailers, boats, caravans etc)*

The lack of provision for long bay parking on the north side of the railway line was highlighted as an issue in the report.

The plan has been amended to include long bay parking on the north side of the railway line in two locations.

### *Library*

Some of the submissions referred to the proposed location for the new library and stated that they preferred that the library remain in its current location. At its ordinary Council meeting on 20 July 2009 Council resolved to include "library services" as one of the function themes to be included within the Moe Rail Precinct.

### *George Street shops*

Some of the submissions referred to the issue of retaining the George Street shops. At its ordinary meeting held 15 September 2008, Council resolved to acquire the George Street shops as the land was an integral element of the Moe Activity Centre Plan and the catalyst site essential for urban revitalisation of Moe.

### *Other*

While a number of other comments were received from individuals as part of the consultation phase the above topics are some of the main themes that were consistently raised. In general both significant support and significant opposition was registered throughout the consultation period.

Based on a detailed analysis of the feedback received the draft Moe Railway Precinct Revitalisation Project: Master Plan Report has been amended to reflect a reasonable balance between competing interests. The Moe Rail Precinct Revitalisation Project: Master Plan, Final Report November 2009 is included as attachment 3 to this report.

If the report is adopted, the next steps will involve proceeding to detailed design for the entire master plan and obtaining accurate cost estimates for construction. This information will then be used to inform the development of a business case and funding model for the project.

## **6. FINANCIAL AND RESOURCES IMPLICATIONS**

The cost of the preparation of the Moe Rail Precinct Revitalisation: Master Plan - Final Report is approximately \$110,000 and is jointly funded by Latrobe City Council, VicTrack, Department of Planning and Community Development and the Department of Transport.

## **7. INTERNAL / EXTERNAL CONSULTATION**

### *Engagement Method Used:*

Extensive public consultation was undertaken to develop the Moe Activity Centre Plan and consultation continues to be a major component of implementation of the various projects contained within the Moe Activity Centre Plan.

For the Moe Railway Precinct Revitalisation Project: Master Plan, a significant consultation exercise comprising a "Design In" was held over two days in May 2009 followed by an "Ideas Shop" which was open for six days per week for a four week period to engage with the community and to encourage participation and contribution to this project.

More than 250 people participated in and contributed to the Moe Rail Precinct Master Plan throughout this process. All of the findings from these consultation activities were consolidated into a report provided to the consultants as critical background reading in developing the master plan.

A number of key state government departments and agencies have a direct interest and involvement in this project and are members of a steering group which has oversight of the project and have been actively involved in the preparation of the master plan.

To ensure that the public were well advised that the master plan was on exhibition a number of methods were used including:

- Media Release.
- Public Notice in LV Express and Moe News.
- Placement of the Moe Rail Precinct Revitalisation Project - Report and Master Plan on Latrobe City Council website.
- Copies made available at all Council service centres and the Moe Library.
- Poster of the Master Plan displayed in all Council service centres and the Moe Library, the Ideas Shop, and all Leisure Centres.

In addition, two community briefing sessions were held in Moe (one day session and one evening session) where the consultants delivered a presentation on the development of the master plan. Both of these sessions were well attended with approximately 50 people at each.

*Details of Community Consultation / Results of Engagement:*

Approximately fifty submissions were received via hard copy and email during the exhibition period. Copies of all of the submissions received are provided as attachment 4 to this report.

In summary, the submissions can be categorised as follows:

Copies of all of the submissions were provided to the consultants who were asked to provide a technical and professional response to the issues raised. Their response is provided as attachment 5 to this report.

In addition letters from the key state government stakeholders who have shared ownership of this project and who have contributed to the development of the master plan are provided as attachment 6 to this report.

## 8. **OPTIONS**

Options available to Council include:

1. Adopt the Moe Rail Precinct Revitalisation Project: Master Plan, Final Report November 2009.
2. Amend and adopt the Moe Rail Precinct Revitalisation Project: Master Plan, Final Report November 2009.
3. Not adopt the Moe Rail Precinct Revitalisation Project: Master Plan, Final Report November 2009.

## 9. **CONCLUSION**

The Moe Rail Precinct Revitalisation Project: Master Plan, Final Report November 2009 proposes significant change to the Moe activity centre that seeks to increase the vibrancy and safety of the precinct through major public realm improvements.

This report provides a clear direction for the future of the rail precinct and is delivering on both Council Plan Actions and State Government Policy commitments. The project once implemented will provide the Moe community with a safe, attractive vibrant town centre that will assist the town in attracting additional investment into its centre.

Furthermore the project will contribute to improving the perception of Moe as a place to work, live and play by promoting Moe as a smarter, healthier and better connected community that encourages social inclusion and community participation when designing civic spaces.

## 10. RECOMMENDATION

1. That Council, having given consideration to submissions received following the community consultation period on the Moe Rail Precinct Revitalisation Project: Master Plan, Draft Report September 2009, adopts the Moe Rail Precinct Revitalisation Project: Master Plan, as detailed in the Final Report November 2009.
2. That the Mayor writes to all who made a submission to thank them for their contribution and advise of Councils decision to adopt the Moe Rail Precinct Revitalisation Project: Master Plan, as detailed in the Final Report November 2009.
3. That Council authorises the Chief Executive Officer to undertake the detailed design of all project components included in the Moe Rail Precinct Revitalisation Project: Master Plan, as detailed in the Final Report November 2009.
4. That Council authorises the Chief Executive Officer to prepare a business case incorporating a proposed funding model for all project components included in the Moe Rail Precinct Revitalisation Project: Master Plan, as detailed in the Final Report November 2009.
5. That the business case and proposed funding model be presented to Council for consideration prior to construction of any project components included in the Moe Rail Precinct Revitalisation Project: Master Plan, as detailed in the Final Report November 2009 commencing.

Cr Kam left the Council Chamber at 9.24 pm due to indirect and direct interests.

**Moved:** Cr Gibson

**Seconded:** Cr Fitzgerald

1. That Council, having given consideration to submissions received following the community consultation period on the Moe Rail Precinct Revitalisation Project: Master Plan, Draft Report September 2009, adopts the Moe Rail Precinct Revitalisation Project: Master Plan, as detailed in the Final Report November 2009, with the following conditions:
  - a) that further investigation be undertaken into the number of carparking spaces required to service Moe
  - b) the Department of Transport land use and planning referrals team be consulted to confirm their acceptance of the plan
  - c) the shared zone be reviewed
  - d) that the location of the skatepark be at Apex park or another location

2. That the Mayor writes to all who made a submission to thank them for their contribution and advise of Councils decision to adopt the Moe Rail Precinct Revitalisation Project: Master Plan, as detailed in the Final Report November 2009.
3. That Council authorises the Chief Executive Officer to undertake the detailed design of all project components included in the Moe Rail Precinct Revitalisation Project: Master Plan, as detailed in the Final Report November 2009.
4. That Council authorises the Chief Executive Officer to prepare a business case incorporating a proposed funding model for all project components included in the Moe Rail Precinct Revitalisation Project: Master Plan, as detailed in the Final Report November 2009.
5. That the business case and proposed funding model be presented to Council for consideration prior to construction of any project components included in the Moe Rail Precinct Revitalisation Project: Master Plan, as detailed in the Final Report November 2009 commencing.

#### **For the Motion**

Councillors Gibson and Fitzgerald

#### **Against the Motion**

Councillors Price, Vermeulen, Middlemiss, White, Lougheed and O'Callaghan

**The Mayor confirmed that the Motion had been LOST.**

**The original Recommendation became the Motion before the Chair.**

**Moved:** Cr Price

**Seconded:** Cr Lougheed

1. **That Council, having given consideration to submissions received following the community consultation period on the Moe Rail Precinct Revitalisation Project: Master Plan, Draft Report September 2009, adopts the Moe Rail Precinct Revitalisation Project: Master Plan, as detailed in the Final Report November 2009.**
2. **That the Mayor writes to all who made a submission to thank them for their contribution and advise of Councils decision to adopt the Moe Rail Precinct Revitalisation Project: Master Plan, as detailed in the Final Report November 2009.**
3. **That Council authorises the Chief Executive Officer to undertake the detailed design of all project components included in the Moe Rail Precinct Revitalisation Project: Master Plan, as detailed in the Final Report November 2009.**



4. That Council authorises the Chief Executive Officer to prepare a business case incorporating a proposed funding model for all project components included in the Moe Rail Precinct Revitalisation Project: Master Plan, as detailed in the Final Report November 2009.
5. That the business case and proposed funding model be presented to Council for consideration prior to construction of any project components included in the Moe Rail Precinct Revitalisation Project: Master Plan, as detailed in the Final Report November 2009 commencing.

#### **For the Motion**

Councillors White, Middlemiss, Vermeulen, Price, Loughheed and O'Callaghan

#### **Against the Motion**

Councillors Gibson and Fitzgerald

**The Mayor confirmed that the Recommendation has been CARRIED.**

Cr Kam returned to the Council Chamber at 8.55 pm

**ATTACHMENT****ATTACHMENT 1 - MOE RAIL PRECINCT REVITALISATION PROJECT -  
SUMMARY OF SUBMISSIONS RECEIVED****ATTACHMENT 2 – MOE CBD PARKING****ATTACHMENT 3 – MOE RAIL PRECINCT REVITALISATION PROJECT:  
MASTER PLAN**

Please click on the link below to be taken to Council's webpage that contains the full version of the Moe Rail Precinct Revitalisation Project: Master Plan

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

**ATTACHMENT 4 – SUBMISSIONS****ATTACHMENT 5 – COMMUNITY CONSULTATION: TECHNICAL RESPONSE  
STATEMENT****ATTACHMENT 6 – KEY STATE GOVERNMENT STAKEHOLDERS LETTERS**

**7.2** **PROPOSED LOCALITY NAMING - MOE HIGH SCHOOL  
MEMORIAL PARK, LLOYD STREET, MOE**

**AUTHOR:** General Manager Governance  
**(ATTACHMENT – YES)**

**1. PURPOSE**

The purpose of this report is to present to Council those submissions received regarding the request to name the municipal purposes reserve, located at Parkside Drive and Lloyd Street, Moe.

**2. DECLARATION OF INTERESTS**

No officer declared an interest under the *Local Government Act 1989* in the preparation of this report.

**3. POLICY IMPLICATIONS**

This report is consistent with Council's Latrobe 2021 vision document and the Council Plan 2009-2013.

*Latrobe 2021 and Council Plan 2009-2013*

*Strategic Objective – Governance*

To ensure governance and leadership through a strong commitment and adherence to democratic processes and legislative requirements.

*Community Outcome – Legislative Compliance*

By ensuring adherence to legislative requirements.

*Strategic Action – Legislative Compliance*

Ensure compliance with other relevant legislation.

*Policy – Nil*

There is no specific Council policy relating to the naming of localities. The procedure is specified by the *Geographic Place Names Act 1998* and the *Guidelines for Geographic Place Names Victoria 2004*.

#### 4. **BACKGROUND**

Council received a submission requesting that the unnamed municipal purposes reserve located at Parkside Drive and Lloyd Street, Moe be named Moe High School Memorial Park (map attached).

This reserve was created on Plan of Subdivision PS 441953 when the former Moe High School site was subdivided into residential allotments in 2003.

Council has previously considered a request to have this reserve named Jim Balfour Park and, at the Ordinary Council Meeting held on 15 December 2008, resolved the following:

1. *That Council, having considered submission received, names the municipal purposes reserve, located at Parkside Drive and Lloyd Street, Moe, "Jim Balfour Park".*
2. *That Council submits an application to the Registrar of Geographic Names to register the locality place name "Jim Balfour Park" located at Parkside Drive and Lloyd Street, Moe.*
3. *Council reaffirms its decision of the 15 September 2008 that if the application to the Registrar of Geographic Names to register the municipal purpose reserve, located at Parkside Drive and Lloyd Street, Moe, "Jim Balfour Park" as a place name is successful that an appropriate plaque or sign be erected including reference to this reserve having formerly been the site of the Moe High School.*
4. *That Council gives written notification to the head petitioner and all people who made a submission advising of Council's decision in relation to the proposal to name the municipal purposes reserve, located at Parkside Drive and Lloyd Street, Moe, Jim Balfour Park and that an appropriate plaque or sign be erected including reference to this reserve having formerly been the site of the Moe High School.*

In accordance with the above resolution an application was submitted to the Office of Geographic Names on 17 March 2009 seeking to have the municipal purposes reserve in Lloyd Street, Moe, named Jim Balfour Park.

A response was subsequently received from the Registrar on 28 July 2009 advising that this name cannot be registered as there is a James Balfour Oak Tree Reserve in Trafalgar and the Emergency Services Telecommunications Authority (ESTA) has objected to the proposal on the grounds of public safety.

The Registrar requested that Council propose an alternative name for the reserve or reconsider the name Moe High School Memorial Park.

The proponents of the original request, together with all residents who made a formal submission, were notified of this outcome.

Council considered the new request, received on 14 August 2009, to name this reserve Moe High School Memorial Park at the Ordinary Council Meeting held on 5 October 2009 and resolved the following:

1. *That Council gives public notice of its intention to consider the proposal to name the municipal purposes reserve located at Parkside Drive and Lloyd Street, Moe, Moe High School Memorial Park at the Ordinary Council Meeting to be held on 7 December 2009.*
2. *That Council considers any submissions received in relation to the proposal to name the municipal purposes reserve located at Parkside Drive and Lloyd Street, Moe, Moe High School Memorial Park at the Ordinary Council Meeting to be held on 7 December 2009.*

Public notices were placed in the Latrobe Valley Express and Moe Narracan News regarding the proposal and eighty seven submissions have been received in response which are summarised below in Section 7.

## 5. **ISSUES**

To assist Council when considering a proposal to name a locality or feature, *Guidelines for Geographic Place Name Victoria* have been developed which set out the procedures and rules for selecting, assigning or amending place names.

These guidelines state that names that are 'desirable to include' are classified as an unofficial name and are entered into the Register for public interest purposes only. These do not have official status under the *Geographic Place Names Act 1998*.

When considering a proposal to name a locality, Council as a naming authority must give consideration to the principles contained in the *Guidelines for Geographic Place Names Victoria*. Of the 17 principles covering standardisation of place names, the principles listed below are most applicable to this locality naming proposal:

Principle 1 – Responsibility for naming

As this is a place of local significance Latrobe City Council is the responsible naming authority.

Principle 3 – Linking the name to the place

Based upon the submissions that have been received and the information in the original submission it clearly can be seen that the municipal purposes reserve has a strong historical link to the former Moe High School site.

Principle 7 – Duplication of names

There is no other place within Latrobe City that contains the name “Moe High School” on the Register of Geographic Place Names (Vicnames).

Principle 10 – Consultative process

Having given public notice regarding this naming proposal and considering the submissions received in response Council has undertaken the necessary consultative process.

Principle 13 – Commemorative names

Naming authorities should not name places after living persons, unless exceptional circumstances apply. As the current proposal no longer refers to an individual it will not conflict with this principle.

Principle 17 – Preserving a record of place names' origins

Details will be collected from various sources to support Councils decision in regards to the proposal.

Following consultation and any resolution to name a place, it is necessary for Council to prepare an application to the Registrar of Geographic Names to have the place name reviewed and, if acceptable, recorded in the Vicnames register.

**6. FINANCIAL AND RESOURCES IMPLICATIONS**

The costs associated with considering this proposal are minimal, being the cost of placing public notices inviting submissions on the proposal.

Lowanna College have advised in their submission that it holds money in a fund to be spent on a plaque to acknowledge the existence of Moe High School on the site.

## 7. INTERNAL / EXTERNAL CONSULTATION

### *Engagement Method Used:*

Public notices inviting community comment were published as follows:

- Moe Narracan News – 13 and 20 October 2009; and
- Latrobe Valley Express – 12 and 15 October 2009.

### *Details of Community Consultation / Results of Engagement:*

In response to the above mentioned Public Notices, Council received eighty seven written submissions. These submissions have been provided as attachments to this report and are summarised as follows:

#### Moe & District Historical Society

Letter suggesting options for proposed naming including Moe High School Memorial Park, High School Park, Saxtons Park (after the family who originally donated the land) or Greenwood Park (in memory of the first Headmaster of the school).

#### Mr Bruce Robinson

Letter suggesting an alternate name for the reserve of Green Valley Park.

Comment: This name would not be consistent with the above principles and does not hold as strong link to the area as the name under consideration.

#### Mrs J Wardley

Letter supporting the proposed naming of the reserve Moe High School Memorial Park.

#### Lowanna College

Letter enclosing thirty form letters supporting proposed naming including former teachers from Moe High School which are summarised in the table below.

#### Mrs Pat Bur

Letter suggesting an alternate name for the reserve of Old Moe High School Park.

In addition to these five submissions an additional fifty seven form letters were received supporting the proposed naming, an example of which is attached to this report. These letters have been signed by the following residents who had either previously attended Moe High School themselves or had family members who attended the school.

<b>Name</b>	<b>Location</b>	<b>Date Received</b>
H Parr	Moe	07/09/09
S Fallon	Willow Grove	07/09/09
S Creighton	Busselton, W.A	22/09/09
L McKenzie	West Busselton, W.A	22/09/09
H Stanlake	Newborough	29/09/09
A Smith	Trafalgar	30/10/09
I Preston	Moe	30/10/09
L Preston	Moe	30/10/09
D Perkins	Newborough	30/10/09
A Bek	Newborough	30/10/09
D Rudy	Moe	30/10/09
N Coad	Moe	30/10/09
P Fogarty	Moe	30/10/09
R DiSisto	Moe	30/10/09
L Olver	Newborough	30/10/09
C Gibb	Darnum	30/10/09
M Cole	Warragul	30/10/09
H Everaert	Newborough	30/10/09
A Gordon	Drouin	30/10/09
M Ryan	Morwell	30/10/09
C Proctor	Trafalgar	30/10/09
B McKenzie	Moe	30/10/09
P Khek-Ying	Newborough	30/10/09
R Weaver	Newborough	30/10/09
N Methier	Hill End	30/10/09
J Stephens	Moe	30/10/09
D Lincoln	Trafalgar	30/10/09
A Brown	Trafalgar	30/10/09
C Rawson	Drouin	30/10/09
R Peterson	Warragul	30/10/09
J Sheahey	Morwell	30/10/09
M King	Moe	30/10/09
P Bowman	Newborough	30/10/09
S Nicolson	Willow Grove	30/10/09
B Keily	Moe	30/10/09
P Szkwarek	Traralgon	09/11/09
B Cunningham	Traralgon	11/11/09
E Moore	Newborough	17/11/09
K Ridley	Moe	17/11/09
B Brien	Moe	17/11/09
A Tuck	Moe	17/11/09
U Dobratz	Moe	17/11/09
C Dobratz	Moe	17/11/09



<b>Name</b>	<b>Location</b>	<b>Date Received</b>
G Junge	Moe	17/11/09
G Goulding	Moe	17/11/09
L Irwin	Moe	17/11/09
C Wragg	Moe	17/11/09
E Arthur	Moe	17/11/09
R Arthur	Moe	17/11/09
J Boulton	Moe	17/11/09
W Boulton	Moe	17/11/09
S Jackson	Maldon	17/11/09
B Overburg	Port Melbourne	17/11/09
I Ellis	Moe	17/11/09
D Johnston	Moe	17/11/09
S Savige	Moe	17/11/09
R Savige	Moe	17/11/09
M Graham	Moe	18/11/09
J Dwyer	Moe	18/11/09
I Wardley	Moe	18/11/09
C Risol	Yallourn	18/11/09
G Balfe	Trafalgar	18/11/09
B Roberts	Moe	18/11/09
S Wagner	Moe	18/11/09
K Jackson	Moe	18/11/09
B Clegg	Moe	18/11/09
G Karpeta	Moe	18/11/09
C Seymour	Moe	18/11/09
D Taylor	Hernes Oak	18/11/09
M Parker	Moe	18/11/09
J Van Maurik	Moe	18/11/09
S Tomlinson	Moe	18/11/09
A Buxton	Newborough	18/11/09
G Wood	Moe	18/11/09
L Balfe	Moe	18/11/09
L Savige	Moe	18/11/09
M Wright	Moe	18/11/09
M Wright	Moe	18/11/09
R Teicher	Moe	18/11/09
H Morrison	Moe	18/11/09
K Jackson	Moe	18/11/09
R Jackiw	Moe	18/11/09
A Seymour	Moe	18/11/09
J James	Moe	18/11/09
J Brown	Moe	18/11/09
R Pearson	Moe	18/11/09
J McInnes	Moe	18/11/09

The submissions from Lowanna College and Mr Pat Bur both suggest that the word “memorial” should be removed from the proposed name as it has negative connotations. Given that the purpose of the proposed name is to preserve the memory of Moe High School it is considered that the inclusion of “memorial” is appropriate.

## **8. OPTIONS**

Council has the following options:

1. Resolve to name the municipal purposes reserve, located at Parkside Drive and Lloyd Street Moe the Moe High School Memorial Park;
2. Resolve to adopt an alternative name for the municipal purposes reserve, located at Parkside Drive and Lloyd Street, Moe, such as Old Moe High School Park or Moe High School Park following consultation with the place name proponent; or
3. Resolve not to name the municipal purposes reserve, located at Parkside Drive and Lloyd Street, Moe.

## **9. CONCLUSION**

Of the eighty seven responses received from the community concerning the place name proposal, a majority of the submissions received were from residents who had either attended or worked at Moe High School supporting the proposed place name.

The naming of the municipal purposes reserve Moe High School Memorial Park serves to retain a historical link to Moe High School and will also satisfy the request from the Registrar of Geographic Names to provide an alternate name for the reserve.

Accordingly it is reasonable that Council names the municipal purposes reserve, located at Parkside Drive and Lloyd Street, Moe, Moe High School Memorial Park and an application be submitted to the Registrar of Geographic Names to register the unofficial place name.

**10. RECOMMENDATION**

- 1. That Council, having considered submission received, names the municipal purposes reserve, located at Parkside Drive and Lloyd Street, Moe, "Moe High School Memorial Park".**
- 2. That Council submits an application to the Registrar of Geographic Names to register the official place name "Moe High School Memorial Park" located at Parkside Drive and Lloyd Street, Moe.**

**Moved:** Cr Lougheed

**Seconded:** Cr Gibson

**That the Recommendation be adopted.**

**CARRIED UNANIMOUSLY**

ATTACHMENT





**Moe & District Historical Society**  
PO Box 201  
Moe  
3825

Date: 2<sup>nd</sup> September 2009

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

To: Peter Schulz  
Latrobe City  
141 Commercial Road  
Morwell 3840

Dear Peter,

In response to your letter of August 26<sup>th</sup> (Doc No 349231) in regard to the naming of the reserve in Lloyd Street we would like to offer the following suggestions in order of preference for your consideration.

1. Moe High School Memorial Park
2. High School Park – the first suggestion is quite a long title and by common useage might be shortened to this title so it is offered as an alternative. Since it is in Moe, it is unlikely to be confused with any other High School.
3. Saxtons Park – this suggestion is made because the land on which the High School was located was originally donated by the Saxton family.
4. Greenwood Park – in memory of the name of the first Headmaster of Moe High School.

We wish you well in your deliberations.

Yours faithfully,

A handwritten signature in cursive script that reads "S. Tomlinson".

Sandra Tomlinson  
Correspondence Secretary

MR BRUCE R. ROBINSON,

15<sup>th</sup> OCTOBER 2009.

SUPPORT.  
(RE MRS GIBSON)  
DEAR SIR/MADAM,

I am responding to the article  
"HELP NAME MOE RESERVE."

In the nineteen seventies, some  
may remember a moe High School competit-  
-ion with a heading "HOW GREEN IS OUR VALLEY"

Somebody had a good idea then  
and hope my contribution appeals to the  
Community. I would like to do a  
summary of my views in relation to this  
letter and thanking you for this privilege.

The enviromental changed over the  
past 3-4 decades have reflected the  
south/easterly weather belt and in hindsight  
I put my humble opinion to this reserve.

So I put the proposal of GREEN  
VALLEY PARK to your COUNCIL and  
community members. Thanks again

Latrobe City	
18 NOV 2009	
Doc No:	
Action Officer:	
Disposal Code:	
Comments:	

Yours in Christ  
MR BRUCE R. ROBINSON

*Bruce R. Robinson*

Latrobe Valley Village Hostel

5 Ollerton Ave

Mt VIC 3825 19 10 09

To CEO Latrobe Council,

Dear Sir,

I am writing to advise you  
of my support for the naming of the  
reserve to which you refer.

My support is for

McHigh School Memorial Park

Yours faithfully

Mrs J Wardley

**Latrobe City**

20 OCT 2009

Doc. No:

Action Officer:

Disposal Code:

Comments:



72-96 Newark Avenue  
Newborough, Victoria 3825

**College Principal:** Mr Jason Bek

PO Box 42, Moe, Victoria 3825

**T:** (03) 5127 9200

**F:** (03) 5127 7953

**E:** [info@lowanna.vic.edu.au](mailto:info@lowanna.vic.edu.au)

**[www.lowanna.vic.edu.au](http://www.lowanna.vic.edu.au)**

November 28, 2009-10-28

Cr. Sharon Gibson

Latrobe City Council

PO Box 264

MORWELL, Vic, 3840

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

Dear Cr. Gibson,

Enclosed are letters signed mainly by current teachers at Lowanna College who taught at Moe High School. Most also requested that the word "memorial" be dropped from the name of the park as it has connotations of death, and Moe High School did not die.

Lowanna College also holds money in a fund that is meant to be spent on a plaque or similar to acknowledge the existence of Moe High School on the site. We would welcome your input into how that money should be spent. Please contact Graeme Nicholls at Lowanna College ( 51279200 ) to discuss this.

Yours Sincerely,

A handwritten signature in black ink, appearing to read "L Olver", written in a cursive style.

Lindy Olver



29/10/2009.

Mrs. P. Bur

PH : 51 272581

Property & Statute Officer,  
Mr. P. Schulz

Dear Sir,

I am addressing the alternative name for  
the former Moe High School Site.

My proposal is to name it

OLD MOE HIGH SCHOOL PARK

Suggesting the signage be set in the close  
proximity to the plaque that is to be erected  
by the Historical Society.

This would look attractive in a native grass  
setting if funding were available.

My reasons to my proposal are

- 1) I direct people to our address as a turn  
off the Old Moe High Site.
- 2) 'Memorial' is used in terms of memory event/person

\* MOE

<b>Latrobe City</b>
- 5 NOV 2009

The Res of Make Moe Glow Mrs. M. May has  
my full support when she addresses Council  
over these matters.

Thank you for your co-operation

Your sincerely  
Mrs. J.M. Bur.

October/November, 2009

Cr. Sharon Gibson  
Latrobe City Council  
PO Box 264  
MORWELL, Vic. 3840

<b>Latrobe City</b>	
17 NOV 2009	
Doc. No:	
Action Officer:	
Disposal Code:	
Comments:	

Dear Cr. Gibson,

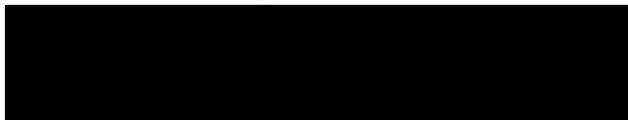
I support the Lloyd Street Reserve being named the 'Moe High School Memorial Park'. I and/or family members attended and/or worked at the school.

The park is the only part of the school left remaining. I would like the school and its memory to be respected and commemorated by naming the reserve the 'Moe High School Memorial Park'.

Yours sincerely,

Cheryl Wragg (signature)

CHERYL WRAGG (print name clearly)

 (address)

**(Please send this letter to Cr. Gibson to the address marked at the top of the letter, or leave your signed copy at the shop, or send to Cheryl Wragg**



**7.3** **FEDERAL GOVERNMENT REGIONAL AND LOCAL COMMUNITY  
INFRASTRUCTURE PROGRAM - STRATEGIC PROJECTS**

**AUTHOR:** General Manager Built and Natural Environment Sustainability  
**(ATTACHMENT – YES)**

**1. PURPOSE**

The purpose of this report is to seek Council's approval to submit an application for funding under the Federal Government Regional and Local Community Infrastructure Program – Strategic Projects (RLCIP – SP) for improvements to the Olympic Reserve / Moe Outdoor Pool Precinct.

**2. DECLARATION OF INTERESTS**

No officer declared an interest under the *Local Government Act* 1989 in the preparation of this report.

**3. POLICY IMPLICATIONS**

This report is consistent with Council's Latrobe 2021 vision document and the Council Plan 2008-2012.

*Latrobe 2021 and Council Plan 2008-2012*

*Strategic Objective – Sustainability*

To promote the responsible and sustainable care of our diverse built and natural environment for the use and enjoyment of the people who make up the vibrant community of Latrobe Valley.

To provide leadership and to facilitate a well connected, inter-active economic environment in which to do business.

*Community Outcome – Built Environment Sustainability*

By developing clear directions and strategies through consultation with the community ensuring sustainable and balanced development.

*Strategic Actions – Infrastructure Maintenance and Development*

Develop and implement asset management strategies for Latrobe City infrastructure including whole-of-life maintenance requirements.

Develop flexibility in facilities to cater for changing demands of the community.

Promote and support private and public sector investments in the development and maintenance of key asset infrastructure in the municipality.

Ensure integration of roads, bike paths, footpaths and public transport options.

Promote and support the infrastructure and development of small town communities within the municipality.

Strive to ensure all proposed developments enhance the liveability and sustainability of the community.

Ensure public infrastructure is maintained to meet community aspirations.

#### **4. BACKGROUND**

On 25 June 2009, the Prime Minister, the Hon Kevin Rudd MP announced that additional funding of \$220 million for the Regional and Local Community Infrastructure Program (RLCIP) would be made available in 2009-10.

There are two funding streams available under the RLCIP, they are:

##### *1. Grant direct to Councils*

Latrobe City Council has been allocated grant funds of \$678,000 under this component of the program.

##### *2. Strategic Projects*

The Federal Government has made \$120M available under this component of the RLCIP (RLCIP-SP). Funding is available to Councils on a competitive basis for a limited number of larger scale strategic projects. Completed applications must be received by the Federal Government by 15 January 2010.

Funding will be allocated on a nationally competitive basis and will be assessed by the Federal Department of Infrastructure, Transport, Regional Development and Local Government.

Preference will be given to projects which can demonstrate community benefit. Partnership funding is required and preference may be given to projects with greater co-contributions.

RLCIP–SP will provide funding for community infrastructure including new works or major renovations and refurbishments such as:

- social and cultural infrastructure (e.g. art spaces, gardens);
- recreational facilities (e.g. swimming pools, sports stadiums);
- tourism infrastructure (e.g. walkways, tourism information centres);
- children, youth and seniors facilities (e.g. playgroup centres, senior citizens' centres);
- access facilities (e.g. boat ramps, footbridges and airports); and
- environmental initiatives (e.g. drain and sewerage upgrades, recycling plants).

At the Ordinary Council Meeting held on 16 November 2009 Council considered projects eligible for funding under the direct allocation to Councils component of the program. Council resolved:

1. *That Council adopts the following projects to be funded from the \$678,000 grant made under the Federal Governments Regional and Local Community Infrastructure Program:*

<i>Traralgon West Sporting Complex – stage 2</i>	<i>278,000</i>
<i>Latrobe Leisure Moe Newborough, change room upgrade</i>	<i>200,000</i>
<i>Latrobe Leisure Morwell, change room upgrade</i>	<i>200,000</i>
<i>Total \$</i>	<i>678,000</i>

2. *That a further report be presented to the 7 December 2009 Ordinary Council Meeting to consider a suitable project for submission under the RLCIP–SP component*

## 5. **ISSUES**

In considering the projects that may be included for funding, a number of factors require consideration in addition to the requirements set by the Federal Government. These include, but are not limited to:

- Is the project part of an existing Council Strategy / Plan / Policy or resolution?
- Is the project scoped / planned and specified to the level that will enable delivery to meet the program guidelines?

The Hazelwood Caravan Park reticulated sewerage project and the Traralgon East Community Centre project were considered as possible projects for this funding program. They were deemed not suitable as they do not meet the funding criteria and they would not be able to be delivered within the Federal Government program timeframes.

With the adoption of the Moe Newborough Outdoor Recreation Plan by Council on 5 November 2007, Council resolved:

1. *That Council adopts the Moe Newborough Outdoor Recreation Plan (October 2007).*
2. *That the projects selected for completion in 2008/09 financial year at the Joe Tabuteau, Ted Summerton, Burrage and Monash Reserves be endorsed and referred for consideration in the 2008/09 budget.*
3. *That the minor projects identified in the plan be completed during 2007/2008.*
4. *That the Olympic Reserve Building upgrade be referred to the 2009/2010 Community Facility Fund application process as a major grant.*

An application was completed to the State Government under the Community Facility Fund – Major Grant category for funding to complete building, parking, lighting and playing surface improvements at Olympic Reserve, Moe. The funding application was unsuccessful and the project remains unfunded.

In February 2009 the Leisure Facilities Condition Assessment report was completed on all leisure facilities including the Moe Outdoor Pool. The report identified the long term maintenance and replacement costs of all assets at the outdoor pool site. The immediate priorities identified were the refurbishment of the aquatic facilities infrastructure (pool and plant equipment) and amenity facilities (change rooms and toilets).

The cost estimates provided in the major grant application and the Leisure Facilities Condition Assessment have been reviewed and updated for inclusion in the RLCIP–SP application.

Roadway and car park improvements	\$ 350,000
Playing surface and lighting upgrade	\$ 400,000
New soccer amenity building	\$ 830,000
Aquatic infrastructure refurbishment	\$ 520,000
Refurbishment of amenity facilities	\$ 500,000
<b>Est project cost</b>	<b>\$ 2,600,000</b>

**6. FINANCIAL AND RESOURCES IMPLICATIONS**

Should Council's application for project funding under the RLCIP-SP component be successful, a co-contribution of up to \$250,000 will be required for funding from Council's 2010/11 capital works budget.

**7. INTERNAL / EXTERNAL CONSULTATION**

*Engagement Method Used:*

Projects identified for inclusion in the Regional and Local Community Infrastructure Program form part of an existing Council Strategy / Plan / Policy / program or resolution. Community engagement and consultation has been completed as part of the prior action.

**8. OPTIONS**

Options available to Council include:

1. Support improvements at the Olympic Reserve / Moe Outdoor Pool Precinct for application to the Regional and Local Community Infrastructure Program – Strategic Projects.
2. Not support improvements at Olympic Reserve / Moe Outdoor Pool Precinct for application to the Regional and Local Community Infrastructure Program – Strategic Projects.
3. Council may propose an alternative project for application to the Regional and Local Community Infrastructure Program, giving consideration to the project delivery factors identified in Section 4 above.

**9. CONCLUSION**

The Federal Government Regional and Local Community Infrastructure Program – Strategic Projects provides an opportunity to deliver significant benefit to the Latrobe City community and improve the quality of the City's built environment.



The selected project complies with the funding requirements of the Federal Government, is also consistent with the priorities adopted through the Moe Newborough Outdoor Recreation Plan and the information provided in the Leisure Facility Condition Assessment Report.

**10. RECOMMENDATION**

- 1. That the projects identified in the Moe Newborough Outdoor Recreation Plan and the Leisure Facilities Condition Assessment Report for the Olympic Reserve / Moe Outdoor Pool Precinct be submitted for grant funding to the Federal Government Regional and Local Community Infrastructure Program – Strategic Projects.**
- 2. That, subject to the outcome of the application to the Federal Government Regional and Local Community Infrastructure Program, a Council contribution of \$250,000 be included in the 2010/11 capital works budget.**

**Moved:** Cr Price

**Seconded:** Cr Lougheed

**That the Recommendation be adopted.**

**CARRIED UNANIMOUSLY**

**ATTACHMENT****RANGE OF ELIGIBLE PROJECT CATEGORIES****Annexure A****Examples of Community Infrastructure****Social and cultural infrastructure**

- Town halls
- Community centres
- Libraries
- Local heritage sites
- Museums
- Cultural centres
- Enhancement of main streets and public squares
- Theatre/music/art spaces
- Historic buildings
- Parks and gardens
- Internet kiosk infrastructure
- Kitchens for organisations
- Community market areas
- Other

**Recreation facilities**

- Sports grounds and facilities
- Sports stadiums
- Community recreation spaces
- Playgrounds
- Rail trails
- Swimming pools
- Walking tracks and bicycle paths
- Skate Parks
- BMX/Mountain Bike parks/trails
- Surf lifesaving clubs
- Other

**Tourism infrastructure**

- Convention or trade centres
- Memorial halls/walkways
- Tourism information centres
- Local infrastructure to support or provide access to tourist facilities
- Airports and terminals
- Community public attractions
- Buildings for exhibits
- Other

**Children, youth and seniors facilities**

- Playgroup centres
- Youth centres
- Scout/guide halls
- Senior citizens' centres
- Other

**Access facilities**

- Disabled access infrastructure
- Footbridges
- Bus/rail terminal upgrade
- Jetties/wharves/piers/pontoons
- Foreshore development
- Boat ramps
- Other

**Environmental Initiatives**

- Water source and treatment
- Drain and sewerage upgrades
- Water conservation infrastructure
- Waste management and processing infrastructure
- Wastewater infrastructure
- Water recycling plants
- Water catchments
- Recycling plants
- Other

**7.4** **PETITION - GLANVILLE CRESCENT, HAZELWOOD NORTH - CLOSURE OF ROAD**

**AUTHOR:** General Manager Built Natural Environment Sustainability  
**(ATTACHMENT – YES)**

**1. PURPOSE**

The purpose of this report is for Council to consider a petition opposing a proposal to close the east end of Glanville Crescent, Hazelwood North to through traffic.

**2. DECLARATION OF INTERESTS**

No officer declared an interest under the *Local Government Act* 1989 in the preparation of this report.

**3. POLICY IMPLICATIONS**

This report is consistent with Council's Latrobe 2021 vision document and the Council Plan 2009-2013.

*Latrobe 2021 and Council Plan 2009-2013*

*Strategic Objective - Liveability*

To promote and support social, recreational, cultural and community life by providing both essential and innovative amenities, services and facilities within the municipality.

*Community Outcome - Community*

By enhancing the quality of residents' lives, by encouraging positive interrelated elements including safety, health, education, quality of life, mobility and accessibility, and sense of place.

*Strategic Action - Community Liveability*

Support government agencies, non-government agencies and the community in reducing crime, violence and antisocial behaviour, by implementing ongoing actions to reduce family violence, drug and alcohol abuse, improve road safety and enhance safety at home.

*Policy*

Council does not currently have a specific policy dealing with traffic management matters of the type that are the subject of the Petition received by Council.

#### 4. **BACKGROUND**

At the Ordinary Council Meeting held on 10 October 2009, a petition was tabled signed by 17 residents representing 8 properties in Glanville Crescent and Patons Road, Hazelwood North. The petition was in opposition to the proposed closure of the east end of Glanville Crescent, Hazelwood North.

The end of Glanville Crescent is an unmade section of road approximately 110 metres long, providing access to the adjacent Hancock Victorian Plantations (HVP) pine forest plantation.

Presently, this section of unmade road is being utilised by motorbikes and four wheel drive vehicles as well as walkers to access the private HVP pine forest plantation. The motorbike and four wheel drive vehicles accessing this portion of land are causing noise nuisance to abutting residents who are also concerned about pedestrian safety in this area.

#### 5. **ISSUES**

Glanville Crescent is a No Through Road and services a number of Rural Living Zone allotments and directly abuts HVP's pine plantation, to the east. Glanville Crescent also provides access to Patons Road, also a No Through Road, which services a small number of Rural Living Zone allotments.

The paved surface of Glanville Crescent ends with a cul-de-sac and property access for two dwellings approximately 110 metres short of the Glanville Crescent road reserve boundary to the east. This section of road reserve is managed by Council but is not presently maintained other than infrequent grass slashing.

Informally, this area has been used for recreational purposes (walking, jogging, motor bike riding etc). It is also used for informal access to the tracks within the HVP pine plantation site directly to the east.

A recent investigation undertaken by Council officers determined that vehicle use of the road reserve east of the Glanville Crescent cul-de-sac was considered both unsafe and undesirable as a potential source of nuisance for adjacent residents.

'No Through Road' and chevron signs were installed in early 2007 in Glanville Crescent following receipt of earlier complaints about vehicle activity at the east end of the road but appear to have had little impact on the problem.

The immediate proposed closure aims to increase road safety, improve the amenity for the adjacent residents and eliminate illegal access along the section of road reserve (unmade road) by motor bikes and four wheel drives into private land owned by HVP.

Access to the private pine plantation land is not desirable and HVP have confirmed in writing that four wheel drive and trail bike activity within the pine plantation area causes significant environmental damage.

One of the reasons for opposing the proposed closure of the end of Glanville Crescent was that it provides a fire escape route to abutting residents from any front that approaches from the west.

The end of Glanville Crescent is not considered a suitable fire escape route as the road is unmade and HVP own the land beyond the end of the unmade road reserve. HVP have no formal responsibility to provide vehicular access over their land to the general public in case of emergency and by doing so could create a separate and potentially more significant fire trap issue.

On 12 October 2009 a request to lease the unmade portion of road reserve was made to Council by a resident abutting the unmade section of Glanville Crescent. Included in this request was a proposal to lease the aforementioned section of land to enable the construction of a gate and fencing to eliminate unwanted vehicular access along the aforementioned portion of road reserve.

A letter outlining the present circumstances of the petition and the matter being referred to Council was sent to the resident requesting the lease arrangement on 21 October 2009. In this correspondence it was noted that the matter of the lease over the land would be deferred until the Ordinary Council meeting of 7 December 2009 which would deal with all of the issues associated with the proposed closure of the end of Glanville Crescent.

Since the petition tabled at the Ordinary Council Meeting of 19 October 2009, further discussions with HVP have confirmed their position in relation to access over their land by motorbike and four wheel drive vehicles – that access by such vehicles is unwanted and undesirable.

HVP also understand that pedestrian activity occurs within their land and have no significant issue with recreational activities such as walking on designated access tracks.

## 6. FINANCIAL AND RESOURCES IMPLICATIONS

There are no funds specifically allocated for works in this area. However, the estimated cost of installing a traffic restriction at the end of Glanville Crescent – bollards, fencing and gate – would be in the order of \$5,000.

## 7. INTERNAL / EXTERNAL CONSULTATION

### *Engagement Method Used:*

Consultation with residents of both Glanville Crescent and Patons Road was undertaken in accordance with Council's Community Engagement Policy, seeking feedback in relation to a proposal to install barriers to close the east end of Glanville Crescent to vehicular traffic. Feedback was also sought from HVP and the Hazelwood North CFA in relation to the proposal.

### *Details of Community Consultation / Results of Engagement:*

#### Results of community consultation

Three resident (3) responses were received in support of the proposed installation of barriers and end of road closure. Comments in these submissions specifically included the need to:

- Continue to provide pedestrian access and passive recreation opportunities along the road reserve; and
- Increase pedestrian safety.

Six (6) responses were received directly opposed to the proposed installation of barriers and end of road closure. Comments in these submissions specifically included the need to:

- Provide for fire access and escape options for fires emanating to the west of Glanville Crescent; and
- Continue to provide pedestrian access and passive recreation opportunities along the road reserve.

Seven (7) land owners, who were initially consulted, did not provide comment in relation to the proposal.

The petition, representing eight of the 16 properties in the area, opposes the proposed installation of barriers to close the road to vehicular traffic. Five of the eight residents included in the petition had already made written submissions, directly opposing the proposal.

The owner of the pine plantation area, HVP advised that they were in favour of the proposed barriers. A response received from the Hazelwood North Rural Fire Brigade indicated preference for a fence across the road reserve that provided for pedestrian access and a locked gate for emergency vehicle access.

## **8. OPTIONS**

There are five options available to Council:

1. Prevent vehicle access directly beyond the head of the existing Glanville Crescent paved cul-de-sac;
2. Prevent vehicle access at the end of the Glanville Crescent road reserve abutting HVP land;
3. Close Glanville Crescent at the head of the existing paved cul-de-sac and lease the unmade portion of adjacent land owners for grazing purposes;
4. Close Glanville Crescent at the end of the Glanville Crescent road reserve and lease the unmade portion of adjacent land owners for grazing purposes; or
5. Maintain the status quo.

## **9. CONCLUSION**

The end of Glanville Crescent is not considered a suitable fire escape route as the road is unmade and HVP own the land beyond the end of the unmade road reserve. HVP have no formal responsibility to provide vehicular access over their land to the general public.

HVP have indicated to Council on more than one occasion that motorbike and four wheel drive vehicle access to their land is unwanted, having cause to effect environmental damage. There is however, awareness and some level of acceptance from HVP that pedestrian access is gained over their land, particularly designated tracks, for recreational purposes such as walking for which they have no particular issues with.

It is important to ensure that residents are entitled to the quiet enjoyment of their property by minimising the opportunity for vehicle noise and nuisance from access in road reserves. Similarly, unrestricted vehicle access from road reserves into private property should not be encouraged.

Therefore, it is recommended that the unmade section of Glanville Crescent be closed to vehicular traffic but remain accessible for pedestrians only from the head of the existing paved cul-de-sac to the abutting HVP land. Vehicular access in this section of unmade road is proposed to be limited by the installation of an appropriate traffic control treatment.

Also, based on initial community feedback received, it is recommended that the unmade section of Glanville Crescent between the head of the existing cul-de-sac and HVP land not be leased to adjacent land owners but be kept available for recreational purposes such as walking and jogging.

#### **10. RECOMMENDATION**

- 1. That Council restricts vehicular access in the unmade section of road reserve in Glanville Crescent from the end of the existing cul-de-sac to the adjacent HVP plantation land, but continue to allow pedestrian access within this area;**
- 2. That Council not lease the section of unmade road reserve between the head of the existing cul-de-sac and HVP plantation land in Glanville Crescent to the adjacent land owners;**
- 3. That the head petitioner, Mr Shaun Elsum be advised of Council's decision in relation to the petition opposing the proposed closure of Glanville Crescent, Hazelwood North; and**
- 4. That residents who have previously provided feedback in relation to this matter be advised of Council's decision in relation to the petition opposing a proposal to close the east end of Glanville Crescent, Hazelwood North.**

**Moved:** Cr Vermeulen

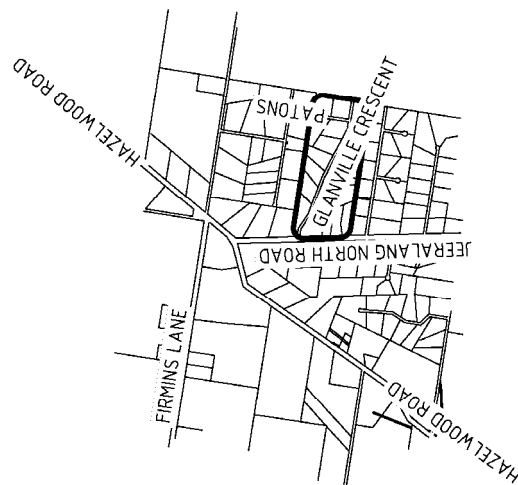
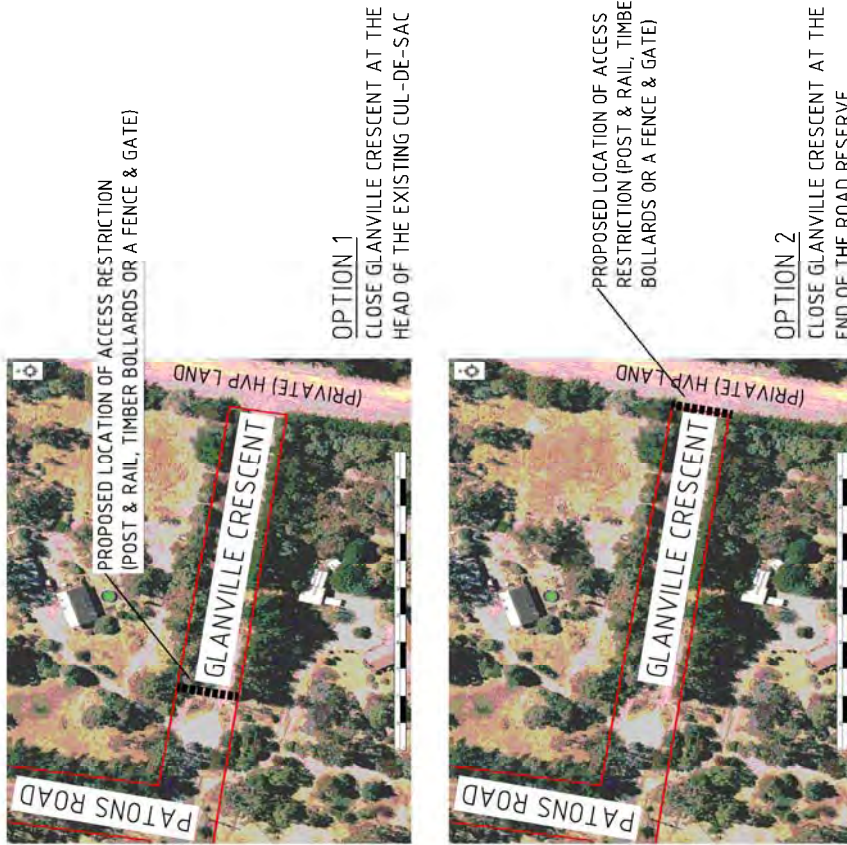
**Seconded:** Cr Lougheed



**That the Recommendation be adopted.**

**CARRIED UNANIMOUSLY**



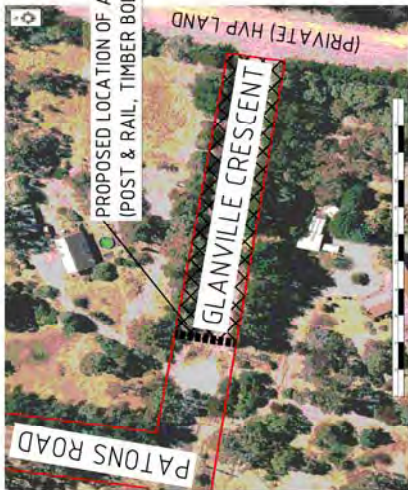
**ATTACHMENT**



		
<b>Iatrobe City</b>		NTS 1:1000 SHEET NO. 1 OF 2
<b>PROJECT INFORMATION</b> PROJECT NAME: IATROBE CITY PROJECT NO.: 17/21/09		DRAWING NO.: DATE:
<b>CLIENT INFORMATION</b> CLIENT: IATROBE CITY ADDRESS: IATROBE CITY, IATROBE CITY		PROJECT NO.: 17/21/09 SHEET NO.: 1 OF 2
<b>PROJECT DESCRIPTION</b> GLANVILLE CRESCENT, HAZELWOOD NORTH PROPOSED END OF ROAD ACCESS RESTRICTION		DRAWN BY: P. INDOVIC CHECKED BY:



**OPTION 5**  
 MAINTAIN THE STATUS QUO



**OPTION 3**  
 PROPOSED LOCATION OF ACCESS RESTRICTION  
 (POST & RAIL, TIMBER BOLLARDS OR A FENCE & GATE)

**OPTION 3**  
 CLOSE GLANVILLE CRESCENT AT THE  
 HEAD OF THE EXISTING CUL-DE-SAC  
 AND LEASE THE LAND AREA SHOWN  
 AS HATCHED



**OPTION 4**  
 PROPOSED LOCATION OF ACCESS  
 RESTRICTION (POST & RAIL, TIMBER  
 BOLLARDS OR A FENCE & GATE)

**OPTION 4**  
 CLOSE GLANVILLE CRESCENT AT THE END OF THE  
 ROAD RESERVE AND LEASE THE LAND AREA SHOWN AS HATCHED

		<b>Latrobe City</b> GLANVILLE CRESCENT, HAZELWOOD NORTH PROPOSED END OF ROAD ACCESS RESTRICTION	NTS 1:1000 DATE: 27/11/09
REFERENCES LOCALITY: HVP LAND NO. 10	PROJECT/STREET IDENTIFICATION CITY: HAZELWOOD NORTH	DRAWING NO. 2009/001	SHEET NO. 2 of 2
APPROVED BY: P. LYONS DATE: 27/11/09		DRAWN BY: P. LYONS	

**Residents of Glanville Crescent and Patons Road, Hazelwood North.**

Paul IVKOVIC  
Coordinator Project Services  
Latrobe City  
PO Box 264  
Morwell 3840  
1300 367 700

**Subject: Proposed Installation Of Barriers To Close The East End Of Glanville Crescent To Through Traffic.**

**This petition is in opposition to the proposed closure of the east end of Glanville Crescent Hazelwood North.**

**As residents of Glanville Crescent and Patons Road, Hazelwood North we do not believe the installation of barriers and closure of the eastern end of Glanville Crescent through traffic is warranted.**

Name / Address	Signature
1. <u>Tyson Taylor 75 Glanville crescent</u>	<u>[Signature]</u>
2. <u>Simone Gye 75 Glanville Crescent</u>	<u>[Signature]</u>
3. <u>NORRIS ELSON 5 PATONS RD</u>	<u>[Signature]</u>
4. <u>Simon Elson 5 Patons Rd</u>	<u>[Signature]</u>
5. <u>Frances Hughes 25 Patons Rd</u>	<u>[Signature]</u>
6. <u>MICHAEL HUGHES "</u>	<u>[Signature]</u>
7. <u>Conor Hughes 25 patons rd</u>	<u>[Signature]</u>
8. <u>Callum Hughes 25 patons rd</u>	<u>[Signature]</u>
9. <u>LORRAINE VENTURINI 20 Patons Rd.</u>	<u>[Signature]</u>
10. <u>M. VENTURINI "</u>	<u>[Signature]</u>
11. <u>RAY BATES 90 GLANVILLE CRES.</u>	<u>[Signature]</u>
12. <u>Rohan &amp; Corine Nohler</u> <u>25 Glanville Cres Hazelwood N</u>	<u>[Signature]</u>
13. _____	_____
14. <u>DARROU LAWRENCE 55 Glanville Cres Hazelwood</u>	<u>[Signature]</u>
15. <u>Kerry Lawrence</u>	<u>[Signature]</u>
16. <u>Wendy Curseum 45</u>	<u>[Signature]</u>
17. <u>Lorraine Curseum 45</u>	<u>[Signature]</u>

The Mayor sought Council's consent to bring forward Item 11.3.6 – Planning Permit Application 2009/331 –use of the land for a restricted recreation facility, Wilga Crescent, Traralgon.

**Moved:** Cr Lougheed

**Seconded:** Cr Kam

**That Item 11.3.6 – Planning Permit Application 2009/331 – use of the land for a restricted recreation facility, Wilga Crescent, Traralgon be brought forward for consideration.**

**CARRIED UNANIMOUSLY**

**11.3.6 PLANNING PERMIT APPLICATION 2009/331 - USE OF THE LAND FOR A RESTRICTED RECREATION FACILITY, WILGA CRESCENT, TRARALGON**

**AUTHOR:** General Manager Built and Natural Environment Sustainability  
**(ATTACHMENT - YES)**

**1. PURPOSE**

The purpose of this report is to determine Planning Permit Application 2009/331 for the use of the site for a restricted recreation facility at Lot 2 Plan of Subdivision 623144, more commonly known as Wilga Crescent, Traralgon.

**2. DECLARATION OF INTERESTS**

No officer declared an interest under the *Local Government Act* 1989 in the preparation of this report.

**3. POLICY IMPLICATIONS**

This report is consistent with Council's Latrobe 2021 vision document and the Council Plan 2009-2013.

*Latrobe 2021 and Council Plan 2009-2013*

*Strategic Objective – Liveability*

To promote and support social, recreational, cultural and community life by providing both essential and innovative amenities, services and facilities within the municipality.

*Community Outcome – Built and Natural Environment Sustainability*

By developing clear directions and strategies through consultation with the community ensuring sustainable and balanced development.

*Strategic Action – Built and Natural Environment Sustainability*

Develop flexibility in facilities to cater for changing demands of the community.

This proposal has been considered against Amendment C62 – the Latrobe Planning Scheme review. The discussions and recommendations of this report are consistent with amendment C62.

The provisions of the *Planning and Environment Act 1987* (the Act) and the Latrobe Planning Scheme (the Scheme) apply to this application. This report is consistent with the Act and the Scheme.

#### 4. **BACKGROUND**

##### 4.1 **Summary**

Land: Wilga Crescent, Traralgon, known as Lot 2 on Plan of Subdivision 623144  
Proponent: Alan and Olivia Barrett  
Zoning: Low Density Residential Zone (LDRZ)  
Overlay: There are no overlays that affect this property.

A Planning Permit is required to use of the land for a restricted recreation facility in accordance with Clause 32.03-1 of the Latrobe Planning Scheme (the Scheme).

##### 4.2 **Proposal**

The application is for the use of the subject land for a restricted recreation facility. There are no buildings or works proposed in this application. A separate planning permit will be required to allow for the buildings and works associated with the construction of the restricted recreation facility.

The subject land will be used for a dwelling, and the applicant proposes to use part of the site to run a restricted recreation facility, marketed toward clients who do not feel comfortable in traditional gymnasium environments.

The business proposes to allow for a maximum of 10 persons using the site at a session, and the potential for more at times of transition. There will only be one staff member employed from the site (the applicant).

The use is proposed to operate between the hours of:

- Mondays, Tuesdays and Thursdays from 6.00am – 8.00am, and 4.30pm – 8.00pm;
- Wednesdays from 7.00pm – 8.00pm;
- Fridays from 6.00am – 8.00am, and 4.30pm – 7.00pm; and
- Saturdays from 8.00am – 11.00am.

No plans will be endorsed as part of this permit as the application proposes the use only. However, the applicant has advised that a floor area of approximately 110 square metres (with a total envisaged maximum floor area of no more than 125 square metres) will be required for the restricted recreation facility.

**Subject Land:**

The subject land is located in Traralgon's western low density urban area, on the corner of Traralgon West Road and Wilga Crescent. The site is 4172 square metres in total area and is rectangular in shape. The northern boundary (abutting Traralgon West Road) is 66 metres, the eastern boundary (abutting Wilga Crescent) is 54 metres, the western boundary (abutting Lot 1 Plan of Subdivision 623144B) is 56 metres, and the southern boundary (abutting 10 Wilga Crescent) is 72 metres.

A 15 metre wide power line easement runs along the northern boundary of the site. Each of the neighbouring residential lots to the east and south contain existing dwellings, whilst there are two vacant lots to the west of the subject land.

**Surrounding Land Use:**

- North: Vacant land containing some farm shedding, on a lot of approximately 43050 square metres. Access to this lot is gained via Traralgon West Road.
- South: Single Dwelling on a lot of approximately 8938 square metres. Access to this lot is gained via Wilga Crescent.
- East: Single Dwelling on a lot of approximately 21830 square metres. Access to this lot is gained via Traralgon West Road.
- West: Vacant land on approximately 4172 square metres. Access to this lot is obtained via Traralgon West Road.

### **4.3 History of Application**

The application was received on 3 August 2009 for the use of the land at Wilga Crescent, Traralgon, known as Lot 2 Plan of Subdivision 623144, for a restricted recreation facility.

The applicant was required to provide notice to adjoining property owners and occupiers and display a sign on the site pursuant to Section 52(1) of the Act. This was requested of the applicant on 1 September 2009.

A Statutory Declaration confirming that this had been undertaken was received by Council on 17 September. Three submissions in the form of objections were received relating to the proposal.

A planning mediation meeting was held on 29 October 2009, with the applicant and all objectors in attendance.

Consensus was not reached between the parties, which would have allowed the matter to be determined by officer delegation, therefore requiring a decision by Council.

#### **4.4 Latrobe Planning Scheme**

##### **State Planning Policy Framework**

Clause 11.03 (Principles of Land Use and Development Planning):

*Clause 11.03 states that 'Society has various needs and expectations such as land for settlement, protection of the environment, economic well-being, various social needs, proper management of resources and infrastructure. Planning aims to meet these by addressing aspects of economic, environmental and social well-being affected by land use and development.'*

*Clause 11.03-6 (Social Needs) further states that 'Planning is to recognise social needs by providing land for a range of accessible community resources, such as affordable housing, places of employment, open space, and education, cultural, health and community support (mental, aged, disabled, youth and family services) facilities. Land use and development planning must support the development and maintenance of communities with adequate and safe physical and social environments for their residents, through the appropriate location of uses and developments and quality of urban design.'*

Clause 14.01 (Planning for Urban Settlement):

Clause 14.01 states the objectives to:



- *'To ensure a sufficient supply of land is available for residential, commercial, industrial, recreational, institutional and other public uses.*
- *To facilitate the orderly development of urban areas.'*

Clause 15.05 (Noise Abatement):

Clause 15.05 states the objective to *'assist the control of noise effects on sensitive land uses.'*

The clause further states that *'Planning and responsible authorities should ensure that development is not prejudiced and community amenity is not reduced by noise emissions, using a range of building design, urban design and land use separation techniques as appropriate to the land use functions and character of the area.'*

Clause 17.02 (Business):

Clause 17.02 states the objective to *'encourage developments which meet community's needs for retail, entertainment, office and other commercial services and provide net community benefit in relation to accessibility, efficient infrastructure use and the aggregation and sustainability of commercial facilities.'*

This clause further outlines that *'Commercial facilities should be located in existing or planned activity centres unless they are:*

- *New freestanding commercial developments in new residential areas which have extensive potential for population growth or will accommodate facilities that improve the overall level of accessibility for the community, particularly by public transport.*
- *New convenience shopping facilities to provide for the needs of the local population in new residential areas and within, or immediately adjacent to, existing commercial centres.*
- *Outlets of trade-related goods or services directly serving or ancillary to industry and which have adequate on-site car parking.'*

### **Local Planning Policy Framework** **Municipal Strategic Statement (Clause 21)**

Clause 21.01 (Municipal Profile):

Clause 21.01-13 (Infrastructure):

This clause states that:

*'Infrastructure for the main urban settlements is provided by the Council, developers and infrastructure agencies to serve commercial, industrial and residential development and use. Rural areas, often as part of their character, have fewer infrastructure facilities and services and rely to a greater degree on self-sufficiency of activity and on land capability to determine intensity of use.'*

Clause 21.03 (Vision – Strategic Framework):

This clause states and objective for Latrobe as a municipality to become a *'unique and prosperous municipality benefiting from its central location in the diverse environment of Gippsland offering a wide range of attractive lifestyle choices in the many towns, smaller villages and rural parts of the municipality.'*

The clause further states the aim to become *'the "capital" of the region in terms of shopping, health, education, culture, public administration, business, sport and a wide range of other employment and social and cultural activities.'*

Another relevant aim is to become a *'cohesive municipal community which:*

- *provides the opportunity for rich and varied lifestyles;*
- *satisfies the community's needs for employment, housing, social interaction, shopping, education, health, entertainment, recreation, leisure and culture; and*
- *provides the means to access these opportunities conveniently by private and public transport.'*

Clause 21.04 (Objectives/Strategies/Implementation):

Clause 21.04 states some Urban and Rural Settlement Strategies include:

- *"Enhance the quality and amenity of the urban and rural areas of Latrobe City, including the renewal of older public housing areas to provide increased choice, more home ownership opportunities and improved living environments"; and also to "Enhance the quality and amenity of the main town centres of Latrobe City and seek to ensure that new business activity is attracted and encouraged to locate in those centres, taking advantage of their accessibility, variety and diversity within the networked city."*

- Element 4 of Clause 21.04-1, Balancing Conflicting Land Uses, states the objective to *'ensure that new development is not undertaken in such a way as to compromise the effective and efficient use of existing or future infrastructure or resources such as the airport, coal resources, timber production and high quality agricultural land.'*

Element 4 of Clause 21.04-2, Rural Land Management, states the aims:

- *'To support rural living or low density residential development in appropriate locations, taking into account current supply and demand for these types of subdivisions;*
- *To encourage facilities and services required by rural residents to locate in existing townships;*
- *To encourages uses compatible with the physical capability of the land;*
- *To maintain the land resource for agriculture, conservation and timber production purposes;*
- *To limit subdivision, use or development of land that should be incompatible with the utilisation of the land for sustainable resource use;*
- *To improve the landscape and environment of the rural resources of the municipality;*
- *To facilitate a functional, safe and efficient rural roads system that supports the maintenance of the rural character as well as meeting the demands of both rural and urban residents;*
- *To further investigate, understand and plan for the rural area.'*

The suggested strategies and actions for implementation that are most relevant to this application are as follows:

- *'Development and use applications should address their effects on the safety and operation of the roads.*
- *Development and use applications should address their effects of development on the retention and enhancement of roadside vegetation in the context of its role as habitat, as wildlife corridors and for floristic values.'*

#### Local Planning Policy (Clause 22)

Clause 22.03 (Car Parking Policy):

This policy applies to the development and use of all land.  
The purpose of this clause is:

- *“To recognise that the provision of car parking facilities is a function of providing access to land use activities.*
- *To provide car parking appropriate to the use of the land and reflecting need and usage.*
- *To ensure use of land generally caters for car parking demand through on-site provision in accordance with Clause 52.06 and, where appropriate, the lesser provision for those uses included in the Table to this policy.*
- *To provide an equitable, efficient and consistent approach in considering applications to reduce or waive car parking requirements.*
- *To allow flexibility in applying car parking requirements which are appropriate to the actual activity on the land.*
- *To allow flexibility when buildings are re-developed or re-used for new purposes.*
- *To achieve a high standard of design having regard to considerations such as accessibility, ease of use, streetscape, landscape, lighting, pedestrian movement and personal security.*
- *To ensure that the location and rate at which car parking is provided do not adversely affect the amenity of the locality.*
- *To ensure that access to car parking is safe, does not adversely affect pedestrian amenity and is appropriate to the function of the road, public transport and the movement and delivery of goods.”*

The car parking space requirements will be determined and assessed as part of any future planning permit application for the buildings and works associated with the restricted recreation facility.

Clause 22.06 (Urban Residential Land Supply):

This policy applies to urban residential land within the Residential 1 Zone, Low Density Residential Zone and Mixed Use Zone within Traralgon.

The objectives of this clause are:

- *“To use the strategic land use framework plan for each town and community to assist in co-ordinated land use and development planning and to provide a planning framework to guide decision making for the development of urban residential land*

- *To ensure the co-ordinated management of infill and new urban development*
- *To identify existing environmental features, land uses and constraints which need to be considered in the development of land for urban purposes*
- *To ensure that the design, layout, height and appearance of new development, including landscaping, contributes to the improvement of the character, presentation, amenity and visual qualities of towns*
- *To identify requirements in relation to the provision of transport infrastructure, utility services, community facilities, open space and other land use matters, which are necessary to serve the needs of the local and wider community*
- *To protect existing and proposed infrastructure assets from inappropriate development*
- *To create a high quality living environment recognising environmental sustainability*
- *To increase the choice and availability of housing for a broad range of ages and lifestyles*
- *To encourage consolidation within the defined urban boundaries.”*

### **Zoning**

The purposes of the Low Density Residential Zone are:

- *“To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.*
- *To provide for low-density residential development on lots which, in the absence of reticulated sewerage, can treat and retain all wastewater.”*

### **Overlay**

There are no overlays that affect this property.

### **Particular Provisions**

Clause 52.06 Car Parking:

The purpose of this clause is identified as being:

- *“To ensure that car parking facilities are provided in accordance with:*

- *The State Planning Policy Framework and the Local Planning Policy Framework including the Municipal Strategic Statement and local planning policies.*
- *Any parking precinct plan.*
- *To provide the opportunity to use parking precinct plans in appropriate locations.*
- *To promote the efficient use of car spaces through the consolidation of car parking facilities.*
- *To ensure the provision of an appropriate number of car spaces having regard to the activities on the land and the nature of the locality.*
- *To ensure that the design and location of car parking areas:*
  - *Does not adversely affect the amenity of the locality, in particular the amenity of pedestrians and other road users.*
  - *Achieves a high standard of urban design.*
  - *Creates a safe environment for users, particularly at night.*
  - *Enables easy and efficient use.*
  - *Protects the role and function of nearby roads.*
  - *Facilitates the use of public transport and the movement and delivery of goods.*

As noted above, the car parking space requirements will be determined and assessed as part of any future planning permit application for the buildings and works associated with the restricted recreation facility.

#### Clause 52.11 Home Occupation:

It is acknowledged that the indicative floor area (as advised by the applicant) of the restricted recreation facility does not comply with the definition of a home occupation. However if the floor area of this use is 50 square metres or less, no planning permit is required.

#### **Decision Guidelines** (Clause 65):

Before deciding on an application or approval of a plan, the Responsible Authority must consider, as appropriate:

- *“The matters set out in Section 60 of the Act.*
- *The State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.*
- *The purpose of the zone, overlay or other provision.*

- *Any matter required to be considered in the zone, overlay or other provision.*
- *The orderly planning of the area.*
- *The effect on the amenity of the area.*
- *The proximity of the land to any public land.*
- *Factors likely to cause or contribute to land degradation, salinity or reduce water quality.*
- *Whether the proposed development is designed to maintain or improve the quality of stormwater within and exiting the site.*
- *The extent and character of native vegetation and the likelihood of its destruction.*
- *Whether native vegetation is to be or can be protected, planted or allowed to regenerate.*
- *The degree of flood, erosion or fire hazard associated with the location of the land and the use, development or management of the land so as to minimise any such hazard.”*

**Incorporated Documents** (Clause 81):

There are no incorporated documents that are particularly relevant to the consideration of this application.

**5. ISSUES**

Strategic direction of the State and Local Planning Policy Frameworks:

The State and Local Planning Policy Framework provide strategic directions to address the various land use and development needs for the diverse Latrobe community, and provide a use that meets community need whilst maintaining the character of the low density residential area. The application is considered to comply with the Scheme.

It is acknowledged that the use is not defined as a home occupation, based on the indicative floor area proposed for the use. If the floor area of buildings within this use will be less than 50 square metres, a planning permit will not be required.

‘Purpose’ and ‘Decision Guidelines’ of the Low Density Residential Zone:

The application is considered to comply with the purpose of the Low Density Residential Zone, as the application complies with the Latrobe Planning Scheme.

Clause 65 (Decision Guidelines):

The application is considered to comply with the Clause 65 Decision Guidelines as the application is consistent with the Scheme, the orderly planning of the area, and will not result in a significant affect on the amenity of the area.

The application received three submissions in the form of objections. The issues raised were:

1. Issue raised by submitters: Increased traffic/road noise/dust.

Officer Comment:

Planning permit conditions have been prepared to ensure that there will be no adverse impact on surrounding residents through the operation of the use.

As the application does not propose any works, conditions relating to the construction and traffic management will be determined upon the lodgement of a development application for the site.

2. Issue raised by submitters: Incompatible land use within the Low Density Residential Zone.

Officer Comment:

The Low Density Residential Zone allows for a planning permit to be issued for a restricted recreation facility, and the use is not a prohibited use within the zone.

The limited hours of operation and number of patrons proposed will minimise any impact the use will have on the amenity of the area.

3. Issue raised by submitters: Quality of the required infrastructure to support the use.

Officer Comment:

As the subject land falls within the Traralgon West Interim Infrastructure development area, the available infrastructure in the area has been identified as a concern.



The application does not propose to subdivide land, and does not propose to undertake any buildings and works. Thus, conditions cannot be included in a permit that relate to, or require, the provision of infrastructure. Council's Project Services team provided consent to the granting of a planning permit. The provision of infrastructure and similar issues can be addressed as an outcome of any future application for buildings and works.

## **6. FINANCIAL AND RESOURCES IMPLICATIONS**

Additional resources or financial cost will only be incurred should the planning permit application require determination at the Victorian Civil and Administrative Tribunal (VCAT).

## **7. INTERNAL / EXTERNAL CONSULTATION**

*Engagement Method Used:*

Notification:

Pursuant to the notice requirements of Section 52(1)(a) and (d) of the Act, the applicant was required to notify adjoining property owners and occupiers of the proposal and display a sign on the site.

External:

In accordance with Clause 66 of the Scheme, there were no referral requirements pursuant to Section 55 of the Act.

Internal:

The application was referred internally to Council's Project Services team for consideration.

Council's Project Services team provided consent to the granting of a planning permit, subject to appropriate conditions.

*Details of Community Consultation following Notification:*

There were three submissions received to the application in the form of objections.

A planning mediation meeting was held on 29 October 2009. Consensus was not reached between the parties, which would have allowed the matter to be determined by officer delegation.

The application therefore requires a decision by Council. All persons who submitted an objection attended the planning mediation meeting.

## 8. OPTIONS

Council has the following options in regard to this application:

1. Issue a Notice of Decision to Grant a Permit; or
2. Issue a Refusal to Grant a Permit.

Council's decision must be based on planning grounds, having regard to the provisions of the Latrobe Planning Scheme.

## 9. CONCLUSION

The proposal is considered to be:

- Consistent with the strategic direction of the State and Local Planning Policy Frameworks;
- Consistent with the 'Purpose' of the Low Density Residential Zone;
- Consistent with Clause 65 (Decision Guidelines); and
- The objections received have been considered against the provisions of the Latrobe Planning Scheme and the relevant planning concerns have been considered. Relevant permit conditions addressing these issues will be required should a permit be issued.

## 10. RECOMMENDATION

**That Council DECIDES to issue a Notice of Decision to Grant a Planning Permit, for the Use of the Land for a Restricted Recreation Facility at Wilga Crescent, Traralgon, known as Lot 2 623144, with the following conditions:**

1. **The use may only operate between the hours of :**
  - a. **Monday, Tuesday and Thursdays from 6:00am – 8:00am, and 4:30pm – 8:00pm;**
  - b. **Wednesdays from 7:00pm – 8:00pm;**
  - c. **Fridays from 6:00am – 8:00am, and 4:30pm – 7:00pm; and**
  - d. **Saturdays from 8:00am – 11:00am.**

2. There must be no more than 10 persons utilising the restricted recreation facility at any one time, without the written consent of the Responsible Authority.
3. There must be no more than one staff member associated with the restricted recreation facility.
4. No direct sales of goods or other materials must be made to the public on the site.
5. No signage is permitted to be displayed on the site advertising the use authorised by this permit, without the written consent of the Responsible Authority.
6. Prior to the commencement of the use, a noise and amenity plan/patron management plan (in the form of a written report) must be submitted to and approved by the Responsible Authority. Once approved, this plan will form part of the permit. The plan must include:
  - a. measures that are designed to ensure the orderly arrival and departure of patrons; and
  - b. measures to control noise emanating from the premises.
7. The total floor area in which the use may be carried out must not exceed 125 square metres, without the written consent of the Responsible Authority.
8. All security alarms or similar devices installed on the site must be of a silent type in accordance with any current standard published by Standards Australia International Limited and be connected to a security service.
9. Car spaces, access lanes and driveways must be kept available for these purposes at all times to the satisfaction of the Responsible Authority.
10. The use must be managed so that the amenity of the area is not detrimentally affected to the satisfaction of the Responsible Authority.
11. No external sound amplification equipment or loudspeakers are to be used for the purpose of announcement, broadcast, playing of music or a similar purpose associated with the use hereby permitted.

**Expiry of Permit:**

12. *This permit will expire if the use is not started within two years of the date of this permit.*

The Responsible Authority may extend the periods referred to if a request is made in writing before the permit expires, or within three months afterward.

- Note 1.** Prior to the commencement of works, the Responsible Authority must be notified in writing of any proposed building work (as defined by Council's Local Law No. 3) at least 7 days prior to the building works commencing or materials/equipment delivered to the site and unless exempted by the Responsible Authority, an Asset Protection Permit must be obtained.
- Note 2.** No buildings or works associated with the restricted recreation facility are authorised by this permit.

**Moved:** Cr Fitzgerald

**Seconded:** Cr Kam

**That the Recommendation be adopted.**

**CARRIED UNANIMOUSLY**

**ATTACHMENTS**

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**7.5 SISTER CITIES DELEGATION - SEPTEMBER / OCTOBER 2009**

**AUTHOR:** General Manager Recreational and Cultural Liveability  
**(ATTACHMENT – YES)**

**1. PURPOSE**

The purpose of this report is to provide Council with information regarding the activities undertaken during the recent Latrobe City delegation visit to China and Japan from 20 September 2009 to 8 October 2009 as part of the Latrobe City Council International Relations Program.

**2. DECLARATION OF INTERESTS**

No officer declared an interest, under the *Local Government Act* 1989 in the preparation of this report.

**3. POLICY IMPLICATIONS**

This report is consistent with Council's Latrobe 2021 vision document and the Council Plan 2009-2013.

*Latrobe 2021 and Council Plan 2009-2013*

*Strategic Objective - Sustainability*

To promote the responsible and sustainable care of our diverse built and natural environment for the use and enjoyment of the people who make up the vibrant community of Latrobe Valley. To provide leadership and to facilitate a well connected, interactive economic environment in which to do business.

*Community Outcome - Economic Sustainability*

By providing leadership and facilitating a vibrant and dynamic environment in which to do business.

*Strategic Action - Key Economic Development Actions*

Promote and support the development of existing and new industry, and infrastructure to enhance the social and economic well-being of the valley.

*Economic Development Strategy (2007)*

The Economic Development Strategy (2007) supports the ongoing delivery of economic sustainability outcomes for the municipality. The role of the Economic Sustainability Division is to attract and retain environmentally sustainable economic development to Latrobe City by supporting existing business and facilitating investment opportunities.

*Strategic Objective - Liveability*

To promote and support social, recreational, cultural and community life by providing both essential and innovative amenities, services and facilities within the municipality.

*Community Outcome - Cultural Liveability*

Celebrate and raise awareness of Latrobe Valley's cultural diversity by developing innovative and inclusive projects, in cooperation with local cultural and heritage groups.

*Council Plan 2009-2013 Action*

Implement year three actions from the Latrobe City International Relations Plan.

*International Relations Plan 2007-2010*

A key objective of the International Relations Plan 2007-2010 is 'to develop and further enhance our relationships with our sister cities; Takasago City, Japan and Taizhou City, China.

Within this objective, the following key actions are relevant:

- Strengthen the relationships between Invest Victoria and Invest Australia to promote Latrobe City's strengths and capabilities as an international investment location.
- Work with other Government agencies to assist existing businesses in exploring investment opportunities in international markets.
- Conduct an overseas / sister cities youth (12 – 25 years) exchange every 2 years (music, sport, education, cultural)
- Investigate the possibility of an arts innovation/project with our sister cities, incorporating:
  - travelling exhibition
  - artist in residency
  - art exchange
- Investigate the potential of establishing an iconic Latrobe City symbol in sister cities and vice versa

*Council Plan 2009-2013 Action*

Undertake activities to recognise the ten year anniversary of the sister city relationships with Taizhou and Takasago.

**4. BACKGROUND**

At the Ordinary Council Meeting held on 15 June 2009, Council resolved:

1. *That Council approves a Mayoral led delegation to China and Japan in September 2009 to pursue the following objectives:*
  - *To progress significant international investment opportunities in both countries;*
  - *To attend the grand opening of the Taizhou International Gardens and explore opportunities for Latrobe City's involvement in this project;*
  - *To visit Takasago and discuss further exchange opportunities, including a proposed artist exchange.*
2. *That a report on the Latrobe City delegation to Japan and China in September 2009 be presented to Council in November 2009.*

This report has been developed in response to the second part of the resolution.

**5. ISSUES**

The Mayor led a Latrobe City Council delegation to Japan and China in September 2009 in order to achieve the following objectives:

1. To progress significant international investment opportunities in both countries;
2. To attend the grand opening of the Taizhou International Expo Gardens and explore opportunities for Latrobe City's involvement in this project;
3. To visit Takasago and discuss further exchange opportunities, including a proposed artist exchange.

A full summary of the activities undertaken during the delegation is provided in attachment one.



### *Objective 1 – Major Investment Prospects*

A total of fourteen major investment focussed meetings were held as part of the 2009 delegation. While each meeting was individually targeted, a number of common key messages were delivered.

These were: Latrobe City...

- is open and encouraging to firms investigating the sustainable use of brown coal;
- works closely with the Australian and Victorian governments in efforts to secure investment; and
- promotes itself as a potential hub for low emission technology and research.

Eight investment focussed meetings were conducted while the delegation was in Japan with a summary of outcomes outlined below.

#### *1. Victorian Government Business Office, (VGBO), Tokyo*

The aim of this meeting was to communicate and clarify Latrobe City Council key objectives for the business meetings organised in Japan and strengthen relationships with a principal Victorian Government office in Japan. A key focus of the meeting was to provide information to VGBO officers to assist them in promoting Latrobe City to potential investors.

#### *2. Mitsui and Co., Power and Infrastructure Development, Tokyo*

This meeting reinforced the important contribution of the Hazelwood Power Station, which is part owned by Mitsui and Co, to the Latrobe City economy and outlined Council's interim policy position on the Carbon Pollution Reduction Scheme legislation.

#### *3. Kirin Holdings, Tokyo*

This meeting underpinned the importance of the National Foods Morwell Plant, which is owned by Kirin Holdings, to the Latrobe City economy and reinforced key attributes of the plant's location which offers potential for significant expansion.

#### *4. Nippon Paper, Tokyo*

This meeting provided an opportunity to strengthen the growing relationship with Nippon Paper as the new owners of Australian Paper Maryvale, including reiteration of support for Nippon Paper employees who are working and living in Latrobe City. It also reinforced the key contribution of Australian Paper to the Latrobe City economy.

5. *Ebara Corporation, Tokyo*

The objective of this meeting was to discuss and demonstrate support for a significant new business relationship between Ebara Corporation and a key Latrobe City business.

6. *TEPCO, Tokyo*

This meeting provided an opportunity to underpin the major contribution of Loy Yang A Power Station, which is part owned by TEPCO, to the Latrobe City economy and reinforced Council's interim policy position on the Carbon Pollution Reduction Scheme legislation.

7. *Nippon Steel Engineering and JCoal, Tokyo*

This meeting was arranged in response to a business delegation visit to Latrobe City by these two organisations earlier this year and provided an opportunity to discuss a proposed major investment in Latrobe City in the area of clean coal technology.

8. *Mitsubishi Heavy Industries, Tokyo*

This meeting with Mitsubishi Heavy Industries focussed on a significant investment proposal by the company in Latrobe City.

China

Six investment focussed meetings were held while the delegation was in China and are summarised below.

1. *Jiangsu Economic and Trade Commission, Nanjing*

This meeting enabled high level discussion about future possibilities of the brown coal briquettes as a contributor to Jiangsu Province power security.

2. *Jiangnan University, Wuxi*

The delegation met with leaders of Jiangnan University, which has a formal arrangement in place with Monash University, and later presented to selected students. The visit focussed on the competitive strengths of Latrobe City as an international student location.

### *3. Austrade, Shanghai Office*

This meeting strengthened relationships with the key Austrade office within China and discussed potential export opportunities for Latrobe City businesses. A key focus of the meeting was to provide information to Austrade officers to assist them in promoting Latrobe City to potential investors.

### *4. Victorian Government Business Office, (VGBO) Shanghai*

This meeting discussed a range of opportunities for Latrobe City and in particular possible markets for dried brown coal and the potential for building on Latrobe City as an international student destination. A key focus of the meeting was to provide information to VGBO officers to assist them in promoting Latrobe City to potential investors. Since this meeting, three separate visits to Latrobe City through the Shanghai VGBO have been undertaken aimed at furthering these three opportunities.

### *5. Shanghai Economic & Informatisation Commission, Power Department*

This meeting enabled high level discussion about future possibilities of utilising brown coal briquettes as a back up source to provide added security to power supply for Shanghai.

### *6. China Coal Research Institute, Beijing*

The objective of this meeting was to discuss research and development initiatives around brown coal and supplemented discussions being undertaken at Victorian and Australian government level regarding opportunities for collaboration in emission reduction research.

### *Objective 2 – Taizhou International Gardens Project*

On a visit to Latrobe City in May 2009, Taizhou officials briefed Council representatives on a project known as the Taizhou International Expo Gardens. The City of Taizhou has allocated 105 hectares to develop a precinct which will include a convention and exhibition centre, five star accommodation venue and a variety of performance spaces and other civic facilities. The centrepiece of the development is the man made lake, islands and gardens. The total cost of this project is \$A135 million.

Latrobe City Council has been invited to contribute to the International Garden by designing and erecting a garden space reflective of our region. During the visit to Taizhou, members of the delegation spent time investigating this garden.

On Friday 25 September, at a meeting with Project Managers of the Expo Garden, the following key outcomes were determined:

- Location – a number of sites within the Expo Garden were assessed for their suitability for ‘the Latrobe City Council garden’. A site was subsequently chosen and a site plan has since been drawn by the Expo Gardens team.
- Materials – Most materials (plants, soils, rocks, timber) can be supplied and sourced within China by the Expo Garden team.
- Design – The garden can be designed in Australia and built with Chinese labour or a combination of Latrobe City and expo garden staff. A quote will be provided for the implementation of the design which is expected to be completed by early January 2010.
- Maintenance – there will be no ongoing costs to Latrobe City. Expo Garden staff will be responsible for the ongoing maintenance of ‘the Latrobe City Council garden’.
- Timing – Following further discussions with city officials in Taizhou and with the Expo Garden staff officers will aim to have the International Garden completed by early April 2010.

The following issues became apparent:

- Climate – Taizhou has a sub-tropical climate and as such this will influence the plant species chosen.
- Seasons – As China’s seasons are the opposite of ours in Australia, winter is fast approaching in China. Work on the garden project cannot take place in the peak of Winter.

It is intended that the Latrobe City space within the Expo garden would be a gift to the City of Taizhou to commemorate ten years of the sister city relationship. The City of Taizhou has indicated that they will consider reciprocating this gesture with the establishment of a Chinese garden at a location within Latrobe City in 2010.

### *Objective 3 – Artist Exchange in Takasago*

As articulated in the Latrobe City International Relations Plan 2007-2010, there is an action to investigate the possibility of an arts innovation project with our sister cities, incorporating:

- Travelling exhibition
- Artist in residency
- Art exchange

In considering this action, it has been identified that an opportunity exists for an artist youth exchange to be facilitated with the City of Takasago to commemorate the 10-year anniversary of our relationship.

During the visit, this proposal has been further discussed with the City of Takasago, who are in favour of pursuing the project. During the discussion the delegation was advised that Takasago does not have a university or art school at the tertiary level. However, they do have an art school at the high school level and they do have established artists across a number of art disciplines. Takasago International Association advised that they will further explore these possibilities and provide advice to Latrobe City with a number of options to progress the Artist Exchange Project.

It is still intended that the art work produced through this exchange will form the central component of our gift to the City of Takasago to commemorate ten years of the sister city relationship.

As with the Taizhou International Garden project, it is hoped that this exchange could commence in late March 2010 with artists from Latrobe City visiting Takasago. A reciprocal exchange of Takasago artists to Latrobe City is aimed for October 2010 to coincide with the 10-year anniversary of the official signing of our sister city agreement.

## 6. FINANCIAL AND RESOURCES IMPLICATIONS

Cost associated with the delegation included airfares, transport costs and meals and accommodation. During the visits to our Sister Cities, the host city paid for most meals and activities.

### COST SUMMARY:

Description	Amount	Amount per person per day
Transport (Air, Rail, Road)	\$17,387.10	\$193.20
Accommodation & Meals	\$17,683.50	\$196.50
Incidentals e.g. Gifts, Postage, Bank Fees	\$ 1,750.05	\$ 19.45
<b>TOTAL</b>	<b>\$ 36,820.65</b>	

All costs associated with the visit were met within existing budgets.

In respect to the Australian garden project in Taizhou and the Artist Exchange project in Takasago, a further report detailing the final project briefs, designs and costings will be prepared for presentation to Council in February 2010.

## 7. INTERNAL / EXTERNAL CONSULTATION

### *Engagement Method Used:*

Letters and meetings.

### *Details of Community Consultation / Results of Engagement:*

- The proposed visit was discussed both directly and in correspondence with Council's sister cities.
- Council's International Relations Committee was consulted in respect of the proposed projects and trip.
- Monash University Gippsland was consulted to assist in planning our visit to Jiangnan University in Wuxi, China.
- The economic development unit have worked closely with the VGBO within the Victorian Department of Innovation, Industry and Regional Development as well as Austrade to organise all business meetings in China and Japan.
- Japanese companies with existing investments in Latrobe City including TEPCO, Kirrin Holdings, Nippon and Mitsui were all engaged to assist in arranging business meetings with management stakeholders in Japan.

## 8. OPTIONS

1. Council notes the report on the Mayoral led delegation visit to China and Japan in September 2009.
2. Council can seek further information on the report on the Mayoral led delegation visit to China and Japan in September 2009.

## 9. CONCLUSION

There is currently demonstrated and sustained interest in Latrobe City as a potential investment location, from business and government agencies within Japan and China. The sister city visits to these two countries provided a significant and timely opportunity to progress investment opportunities arising from this interest and for relationship management with senior executives of companies with existing investments in Latrobe City.

In entering into sister city agreements Council has given a commitment to pursue opportunities of common interest and increase understanding and awareness between the different countries and cultures. In order to pursue opportunities and to continue to develop relationships it is considered important that Council has semi regular visits to its sister cities.

The predominant purpose of the visit to Latrobe City's sister cities was to pursue economic, educational, and cultural opportunities and to further develop the sister city relationships. Apart from the two distinct projects mentioned above, the milestone of the ten year relationship also provides an ideal opportunity to formally review the respective agreements and plan for the future accordingly.

#### **10. RECOMMENDATION**

- 1. That Council notes the report on the Mayoral led delegation to China and Japan in September 2009.**
- 2. That a further report be provided to Council in February 2010, confirming arrangements in respect to the Taizhou Garden Project and the Takasago Artist Exchange Project.**

**Moved:** Cr Price

**Seconded:** Cr Loughheed

**That the Recommendation be adopted.**

**CARRIED UNANIMOUSLY**

**ATTACHMENTS****ATTACHMENT 1**

<b>China – Japan Outbound Delegation 2009</b>		
<b>Summary of Activities</b>		
<b>Date</b>	<b>Activity</b>	<b>Comments</b>
Monday, 21 September 2009	Guangzhou Botanic Garden – visit to Australian Garden	Council Officers reconnaissance mission for Taizhou Garden Project
Tuesday, 22 September 2009	Travel to Shanghai	
Wednesday, 23 September 2009	Travel to Nanjing	
	Nanjing Business Meeting – VGBO <i>Jiangsu Economic and Trade Commission</i>	Nanjing is Victoria's Sister Province
	Wuxi – dinner with Jiangnan University officials	Relationship Management
Thursday, 24 September 2009	Jiangnan University Visit – Presentation to students.	130 Students currently at Monash Gippsland
	Meeting with Taizhou City Leaders	Discussed 10 year Anniversary, Expo Garden project & future opportunities
	Dinner with Taizhou City Leaders	
Friday, 25 September 2009	Council Officers to Garden Expo site	Investigate Australian Garden
	Remainder of Delegation	
	- Taizhou Middle School No.1	Sister school with Traralgon College. Met with Ron & Trish Elliot who are currently on 6-month teacher exchange from Traralgon College.
	- Taizhou Polytechnic College	Similar to our TAFE system. Exchange opportunities discussed
	- Guangxiao Temple	Met with Buddhist Monks
	- Tour of LG Refrigerator Factory	
	- Taizhou Normal College	Exchange opportunities discussed
	Expo Garden Banquet	500+ Officials
	Night Cruise on the Phoenix River	



Date	Activity	Comments
Saturday, 26 September 2009	Opening Ceremony of Expo Garden	105 Hectares & \$135 million AUD spent on the Expo Garden project
	Travel to Shanghai (4 hours)	
Sunday, 27 September 2009	Free Day in Shanghai	
Monday, 28 September 2009	VGBO Business Meetings in Shanghai	
	- meeting VGBO	Opportunities discussed around brown coal and education exchange
	- meeting with Austrade	Investment opportunities further discussed
	- meeting with <i>Shanghai Economic &amp; Informatisation Commission, Power Department</i>	Explored potential of Brown Coal Briquettes
Tuesday, 29 September 2009	Travel to Beijing	
	VGBO Business Meeting in Beijing	
	- <i>meeting China Coal Research Institute, Beijing</i>	Explored potential of Brown Coal Briquettes
Wednesday, 30 September 2009	Travel to Tokyo	
Thursday, 1 October 2009	VGBO Business Meetings in Tokyo	
	- VGBO senior staff	
	- Mitsui & Co.	Investment in Loy Yang B & Hazelwood – Relationship Management
	- Kirin Holdings	Owners of National Foods – Relationship Management
	- Nippon Paper	Owners of Maryvale Paper Mill – Relationship Management
Friday, 2 October 2009	VGBO Business Meetings in Tokyo	
	- Ebara	Relationship Management
	- TEPCO	Investment in Loy Yang A – Relationship Management
	- Nippon Steel Engineering & JCOAL	Clean Coal Technologies
	- Mitsubishi Heavy Industries	Clean Coal Technologies – working with Loy Yang A
Saturday, 3 October 2009	Free Day – Mount Fuji Tour (own expense)	

Date	Activity	Comments
Sunday, 4 October 2009	Travel to Takasago via Himeji (Bullet Train)	
	Dinner with TIA staff Rika & Saori	
Monday, 5 October 2009	Meeting with Takasago Mayor, Senior Staff & Latrobe Friendly Society	Discussed 10 Year Anniversary, AET Program & Artist Exchange program
	Visit to Kikkoman Soy Sauce factory	
	Visit to Shrine	
	Visit to traditional screen printing facility	
	Dinner with City Officials & Latrobe Friendly Society	Further discussion around future exchange & cultural opportunities
	Visit to Autumn Festival practice session	
Tuesday, 6 October 2009	Travel to Kobe	
	Lunch with Latrobe Friendly Society	
	Travel to Osaka	
Wednesday, 7 October 2009	Depart Osaka to Melbourne (via Singapore)	
Thursday, 8 October 2009	Arrive Melbourne Airport	

ATTACHMENT 2



Taizhou – Expo Garden Opening Ceremony



Proposed site of the 10<sup>th</sup> Anniversary garden



Business Meeting – Nippon Paper



Business Meeting – Nippon Steel



Business Meeting – Ebara Corporation



Takasago City Hall – Mayoral Speech

# **BUILT AND NATURAL ENVIRONMENT SUSTAINABILITY**

**11.3.1 MAY STREET, MOE - TRAFFIC MANAGEMENT INVESTIGATION**

**AUTHOR:** General Manager Built and Natural Environment Sustainability  
**(ATTACHMENT – YES)**

**1. PURPOSE**

The purpose of this report is to provide Council with the findings of an investigation into traffic management issues along May Street, Moe.

**2. DECLARATION OF INTERESTS**

No officer declared an interest under the *Local Government Act* 1989 in the preparation of this report.

**3. POLICY IMPLICATIONS**

This report is consistent with Council's Latrobe 2021 vision document and the Council Plan 2009-2013.

*Latrobe 2021 and Council Plan 2009-2013*

*Strategic Objective - Liveability*

To promote and support social, recreational, cultural and community life by providing both essential and innovative amenities, services and facilities within the municipality.

*Community Outcome - Community*

By enhancing the quality of residents' lives, by encouraging positive interrelated elements including safety, health, education, quality of life, mobility and accessibility, and sense of place.

*Strategic Action - Community Liveability*

Support government agencies, non-government agencies and the community in reducing crime, violence and antisocial behaviour, by implementing ongoing actions to reduce family violence, drug and alcohol abuse, improve road safety and enhance safety at home.

*Policy*

Council does not currently have a specific policy dealing with traffic management matters. The following documents were used as the basis for assessing this matter and providing advice to Council for consideration:

- Latrobe City Council's "*Design Guidelines for Subdivisional Developments, Urban & Rural Road and Drainage Construction, and Traffic Management Projects*";
- Austroads "*Guide to Traffic Engineering Practice*";
- VicRoads "*Traffic Engineering Manual*", and
- The ResCode provisions of the Victorian Planning Provisions.

**4. BACKGROUND**

The following table summarises the process that has been undertaken to investigate traffic issues along May Street, Moe.

17 March 2008	<p>A petition containing 44 signatures of which 14 are from residents in May Street, was tabled at the Ordinary Council meeting. The petition requested that works be carried out to reduce the speed of vehicles in May Street, Moe. Council resolved:</p> <p><i>That the petition requesting that works be carried out to reduce the speed of vehicles travel in May Street, Moe, lay on the table until the Ordinary Council Meeting on 5 May, 2008.</i></p>
5 May 2008	<p>Following consideration of a report on this matter, Council resolved at its Ordinary Meeting:</p> <ol style="list-style-type: none"> <li>1. <i>That Council agrees in principle to install traffic calming devices along May Street, Moe to generally reduce traffic speeds along the street to an appropriate level.</i></li> <li>2. <i>That consultation regarding the installation of traffic calming devices along May Street, Moe be undertaken with the occupants of all premises along the street.</i></li> </ol>
June 2008 – May 2009	No progress due to other higher priority investigations
June - July 2009	Investigation and development of options for calming traffic along May Street.

13 July 2009	Survey undertaken of owners and occupiers of all properties abutting May Street to gauge support for a number of different traffic calming options. Results of survey are discussed in section 7 of this report.
14 September 2009	Due to the inconclusive result of the initial survey a further survey was undertaken. All owners and occupiers of all properties along May Street who did not respond to the first survey, were asked to indicate their support for the preferred traffic calming option. Results of survey are discussed in section 7 of this report.
September 2009	Further traffic counts undertaken along May Street

## 5. ISSUES

May Street is classified as a Minor Access Street under Council's road hierarchy. This means that the street should only provide for local residential access and that local amenity should be more important than the traffic function of the street. To achieve this, vehicle speeds and traffic volumes should be low.

Under Latrobe City's Design Guidelines, to provide an acceptable level of amenity along a minor access street, the street should conform to the following characteristics:

- traffic volumes should be less than 500 vehicles per day;
- the average vehicle speed along the street should ideally be about 30 km/h; and
- have a road pavement width of 5.0 metres (5.5 metres if there are barrier type kerbs or for a bus route).

To provide accessibility, safety and convenience for all residential street users, ResCode requires that vehicles must be slowed to 20 km/h or less every 75 to 100 metres along a minor access street to ensure vehicle speeds are appropriate for the type of street.

The current road width is 7.3 metres with barrier type kerbing and May Street is therefore wider than is considered appropriate for its classification. There are also few vehicles parked on-street to deflect and slow the path of vehicle's moving along the street.

May Street is 390 metres long and traffic counts undertaken in February 2008 revealed that the average mid-block vehicle speeds along May Street were generally 12 to 15 km/h higher than desirable. In the western half of May Street where traffic volumes are higher, vehicle speeds were generally higher and almost one third of all vehicles exceeded the 50 km/h speed limit.

It is noted that there have been no traffic casualty accidents recorded along this street in the ten years to March 2009. Recorded casualty accidents are those road traffic accidents reported to Victoria Police and recorded in a database by VicRoads, which involve one or more road vehicles and have resulted in a death or personal injury.

Further traffic counts were undertaken along May Street during September 2009 and compared to the original February 2008 counts. Traffic volumes along May Street were found to be similar in both periods but vehicle speeds have generally reduced.

In the western half of May Street, average speeds are similar but the maximum speeds recorded have reduced from the low 90's to the mid 70's and the percentage of vehicles exceeding the 50 km/h speed limit has reduced from almost 33 per cent to about 20 per cent. It is accepted practice that compliance with the speed limit is said to occur when there is 15 per cent or less of vehicles exceeding the speed limit. A plan of the traffic counts is attached.

## **6. FINANCIAL AND RESOURCES IMPLICATIONS**

The estimated cost of the installation of kerb extensions and speed cushions at four locations is \$60,000. There are no funds specifically allocated for works in this area. If further works are determined to be required, such works shall need to be referred for consideration in future capital works programs.

Expenditure on traffic and pedestrian safety capital works projects for the past two financial years, and budget provision for the current financial year is detailed in the following table:

<b>Period</b>	<b>Expenditure</b>
2007/08	\$ 563,807 (actual)
2008/09	\$ 399,735 (actual)
2009/10	\$ 423,000 (budget)



The following information details traffic and pedestrian safety projects that have been approved by Council, and are to be considered for funding in future budget processes.

These projects are subject to prioritisation and funding on an annual basis, given consideration of factors such as risk and available budget resources.

<b>Location</b>	<b>Cost</b>
Morwell Park Primary School	\$58,000
Shakespeare & Maskrey Street, Traralgon	\$48,000
Main Street, Yinnar	\$110,000
Mid Valley Road, Morwell	\$18,000
Coalville Road / Cemetery Road, Moe	\$20,000
Liddiard Road / Glenview Drive, Traralgon	\$60,000
Dinwoodie Drive, Newborough	\$240,000
Churinga Drive / Glendonald Road Churchill	\$90,000
Amaroo Drive, Churchill	\$160,000
Ikara Way, Churchill	\$35,000
Euroka Crescent, Churchill	\$95,000
Traralgon East Neighbourhood Renewal Area	\$27,000
Gabo Way, Morwell	\$132,000
<b>Total</b>	<b>\$1,093,000</b>

## **7. INTERNAL / EXTERNAL CONSULTATION**

*Engagement Method Used:*

Correspondence

*Details of Community Consultation / Results of Engagement:*

A letter, form and plans of the three traffic calming options were sent to the owners and occupiers of all properties along May Street and to the emergency service authorities. Further information including explanatory notes of the three options, 2008 traffic counts and a copy of the 5 May 2008 Council report were available by accessing Council's internet site or by telephone call. The letter advised that the installation of road humps and kerb extensions (Option 1) was nominated as Latrobe City Council's recommended traffic calming treatment for May Street.

A summary of the responses received is shown below. A total of 23 responses were received representing 36 per cent of the properties in the area investigated.

	AGREE	Not Marked	DISAGREE	Total Responses	Number of occupied properties	No Response	% responses
Option 1 – Install road humps and kerb extensions at four locations along May Street <b>(RECOMMENDED OPTION)</b>	11	0	12	23*	45	23	49%
Option 2 – Install road humps at four locations along May Street	2	5	16				
Option 3 – Install single lane angled slow points at four locations along May Street	3	5	15				

*Note that multiple responses were received from some properties. As the letters were sent to all owners and occupiers, multiple responses may result if the owner is not also the occupier of a property or may also result where there may be more than one owner listed for a property.*

It is noted that of the 23 responses, 10 respondents did not want traffic calming in any form along May Street.

A response from the Victoria Police (Moe) indicated support for option 1 and the Moe Fire Brigade's response supported option 2.

Due to the inconclusive nature of the above survey results, a further letter, form and plan were sent to the owners and occupiers of the 23 properties from whom a response had not been received in the first survey.

This second survey asked for an indication of support for the most popular option from the first survey, option 1. Replies to this second survey were received from the owners and/or occupiers of 12 of these 23 properties. In summary, these responses were 5 in favour of option 1, 6 against option 1 and one response not marked.

## **8. OPTIONS**

Council's options on the matters raised in this report include:

1. Take no further action on this matter;
2. Approve the installation of road humps and kerb extensions as shown in option 1 and refer the proposed works for funding consideration in future Capital Works Programs; or
3. Undertake further monitoring of this vehicle speeds along May Street.

## 9. CONCLUSION

It is noted that the original petition received included signatures from residents representing nine properties at the western end of May Street where traffic volumes are greater and vehicle speeds are generally higher.

However during consultation with all the residents of May Street, survey responses from 33 (75 per cent) of the 45 premises along the street found 16 in favour of traffic calming works being undertaken and 18 against works in any form (a slight majority).

Traffic counts undertaken in September 2009 found that although vehicle speeds along May Street had reduced, they still remain too high, affecting the amenity of some residents.

It is therefore recommended that additional traffic counts be carried out over the next 12 months to monitor vehicle speeds along May Street.

## 10. RECOMMENDATION

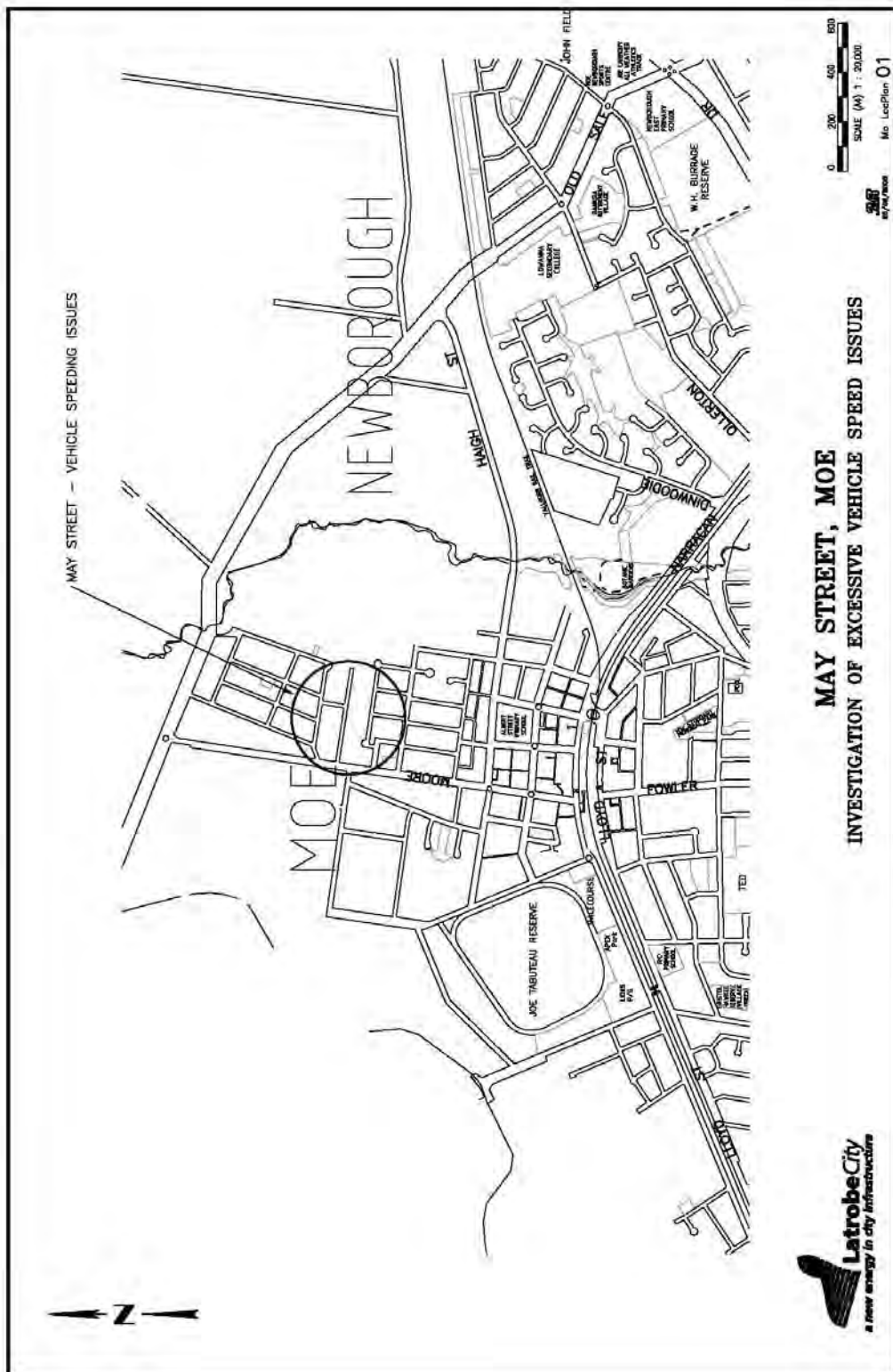
1. That traffic speeds along May Street, Moe be monitored on two occasions over the next 12 months.
2. That the owners and occupiers of all properties along May Street, Moe and also the Moe Urban Fire Brigade, Rural Ambulance Victoria, Victoria Police (Moe) and Victoria Police (Latrobe Traffic Management Unit) be advised in writing of Council's decision to monitor vehicle speeds in May Street, Moe over the next 12 months.

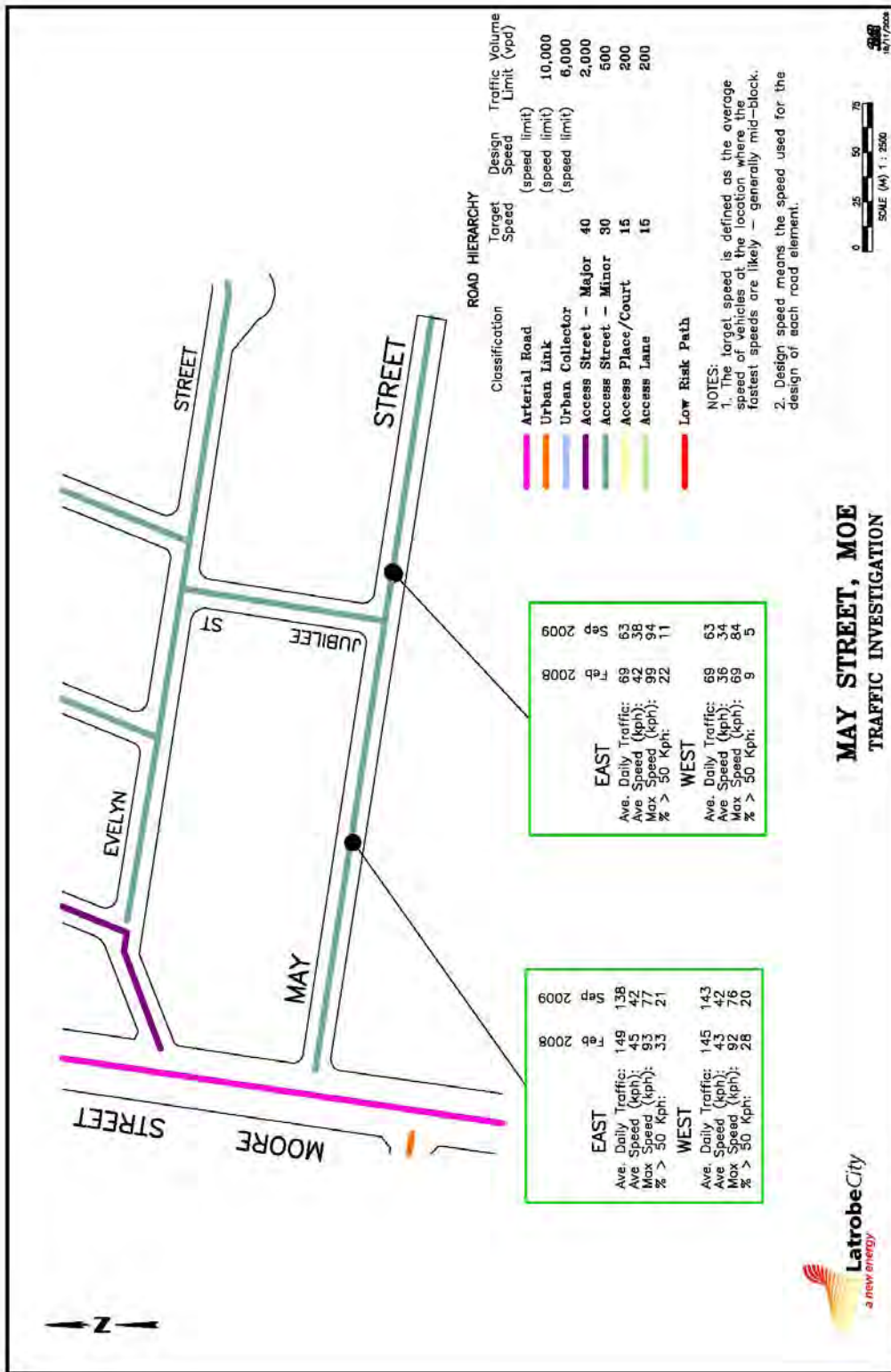
**Moved:** Cr Price  
**Seconded:** Cr Gibson

**That the Recommendation be adopted.**

**CARRIED UNANIMOUSLY**

ATTACHMENT





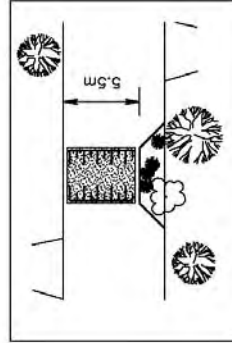


**OPTION 1**

- construct road humps and kerb extensions at four locations along May Street.

**(RECOMMENDED OPTION)**

**MAY STREET, MOE  
TRAFFIC CALMING OPTIONS**



**ROAD HUMPS & KERB EXTENSION  
TYPICAL DETAIL**

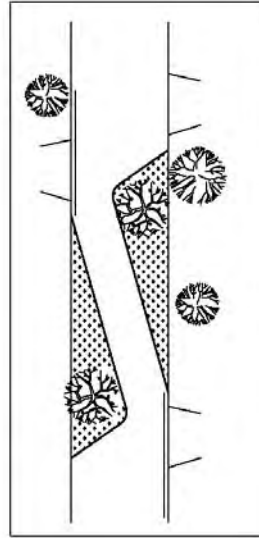






### OPTION 3

- construct single lane angled slow points at four locations along May Street.



SINGLE LANE ANGLED SLOW POINTS - TYPICAL DETAIL

### MAY STREET, MOE TRAFFIC CALMING OPTIONS







## MAY STREET, MOE

### TRAFFIC CALMING OPTIONS - EXPLANATORY NOTES

#### **A Brief History**

A petition was received by Latrobe City Council with 44 signatures of which 14 were from May Street and 30 signatures were from premises in the surrounding area. The petition requested the installation of "*some type of structure to inhibit the ability to speed*" along May Street.

May Street is classified as a Minor Access Street under Latrobe City's road hierarchy. This means the street should only provide for local residential access and that local amenity should be more important than the traffic function of the street.

Under Latrobe City's Design Guidelines, to provide an acceptable level of amenity along a minor access street, the street should conform to the following characteristics:

- traffic volumes should be less than 500 vehicles per day,
- an average vehicle speed along the street of no more than 30 km/h, and
- a road pavement width of 5.0 metres (5.5 metres if there are barrier type kerbs or for a bus route).

To achieve an average speed of 30 km/h, vehicles should be required to slow to 20 km/h or less every 70 to 100 metres along the street.

Traffic counts revealed that the average mid-block vehicle speeds along May Street were generally 12 to 15 km/h higher than desirable. The surveys also found that at some locations in May Street, one third of all vehicles were exceeding the 50 km/h speed limit.

Latrobe City Council at its ordinary meeting on 5 May 2008 resolved that there is a need to install traffic calming devices along May Street to reduce vehicle speeds along the street to an appropriate level, improving safety and amenity in the area.

#### **Traffic Calming Device Constraints**

To address this issue, a number of traffic calming options have been prepared which are discussed below. In proposing these options, a range of factors and local constraints along May Street were considered, including:

- The design and the spacing of traffic calming devices are important in lowering vehicle speeds to an acceptable uniform level. Traffic calming devices are generally designed to deflect the path of a vehicle so that the vehicle is required to reduce speed to safely travel through or over the device. For safety reasons, devices are designed so that a vehicle should not have to slow by more than 20km/h to safely negotiate the device. **The spacing of traffic calming devices is also important to ensure that lower vehicle speeds are maintained along the street.** Less devices or longer spacing between devices can lead to faster vehicle speeds between the devices and hence faster speeds than is considered safe when approaching the next device. It is therefore a general requirement that traffic calming devices should not be used as a “one-off” treatment or at spacings greater than recommended. To achieve a target vehicle speed of 30 km/h along the whole length of May Street, guidelines advise that **20 km/h traffic calming devices should be no more than 70 to 100 metres apart.**
- The location and spacing of existing intersections may permit the use of intersection type traffic calming treatments such as roundabouts, raised intersections, altered T-intersections or by changing the STATCON priority. There is only one intersection along May Street and the location of this intersection does not fit with the requirement that traffic calming devices be spaced 70 to 100 metres along the street. The use of an intersection treatment in May Street is therefore not an option.
- Maintaining property access - some traffic calming devices are difficult to locate due to their layout and length, without unduly restricting access to adjacent property.  
Some traffic calming devices such as centre blisters and slow points require more length than others to ensure that the travel path of a vehicle is sufficiently deflected and slowed to an appropriate speed. The length of these devices can result in problems locating the device clear of property vehicle crossings so as to ensure that access to adjacent properties is not unduly impacted or restricted.  
In May Street, the location of property vehicle crossings is such that the use of centre blisters could not be considered. The 70 to 100 metre spacing of the devices required to reduce speeds along the street cannot be achieved without placing blisters across the vehicle crossings of some properties thereby adversely affecting vehicle access to those properties.
- Bus routes – as a general rule buses must be able to negotiate all traffic calming devices located along the route of a regular bus service and on all bus access routes to schools. The agreement of the bus operator is required to the use of any proposed traffic calming devices along these routes. Modification of some devices such as angled slow points, to permit the passage of buses can significantly reduce the affect of the device preventing their use along a bus route.  
The Department of Transport have advised that currently road cushions are the only acceptable traffic calming device for installation along routes where they operate bus services. Wider vehicles such as buses are able to straddle the road cushion minimising the inconvenience, discomfort and the potential for injury to bus passengers.  
As there are no bus services along May Street, this was not a consideration.

- Existing street widths – some traffic calming devices such as two lane angled slow points require a minimum width of road pavement in which to provide an effective vehicle path deflection. The 7.3 metre road width along May Street does not permit the use of two lane angled slow points. Other devices such as roundabouts require a minimum road area to provide for all vehicle turning movements. In many local areas, this road area is not available without significantly encroaching into adjacent properties. A roundabout at the intersection of May Street and Jubilee Street is therefore not an option.

### **Option 1 – Road Humps & Kerb Extensions (RECOMMENDED OPTION)**

This option proposes the installation of road humps at four locations along May Street as shown on the attached plan.

In this option the road humps would be constructed with kerb extensions to reduce the road pavement width to 5.5 metres.

Road humps are normally constructed of asphalt.

The kerb extensions would be concrete kerbed and landscape planted or grassed.

#### Effectiveness

When installed at the correct spacings road humps have a higher effectiveness rating for controlling vehicle speeds than the other traffic calming device proposed. Road humps are more effective at reducing speed as all wheels must transverse the road hump, which is not the case for road cushions.

This proposal generally achieves the device spacings required to reduce vehicle speeds to the appropriate level along May Street.

The kerb extensions will create the same affect as permanently parked cars regularly spaced along the street and will reduce the perceived speed of the road by reducing the available width for traffic movement along the street. The proposed 5.5 metre width of road beside the kerb extension will allow two vehicles to pass simultaneously in opposite directions or for a moving vehicle to pass a car parked opposite.

#### Other effects

Road humps can result in an increase in traffic noise for local residents due to vehicles braking and accelerating, in addition to goods moving within the cabins or trays of larger vehicles as they go over the humps.

Road humps also affect access by emergency vehicles as all vehicles are required to slow to travel over the humps. Both Rural Ambulance Victoria and the local fire brigades have advised that the affect of road humps is minor although not preferred.

There would also be a loss of some on-street parking at each kerb extension.

### **Option 2 – Road Humps**

This option proposes the installation of road humps at four locations along May Street as shown on the attached plan.

Road humps are normally constructed of asphalt.

#### Effectiveness

When installed at the correct spacings road humps have a higher effectiveness rating for controlling vehicle speeds than the other traffic calming device proposed. Road humps are more effective at reducing speed as all wheels must transverse the road hump, which is not the case for road cushions.

This proposal generally achieves the device spacings required to reduce vehicle speeds to the appropriate level along May Street.

#### Other effects

Road humps can result in an increase in traffic noise for local residents due to vehicles braking and accelerating, in addition to goods moving within the cabins or trays of larger vehicles as they go over the humps.

Road humps also affect access by emergency vehicles as all vehicles are required to slow to travel over the humps. Both Rural Ambulance Victoria and the local fire brigades have advised that the affect of road humps is minor although not preferred.

### **Option 3 – Single Lane Angled Slow Points**

This option proposes the installation of single lane angled slow points at four locations along May Street as shown on the attached plan.

An angled slow point is a series of kerb extensions on both sides of the road which narrow and angle the roadway. Angled slow points are intended to reduce vehicle speeds by causing a change in the path of a vehicle along a road. The kerb extensions often incorporate some landscape planting.

#### Effectiveness

When installed at the correct spacings these devices provide effective vehicle speed control for most vehicles.

This proposal generally achieves the device spacings required to reduce vehicle speeds to the appropriate level along May Street.

The use of single lane angled slow points would provide a consistent environment for drivers. However they do not slow motorcyclists.

In addition, traffic calming devices such as slow points that require horizontal movement through the device are generally not as effective at reducing vehicle speeds as are the devices that cause a vertical change in the path of a vehicle over the device, for example humps and cushions. As they become more familiar with these devices, experience has shown that some drivers will determine the 'fastest line' through the device resulting in less effective speed reduction. Additionally some 'hoon' drivers will see these devices as a challenge and will attempt to find out how fast they can drive through the devices. This results in higher speeds between the devices as well as through them and contributes to slow points having a higher accident rate than vertical displacement devices such as humps and cushions.

### Other effects

Single lane angled slow points do create some confusion for drivers about who has right-of-way if vehicles arrive at the slow point from opposing directions at the same time.

Angled slow points require that on-street parking is not permitted adjacent to the islands resulting in the loss of on-street parking for adjoining properties.

Access to or movement from the driveways to some adjacent properties may also be restricted by the installation of an angled slow point.

Slow points may also affect access by emergency vehicles as all vehicles are required to slow to travel through the device. Both Rural Ambulance Victoria and the local fire brigades have advised that the affect of angled slow points is minor and may be preferred in some instances to the use of road humps.

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**11.3.2 AVONDALE ROAD, MORWELL - EXCESSIVE VEHICLE SPEEDS**

**AUTHOR:** General Manager Built and Natural Environment Sustainability  
**(ATTACHMENT – YES)**

**1. PURPOSE**

The purpose of this report is to provide Council with the findings of an investigation into vehicle speeding concerns along Avondale Road, Morwell.

**2. DECLARATION OF INTERESTS**

No officer declared an interest under the *Local Government Act* 1989 in the preparation of this report.

**3. POLICY IMPLICATIONS**

This report is consistent with Council's Latrobe 2021 vision document and the Council Plan 2009-2013.

*Latrobe 2021 and Council Plan 2009-2013*

*Strategic Objective - Liveability*

To promote and support social, recreational, cultural and community life by providing both essential and innovative amenities, services and facilities within the municipality.

*Community Outcome - Community*

By enhancing the quality of residents' lives, by encouraging positive interrelated elements including safety, health, education, quality of life, mobility and accessibility, and sense of place.

*Strategic Action - Community Liveability*

Support government agencies, non-government agencies and the community in reducing crime, violence and antisocial behaviour, by implementing ongoing actions to reduce family violence, drug and alcohol abuse, improve road safety and enhance safety at home.

*Policy*

Council does not currently have a specific policy dealing with traffic management matters. The following documents were used as the basis for assessing this matter and providing advice to Council for consideration:

- Latrobe City Council's "*Design Guidelines for Subdivisional Developments, Urban & Rural Road and Drainage Construction, and Traffic Management Projects*";
- Austroads "*Guide to Traffic Management*";
- VicRoads "*Traffic Engineering Manual*", and
- The ResCode provisions of the Victorian Planning Provisions.

#### 4. **BACKGROUND**

The following table summarises the process that has been undertaken to investigate vehicle speeding issues along Avondale Road, Morwell.

August 2007	The Ward Councillor advised of resident complaints regarding the speed of vehicles using Avondale Road and requested that an investigation of this matter be undertaken.
October 2007	Traffic counts were undertaken along Avondale Road
5 March 2008	Survey undertaken of owners and occupiers of all properties abutting Avondale Road to gauge support for action to be taken to reduce vehicle speeds along Avondale Road. Results of survey are discussed in section 7 of this report.
April 2008 – April 2009	No progress due to other higher priority traffic investigations
April 2009	Further traffic count undertaken at one location in Avondale Road to verify current speeds
13 July 2009	Regional Manager, Department of Transport advised of his agreement to a preliminary concept plan for the installation of traffic calming devices along Avondale Road
3 August 2009	Survey undertaken of owners and occupiers of all properties abutting Avondale Road and the streets to the south off Avondale Road, to gauge support for a number of different traffic calming options. Results of survey are discussed in section 7 of this report.
August 2009	Notice placed in the Latrobe Valley Express inviting comments from the public on the traffic calming options for Avondale Road. No responses received.

17 September 2009	Owners and occupiers of all properties along Avondale Road who did not respond to the previous survey, are asked to indicate their support for the preferred traffic calming option. Results of survey are discussed in section 7 of this report.
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## 5. ISSUES

Avondale Road is classified as a Major Access Street under Council's road hierarchy. This means that Avondale Road should only provide for local residential access, that local amenity should be more important than the traffic function of the street but vehicle speeds and traffic volumes of a higher level than for a minor access street are acceptable.

Under Latrobe City's Design Guidelines, to provide an acceptable level of amenity along a major access street, the street should conform to the following characteristics:

- traffic volumes should be less than 2000 vehicles per day;
- the average vehicle speed along the street should ideally be about 40 km/h; and
- have a road pavement width of 7.0 metres (7.5 metres if there are barrier type kerbs or for a bus route).

To provide accessibility, safety and convenience for all residential street users, ResCode requires that vehicles must be slowed to 20 km/h or less every 100 to 140 metres along a major access street to ensure vehicle speeds are appropriate for the type of street.

The current road width is 10.2 metres wide with barrier type kerbing and Avondale Road is therefore wider than is considered appropriate for its classification. There are also few vehicles parked on-street to deflect and slow the path of vehicle's moving along the street.

Avondale Road is 500 metres long and traffic counts undertaken in October 2007 revealed that the average mid-block vehicle speeds along Avondale Road were up to 10 km/h higher than desirable. The surveys also found that along Avondale Road between 30 and 50 per cent of all vehicles were exceeding the 50 km/h speed limit. A number of vehicles were recorded exceeding 100 km/h. The counts show that approximately 400 vehicles per day could be fined for exceeding the speed limit along Avondale Road.



It is noted that one traffic casualty accident was recorded along this street in the ten years to March 2009. Recorded casualty accidents are those road traffic accidents reported to Victoria Police and recorded in a database by VicRoads, which involve one or more road vehicles and have resulted in a death or personal injury. The recorded accident involved a vehicle reversing out of an Avondale Road property colliding with a passing cyclist on the road in 2004.

A further traffic count was undertaken mid way along Avondale Road during April 2009 and compared to the original October 2007 counts. Traffic volumes along Avondale Road were found to be similar in both periods but vehicle speeds have generally increased slightly. Maximum speeds recorded are similar but the average speeds have increased from the 48/49 km/h to 50/51 km/h and the percentage of vehicles exceeding the 50 km/h speed limit has increased from 45/46 per cent to 52/59 per cent. It is accepted practice that compliance with the speed limit is said to occur when there is 15 per cent or less of vehicles exceeding the speed limit. A plan of the traffic counts is attached.

Advice was received from the Department of Transport that Avondale Road is currently used by school buses and under the current Latrobe Valley Bus Service Review, is also being considered for town bus use.

As a general rule buses must be able to negotiate all traffic calming devices located along the route of a regular bus service and on all school bus routes. VicRoads specifically advise that Major Traffic Control Items, which includes road humps and road cushions, cannot be installed along a road forming part of a public commercial passenger route without the written approval of the Public Transport Corporation or the relevant bus company.

The Department of Transport and the Latrobe Valley Bus Lines have advised that currently road cushions are the only acceptable traffic calming device for installation along routes where they operate bus services. Wider vehicles such as buses are able to straddle the road cushion minimising the inconvenience, discomfort and the potential for injury to bus passengers.

Concept plans of suggested traffic calming options were then prepared for public consultation. Copies of plans of the options and explanatory notes are attachments to this report.

Option 1, the installation of road cushions combined with kerb extensions at four locations along Avondale Road together with channelization works at the Avondale Road-Ann Street intersection were nominated as Latrobe City Council's recommended traffic calming treatment for this area. This recommendation was made following consideration of effectiveness of the traffic calming treatments, the net resultant effect on the amenity of the area and previous experience from the use of these devices.

## **6. FINANCIAL AND RESOURCES IMPLICATIONS**

There are no funds specifically allocated for works in this area. The estimated cost of the proposed works is \$80,000. If these works are determined to be required, such works shall need to be referred for consideration in future capital works programs.

Expenditure on traffic and pedestrian safety capital works projects for the past two financial years, and budget provision for the current financial year is detailed in the following table:

<b>Period</b>	<b>Expenditure</b>
2007/08	\$ 563,807 (actual)
2008/09	\$ 399,735 (actual)
2009/10	\$ 423,000 (budget)

The following information details traffic and pedestrian safety projects that have previously been approved by Council, and will be considered for funding in future budget processes.

These projects are subject to prioritisation and funding on an annual basis, given consideration of factors such as risk and available budget resources.

<b>Location</b>	<b>Cost</b>
Morwell Park Primary School	\$58,000
Shakespeare & Maskrey Street, Traralgon	\$48,000
Main Street, Yinnar	\$110,000
Mid Valley Road, Morwell	\$18,000
Coalville Road/ Cemetery Road, Moe	\$20,000
Liddiard Road/ Glenview Drive, Traralgon	\$60,000
Dinwoodie Drive, Newborough	\$240,000
Churinga Drive/ Glendonald Road Churchill	\$90,000
Amaroo Drive, Churchill	\$160,000

Location	Cost
Ikara Way, Churchill	\$35,000
Euroka Crescent, Churchill	\$95,000
Traralgon East Neighbourhood Renewal Area	\$27,000
Gabo Way, Morwell	\$132,000
<b>Total</b>	<b>\$1,093,000</b>

## 7. INTERNAL / EXTERNAL CONSULTATION

### *Engagement Method Used:*

Correspondence

### *Details of Community Consultation / Results of Engagement:*

A letter and a summary of the traffic count results were initially sent to all properties in Avondale Road asking if the vehicle speeds along the street were excessive, if there were other traffic safety issues along Avondale Road and seeking an indication of support for Council to undertake action to reduce vehicle speeds along the street.

Four written submissions and four verbal responses were received and all requested that Council undertake action to reduce vehicle speeds along Avondale Road.

A letter, form and plans of the two traffic calming options were then sent to the owners and occupiers of all properties along Avondale Road, to all properties in the streets located off and to the south of Avondale Road and to the emergency service authorities. A public notice was also placed in the Latrobe Valley Express inviting comment on the two options.

Further information including explanatory notes of the two options and a summary of the 2007 traffic counts were available by accessing Council's internet site or by telephone call. The letter advised that the installation of road cushions and kerb extensions (Option 1) was nominated as Latrobe City Council's recommended traffic calming treatment for Avondale Road.

A summary of the responses received is shown below. A total of 52 responses were received.

<b>AVONDALE ROAD AND STREETS SOUTH OF AVONDALE ROAD</b>	<b>AGREE</b>	<b>Not Marked</b>	<b>DISAGREE</b>	<b>Total Responses</b>	<b>Number of occupied properties</b>	<b>No Response</b>	<b>% responses</b>
Option 1 – Install road cushions and kerb extensions along Avondale Road <b>(RECOMMENDED OPTION)</b>	41	2	9	52*	141	91	35%
Option 2 – Install road cushions only along Avondale Road	21	18	13				

*Note that multiple responses were received from some properties. As the letters were sent to all owners and occupiers, multiple responses may result if the owner is not also the occupier of a property or may also result where there may be more than one owner listed for a property.*

It is noted that out of the total of 52 responses, only one respondent did not want traffic calming in any form along Avondale Road.

A response from the Victoria Police (Latrobe Traffic Management Unit) indicated support for both options and the Morwell Fire Brigade's response also supported the use of road cushions. Latrobe Valley Bus Lines indicated a preference for option 2.

A further letter, form and plan were sent to the owners and occupiers of the 27 properties in Avondale Road from whom a response had not been received in the second survey. This last survey asked for an indication of support for the most popular option from the previous survey, option 1. Replies to this last survey were received from the owners and/or occupiers of 12 of these 27 properties. In summary, these responses were 9 in support of option 1 and 3 do not support option 1.

## **8. OPTIONS**

Council's options on the matters raised in this report include:

1. Take no further action on this matter; or
2. Approve the recommendations to improve road safety in the area and to refer the proposed works for funding consideration in future Capital Works Programs.

## 9. CONCLUSION

From the traffic counts undertaken, the vehicle speeds recorded along Avondale Road were found to be higher than desirable and action to reduce the vehicle speeds is warranted.

In view of the support from the resident responses it is recommended that Council should now approve the installation of road cushions and kerb extensions along Avondale Road together with channelization works at the Avondale Road-Ann Street intersection, as shown on the Option 1 plan attached to this report, as the means to reduce vehicle speeds and improve road safety along Avondale Road.

## 10. RECOMMENDATION

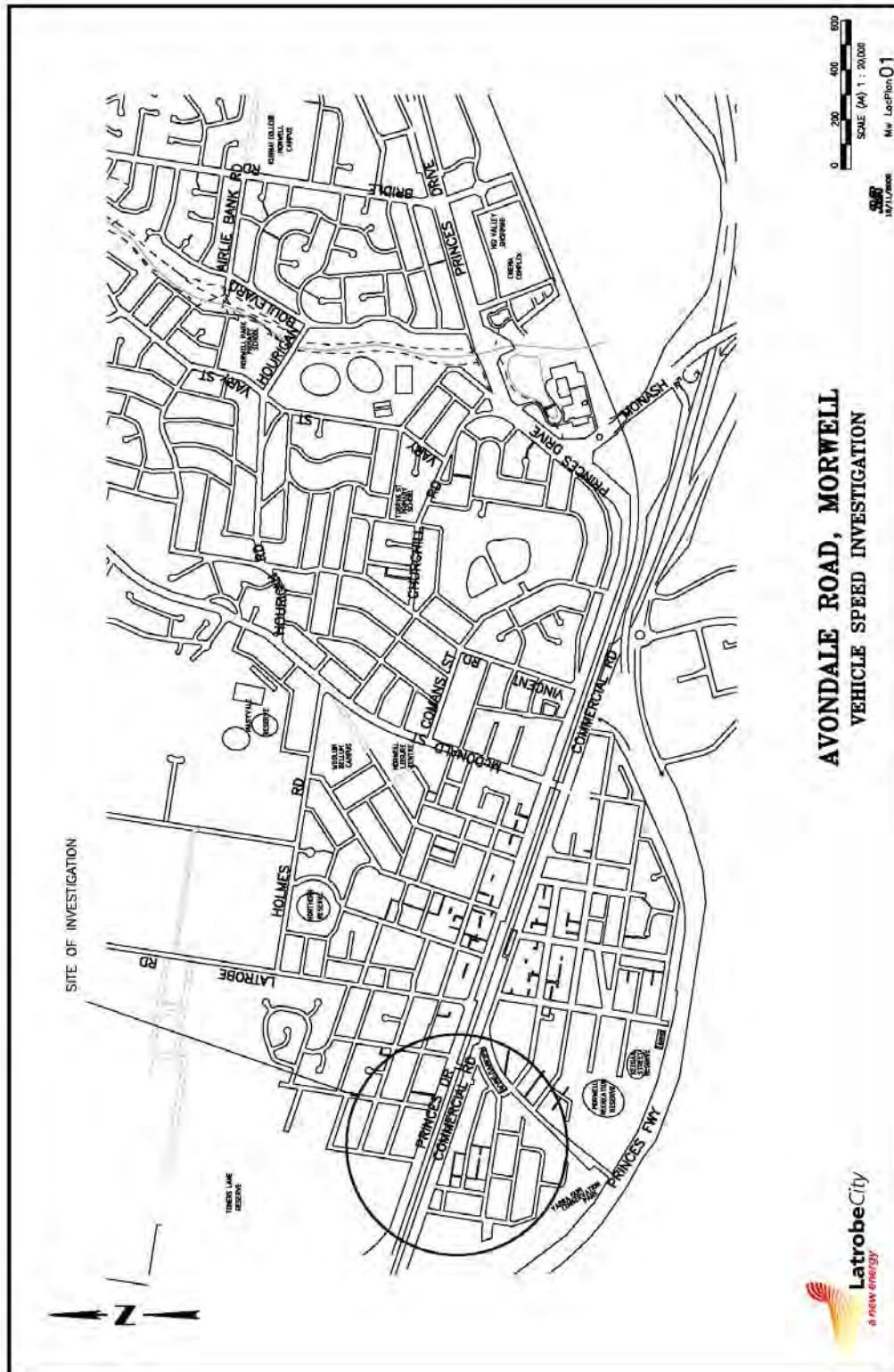
1. That Council approves the installation of road cushions with kerb extensions at four locations along Avondale Road together with channelization works at the Avondale Road-Ann Street intersection to improve road safety along this street.
2. That the installation of road cushions with kerb extensions at four locations along Avondale Road together with channelization works at the Avondale Road-Ann Street intersection be referred for funding consideration in future Capital Works Programs.
3. That the owners and occupiers in writing of all properties along Avondale Road and in all streets off and south of Avondale Road and also the Department of Transport, Victoria Police, Morwell Fire Brigade and Latrobe Valley Bus Lines be advised of Council's decision to:
  - (a) install road cushions with kerb extensions at four locations along Avondale together with channelization works at the Avondale Road-Ann Street intersection to improve road safety along these streets and;
  - (b) refer the cost of these works for funding consideration in future Capital Works Programs.

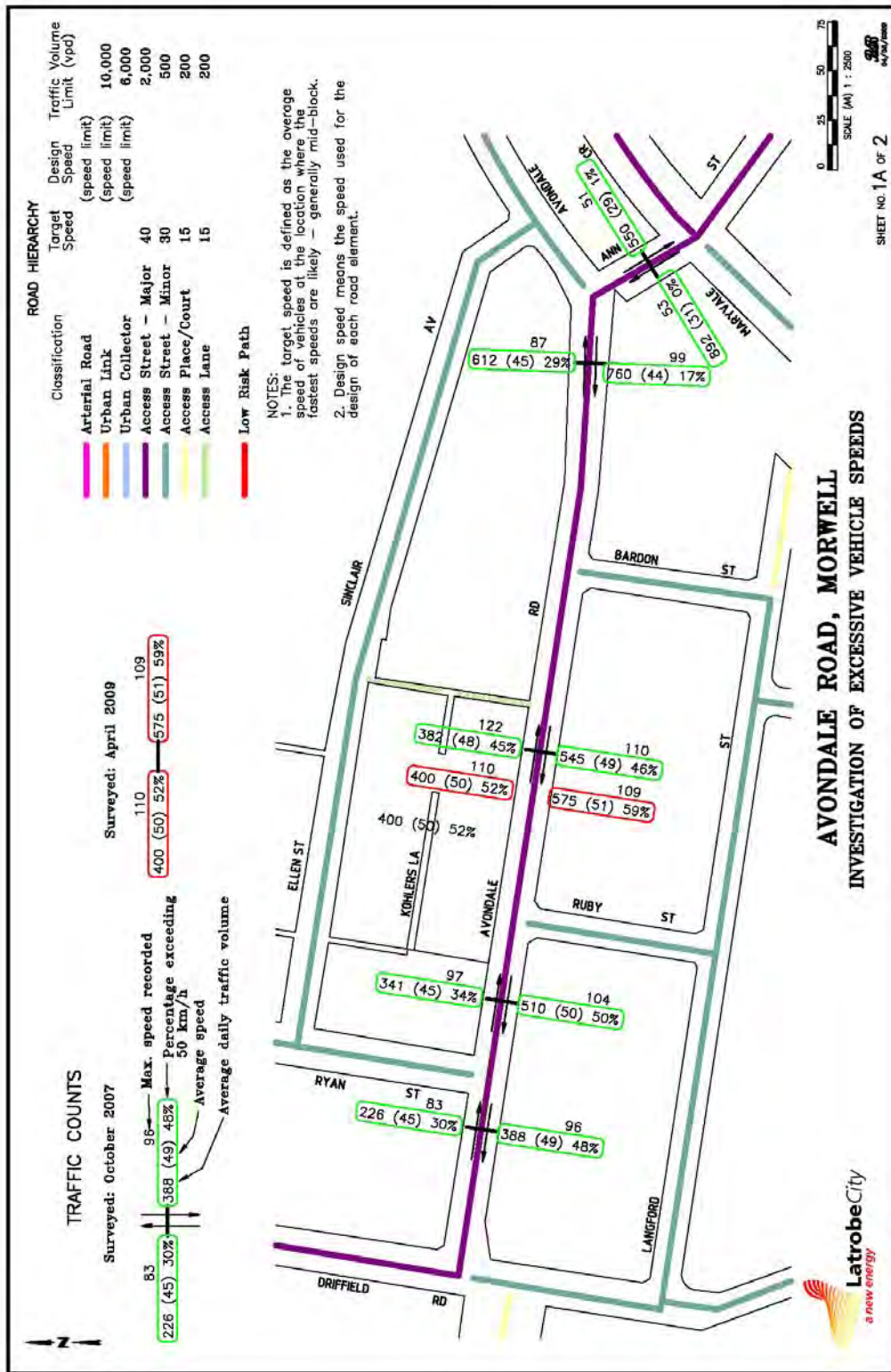
Moved: Cr Lougheed  
Seconded: Cr Middlemiss

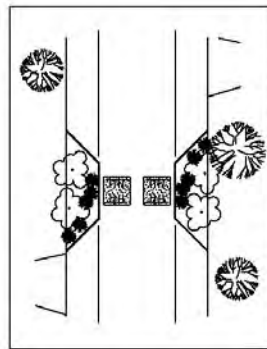
**That the Recommendation be adopted.**

**CARRIED UNANIMOUSLY**

ATTACHMENT







ROAD CUSHIONS & KERB EXTENSIONS  
TYPICAL DETAIL

**OPTION 1**

- construct kerb extensions and a splitter island at the intersection of Avondale Road and Ann Street
- install road cushions at four locations along Avondale Road
- mark parking lines along both sides



AVONDALE ROAD-ANN STREET  
INTERSECTION DETAIL



**AVONDALE ROAD, MORWELL**  
**TRAFFIC CALMING OPTIONS**

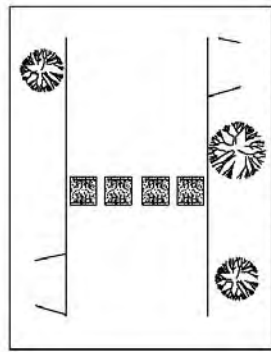






**OPTION 2**

- install road cushions at five locations along Avondale Road



ROAD CUSHIONS - TYPICAL DETAIL

**AVONDALE ROAD, MORWELL  
TRAFFIC CALMING OPTIONS**





## AVONDALE ROAD, MORWELL

### TRAFFIC CALMING OPTIONS - EXPLANATORY NOTES

#### **A Brief History**

Concerns were raised by residents of Avondale Road about the volume and excessive speeds of vehicles travelling along Avondale Road.

Avondale Road is classified as a Major Access Street under Latrobe City's road hierarchy. This means the street should only provide for local residential access and that local amenity should be more important than the traffic function of the street.

Under Latrobe City's Design Guidelines, to provide an acceptable level of amenity along a major access street, the street should conform to the following characteristics:

- traffic volumes should be less than 2000 vehicles per day,
- an average vehicle speed along the street of no more than 40 km/h, and
- a road pavement width of 7.0 metres (7.5 metres if there are barrier type kerbs or for a bus route).

To achieve an average speed of 40 km/h, vehicles should be required to slow to 20 km/h or less, every 100 to 140 metres along the street.

Traffic counts revealed that the average mid-block vehicle speeds along Avondale Road were generally up to 10 km/h higher than desirable. The surveys also found that at some locations in Avondale Road, over half of all vehicles were exceeding the 50 km/h speed limit. Vehicle speeds of up to 122 km/h were recorded.

Following the receipt of feedback from the Avondale Road residents, it has been determined that there is a need to install traffic calming devices along Avondale Road to reduce vehicle speeds along the street to an appropriate level thereby improving safety and amenity in the area.

#### **Traffic Calming Device Constraints**

To address this issue, concept plans of two traffic calming options have been prepared, which are discussed below. In proposing these options, a range of factors and local constraints along Avondale Road were considered, including:

- Bus routes – as a general rule buses must be able to negotiate all traffic calming devices located along the route of a regular bus service and on all schools bus routes. Modification of some devices such as angled slow points, to permit the passage of buses can significantly reduce the affect of the device preventing their use along a bus route. VicRoads guidelines specifically advise that Major Traffic Control Items, which includes road humps and road cushions, cannot be installed along a road forming part of a public commercial passenger route without the written approval of the Public Transport Corporation or the relevant bus company.

The Department of Transport have advised that currently road cushions are the only acceptable traffic calming device for installation along routes where they operate bus services. Wider vehicles such as buses are able to straddle the road cushion minimising the inconvenience, discomfort and the potential for injury to bus passengers.

As there are school bus services along Avondale Road and in view of the Department's advice, both options for traffic calming along Avondale Road feature the use of road cushions.

- The design and the spacing of traffic calming devices are important in lowering vehicle speeds to an acceptable uniform level. Traffic calming devices are generally designed to deflect the path of a vehicle so that the vehicle is required to reduce speed to safely travel through or over the device. For safety reasons, devices are designed so that a vehicle should not have to slow by more than 20km/h to safely negotiate the device. **The spacing of traffic calming devices is also important to ensure that lower vehicle speeds are maintained along the street.** Less devices or longer spacing between devices can lead to faster vehicle speeds between the devices and hence speeds that are faster than is considered safe when approaching the next device. It is therefore a general requirement that traffic calming devices should not be used as a "one-off" treatment or at spacings greater than recommended. To achieve a target vehicle speed of 40 km/h along the whole length of Avondale Road, guidelines advise that **20 km/h traffic calming devices should be no more than 100 to 140 metres apart.**
- The location and spacing of existing intersections may permit the use of intersection type traffic calming treatments such as roundabouts or by changing the STATCON priority.  
Although there are three intersections along Avondale Road, the location of these intersection do not fit with the requirement that traffic calming devices be spaced 100 to 140 metres along the street. The use of intersection treatments in Avondale Road is therefore not an option.
- Existing street widths – devices such as roundabouts require a minimum road area to provide for all vehicle turning movements. In many local areas, this road area is not available without significantly encroaching into adjacent properties.  
A roundabout at any of the intersections along Avondale Road is therefore not an option.

### **Option 1 – Road Cushions & Kerb Extensions (RECOMMENDED OPTION)**

This option proposes the installation of road cushions at four locations along Avondale Road, the construction of kerb extensions and a splitter island at the Avondale Road – Ann Street intersection and the marking of parking lines along both sides of the street, as shown on the attached plan.

In this option the road cushions would be constructed with kerb extensions to reduce the road pavement width to 5.5 metres.

Road cushions are normally constructed of rubber and fixed by mechanical means to the existing road pavement. Their shorter width allows buses and other larger vehicles to straddle the cushion.

The kerb extensions would be concrete kerbed and landscape planted or grassed.

#### Effectiveness

Road cushions when combined with the narrower road pavement are effective at controlling the speeds of most vehicles. The design of the cushion width and the gaps between the cushions allows the passage of cyclists, buses and commercial vehicles without being unduly impeded. Buses and commercial vehicles (depending upon their tracking width) will be required to aim for the gaps but could maintain some increased speed through the cushions. Other vehicles (especially single occupant) may also place one set of wheels on the road cushion to provide the driver with a nicer ride and therefore be able to maintain some additional speed.

Road cushions are not effective at slowing motorcycles.

This proposal generally achieves the device spacings required to reduce vehicle speeds to the appropriate level along Avondale Road.

The kerb extensions will create the same affect as permanently parked cars regularly spaced along the street and will reduce the perceived speed of the road by reducing the available width for traffic movement along the street. The proposed 5.5 metre width of road between the kerb extensions will allow two vehicles to pass simultaneously in opposite directions.

#### Other effects

Road cushions can result in an increase in traffic noise for local residents due to vehicles braking and accelerating, in addition to goods moving within the cabins or trays of larger vehicles as they go over the humps.

Road cushions will cause a more uncomfortable ride than road humps when driven over at higher speeds. This could result in more noise, more complaints and maintenance issues. In addition, rubber road cushions can be vandalised more readily.

Road cushions also affect access by emergency vehicles as all vehicles are required to slow to travel over the cushions. Both Rural Ambulance Victoria and the local fire brigades have advised that the affect of road cushions is minor although not preferred.

There would also be a loss of some on-street parking at each kerb extension.

### **Option 2 – Road Cushions**

This option proposes the installation of road cushions at five locations along Avondale Road as shown on the attached plan.

Road cushions are normally constructed of rubber and fixed by mechanical means to the existing road pavement. Their shorter width allows buses and other larger vehicles to straddle the cushion.

#### Effectiveness

Road cushions are effective at controlling the speeds of most vehicles. The design of the cushion width and the gaps between the cushions allows the passage of cyclists, buses and commercial vehicles without being unduly impeded. Buses and commercial vehicles (depending upon their tracking width) will be required to aim for the gaps but could maintain some increased speed through the cushions. Other vehicles (especially single occupant) may also place one set of wheels on the road cushion to provide the driver with a nicer ride and therefore be able to maintain some additional speed.

Road cushions are not effective at slowing motorcycles.

This proposal generally achieves the device spacings required to reduce vehicle speeds to the appropriate level along Avondale Road.

#### Other effects

Road cushions can result in an increase in traffic noise for local residents due to vehicles braking and accelerating, in addition to goods moving within the cabins or trays of larger vehicles as they go over the humps.

Road cushions will cause a more uncomfortable ride than road humps when driven over at higher speeds. This could result in more noise, more complaints and maintenance issues. In addition, rubber road cushions can be vandalised more readily.

Road cushions also affect access by emergency vehicles as all vehicles are required to slow to travel over the cushions. Both Rural Ambulance Victoria and the local fire brigades have advised that the affect of road cushions is minor although not preferred.

**11.3.3 STRATHCOLE DRIVE AND MORGAN DRIVE, TRARALGON -  
EXCESSIVE VEHICLE SPEEDS**

**AUTHOR:** General Manager Built and Natural Environment Sustainability  
**(ATTACHMENT – YES)**

**1. PURPOSE**

The purpose of this report is to provide Council with the findings of an investigation into vehicle speeding issues along Strathcole Drive and Morgan Drive, Traralgon.

**2. DECLARATION OF INTERESTS**

No officer declared an interest under the Local Government Act 1989 in the preparation of this report.

**3. POLICY IMPLICATIONS**

This report is consistent with Council's Latrobe 2021 vision document and the Council Plan 2009-2013.

*Latrobe 2021 and Council Plan 2009-2013*

*Strategic Objective - Liveability*

To promote and support social, recreational, cultural and community life by providing both essential and innovative amenities, services and facilities within the municipality.

*Community Outcome - Community*

By enhancing the quality of residents' lives, by encouraging positive interrelated elements including safety, health, education, quality of life, mobility and accessibility, and sense of place.

*Strategic Action - Community Liveability*

Support government agencies, non-government agencies and the community in reducing crime, violence and antisocial behaviour, by implementing ongoing actions to reduce family violence, drug and alcohol abuse, improve road safety and enhance safety at home.

*Policy*

Council does not currently have a specific policy dealing with traffic management matters. The following documents were used as the basis for assessing this matter and providing advice to Council for consideration:

- Latrobe City Council's "*Design Guidelines for Subdivisional Developments, Urban & Rural Road and Drainage Construction, and Traffic Management Projects*";
- Austroads "*Guide to Traffic Management*";
- VicRoads "*Traffic Engineering Manual*", and
- The ResCode provisions of the Victorian Planning Provisions.

#### 4. **BACKGROUND**

The following table summarises the process that has been undertaken to investigate vehicle speeding issues along Strathcole Drive and Morgan Drive, Traralgon.

13 April 2007	The Ward Councillor advised of resident complaints regarding the speed of vehicles using Strathcole Drive and requested that the option of installing speed humps be investigated.
May 2007	Traffic counts were undertaken along Strathcole Drive and Morgan Drive
9 August 2007	Survey undertaken of owners and occupiers of all properties abutting Strathcole Drive and Morgan Drive to gauge support for action to be taken to reduce vehicle speeds along these two streets.
5 November 2007	Following consideration of a report on this matter, Council resolved at its Ordinary Meeting: <ol style="list-style-type: none"> <li>1. <i>That Council agrees in principle for the need to install traffic calming devices along Strathcole Drive and Morgan Drive, Traralgon to generally reduce traffic speeds along these streets to an appropriate level.</i></li> <li>2. <i>That consultation regarding the type of traffic calming devices to be installed along Strathcole Drive and Morgan Drive be undertaken with the occupants of all premises along these streets.</i></li> </ol>

January 2008 – July 2009	No progress due to other higher priority investigations
August 2009	Investigation and development of options for traffic calming along Strathcole Drive and Morgan Drive
9 September 2009	Survey undertaken of owners and occupiers of all properties abutting Strathcole Drive and Morgan Drive and all streets off Strathcole Drive and Morgan Drive, to gauge support for a number of different traffic calming options. Results of survey are discussed in section 7 of this report.
September 2009	Notices placed in the Latrobe Valley Express inviting comments from the public on the traffic calming options for Strathcole Drive and Morgan Drive. No responses received.
October 2009	Further traffic counts undertaken along Strathcole Drive and Morgan Drive
26 October 2009	Owners and occupiers of all properties along Strathcole Drive and Morgan Drive who did not respond to the previous survey, were asked to indicate their support for the preferred traffic calming option. Results of survey are discussed in section 7 of this report.

## 5. ISSUES

Both streets are classified as Major Access Streets under Council's road hierarchy. This means that Strathcole Drive and Morgan Drive should only provide for local residential access, that local amenity should be more important than the traffic function of the streets but vehicle speeds and traffic volumes of a higher level are acceptable than would be for a minor access street.

Under Latrobe City's Design Guidelines, to provide an acceptable level of amenity along a major access street, the street should conform to the following characteristics:

- traffic volumes should be less than 2000 vehicles per day;
- the average vehicle speed along the street should ideally be about 40 km/h; and
- have a road pavement width of 7.0 metres (7.5 metres if there are barrier type kerbs or for a bus route).

ResCode requires that vehicles must be slowed to 20 km/h or less every 100 to 140 metres along a major access street to "provide an accessible and safe neighbourhood street system for all users".



The current road width in Strathcole Drive is 10.2 metres wide with barrier type kerbing and in Morgan Drive is 10.0 metres west of Lakeset Drive narrowing to 7.6 metres south of Forest Hill Close. Both streets are therefore wider than is considered appropriate for their classification. There are also few vehicles parked on-street to deflect and slow the path of vehicle's moving along these streets.

Strathcole Drive is 540 metres long and traffic counts undertaken in May 2007 revealed that the average mid-block vehicle speeds along Strathcole Drive were up to 11 km/h higher than the desirable 40 km/h. The surveys also found that along Strathcole Drive between 45 and 61 per cent of all vehicles were exceeding the 50 km/h speed limit. A number of vehicles were recorded exceeding 100 km/h.

Morgan Drive is 620 metres long and traffic counts undertaken in May 2007 revealed that the average mid-block vehicle speeds along Morgan Drive were also up to 11 km/h higher than the desirable 40 km/h although speeds towards the eastern end were slightly lower. The surveys also found that along the wider section of Morgan Drive, about 50 per cent of all vehicles were exceeding the 50 km/h speed limit. A number of vehicles were recorded exceeding 100 km/h.

It is noted that there have been no traffic casualty accidents recorded along these streets in the five years to March 2009. Recorded casualty accidents are those road traffic accidents reported to Victoria Police and recorded in a database by VicRoads, which involve one or more road vehicles and have resulted in a death or personal injury.

Further traffic counts were undertaken along Strathcole Drive and Morgan Drive during October 2009 and compared to the original May 2007 counts. Traffic volumes and vehicle speeds along Strathcole Drive were found to be almost the same in both periods with only the maximum speeds recorded at the eastern end having dropped slightly. The counts show that approximately 400 vehicles per day could be fined for exceeding the speed limit along Strathcole Drive.

Average speeds have remained similar to the previous counts along Morgan Drive but the maximum speeds recorded and the percentage of vehicles exceeding the 50 km/h speed limit have decreased. The counts show that approximately 330 vehicles per day could be fined for exceeding the speed limit along Morgan Drive.

It is accepted practice that compliance with the speed limit is said to occur when there is 15 per cent or less of vehicles exceeding the speed limit. Along the wider sections of both Strathcole Drive and Morgan Drive, from 35 up to 60 per cent of all vehicles exceed the speed limit. A plan of the traffic counts is attached.

Strathcole Drive and Morgan Drive are currently part of a town bus route and this is not proposed to change under the current Latrobe Valley Bus Service Review.

As a general rule buses must be able to negotiate all traffic calming devices located along the route of a regular bus service and on all school bus routes. VicRoads specifically advise that Major Traffic Control Items, which includes road humps and road cushions, cannot be installed along a road forming part of a public commercial passenger route without the written approval of the Public Transport Corporation or the relevant bus company.

The Department of Transport and the Latrobe Valley Bus Lines have advised that currently road cushions are the only acceptable traffic calming device for installation along routes where they operate bus services. Wider vehicles such as buses are able to straddle the road cushion minimising the inconvenience, discomfort and the potential for injury to bus passengers.

Concept plans of suggested traffic calming options were then prepared for public consultation. Copies of plans of the options and explanatory notes are attachments to this report.

Option 1, the installation of road cushions combined with kerb extensions at four locations along Strathcole Drive and two locations along Morgan Drive together with the installation of road cushions with no kerb extensions at an additional three locations in Morgan Drive, was nominated as Latrobe City Council's recommended traffic calming treatment for this area. This recommendation was made following consideration of effectiveness of the traffic calming treatments, the net resultant effect on the amenity of the area and previous experience from the use of these devices.

## **6. FINANCIAL AND RESOURCES IMPLICATIONS**

There are no funds specifically allocated for works in this area. If further works are determined to be required, such works shall need to be referred for consideration in future capital works programs.

The estimated cost for the installation of road cushions and kerb extensions in Strathcole Drive and Morgan Drive is \$85,000.

Expenditure on traffic and pedestrian safety capital works projects for the past two financial years, and budget provision for the current financial year is detailed in the following table:

<b>Period</b>	<b>Expenditure</b>
2007/08	\$ 563,807 (actual)
2008/09	\$ 399,735 (actual)
2009/10	\$ 423,000 (budget)

The following information details traffic and pedestrian safety projects that have previously been approved by Council, and will be considered for funding in future budget processes.

These projects are subject to prioritisation and funding on an annual basis, given consideration of factors such as risk and available budget resources.

<b>Location</b>	<b>Cost</b>
Morwell Park Primary School	\$58,000
Shakespeare & Maskrey Street, Traralgon	\$48,000
Main Street, Yinnar	\$110,000
Mid Valley Road, Morwell	\$18,000
Coalville Road/ Cemetery Road, Moe	\$20,000
Liddiard Road/ Glenview Drive, Traralgon	\$60,000
Dinwoodie Drive, Newborough	\$240,000
Churinga Drive/ Glendonald Road Churchill	\$90,000
Amaroo Drive, Churchill	\$160,000
Ikara Way, Churchill	\$35,000
Euroka Crescent, Churchill	\$95,000
Traralgon East Neighbourhood Renewal Area	\$27,000
Gabo Way, Morwell	\$132,000
<b>Total</b>	<b>\$1,093,000</b>

## **7. INTERNAL / EXTERNAL CONSULTATION**

*Engagement Method Used:*

Correspondence

*Details of Community Consultation / Results of Engagement:*

A letter, form and plans of the two traffic calming options were sent to the owners and occupiers of all properties along Strathcole Drive and Morgan Drive, to all properties in the streets located off Strathcole Drive and Morgan Drive and to the emergency service authorities. A public notice was also placed in the Latrobe Valley Express inviting comment on the two options.

Further information including explanatory notes of the two options and a summary of the 2007 traffic counts were available by accessing Council's internet site or by telephone call. The letter advised that the installation of road cushions and kerb extensions (Option 1) was nominated as Latrobe City Council's recommended traffic calming treatment for Strathcole Drive and Morgan Drive.

A summary of the responses received is shown below. A total of 133 responses were received.

<b>ALL RESPONSES</b>	<b>AGREE</b>	<b>Not Marked</b>	<b>DISAGREE</b>	<b>Total Responses</b>	<b>Number of occupied properties</b>	<b>No Response</b>	<b>% responses</b>
Option 1 – Install road cushions and kerb extensions along Strathcole Drive and Morgan Drive <b>(RECOMMENDED OPTION)</b>	67	13	53	133*	318	200	37%
Option 2 – Install road cushions only along Strathcole Drive and Morgan Drive	44	44	45				

*Note that multiple responses were received from some properties. As the letters were sent to all owners and occupiers, multiple responses may result if the owner is not also the occupier of a property or may also result where there may be more than one owner listed for a property.*

The following tables summarise the responses of those who live along Strathcole Drive and Morgan Drive, separately from those who live off these two streets.

<b>STRATHCOLE DRIVE AND MORGAN DRIVE ONLY</b>	<b>AGREE</b>	<b>Not Marked</b>	<b>DISAGREE</b>	<b>Total Responses</b>	<b>Number of occupied properties</b>	<b>No Response</b>	<b>% responses</b>
Option 1 – Install road cushions and kerb extensions along Strathcole Drive and Morgan Drive <b>(RECOMMENDED OPTION)</b>	39	6	19	64*	131	77	41%
Option 2 – Install road cushions only along Strathcole Drive and Morgan Drive	24	23	17				

<b>THE STREETS OFF STRATHCOLE DRIVE AND MORGAN DRIVE ONLY</b>	AGREE	Not Marked	DISAGREE	Total Responses	Number of occupied properties	No Response	% responses
Option 1 – Install road cushions and kerb extensions along Strathcole Drive and Morgan Drive <b>(RECOMMENDED OPTION)</b>	28	7	34	69*	187	123	34%
Option 2 – Install road cushions only along Strathcole Drive and Morgan Drive	20	21	28				

It is noted that out of the total of 133 responses, 28 respondents did not want traffic calming in any form along Strathcole Drive and Morgan Drive. Of these, 2 were from Strathcole Drive, 5 from Morgan Drive and 21 from the other streets off Strathcole Drive and Morgan Drive.

A response from the Victoria Police (Latrobe TMU) indicated support for option 1 and Latrobe Valley Bus Lines indicated a preference for option 2.

A further letter, form and plan were sent to the owners and occupiers of the 77 properties in Strathcole Drive and Morgan Drive from whom a response had not been received in the first survey. This last survey asked for an indication of support for the most popular option from the previous survey, option 1. Replies to this last survey were received from the owners and/or occupiers of 24 of these 77 properties. In summary, these responses were 19 in support of option 1 and 3 do not support option 1, with 2 responses not marked.

In summary from the two surveys, 58 from Strathcole Drive and Morgan Drive support option 1 and 22 do not. In total from all the streets in the area including Strathcole Drive and Morgan Drive, 86 support option 1 and 56 do not.

## **8. OPTIONS**

Council's options on the matters raised in this report include:

1. Take no further action on this matter; or
2. Approve the recommendations to improve road safety in the area and to refer the proposed works for funding consideration in future Capital Works Programs.

## 9. CONCLUSION

From the traffic counts undertaken, the vehicle speeds recorded along Strathcole Drive and Morgan Drive were found to be higher than desirable and action to reduce the vehicle speeds is warranted.

In view of the support from the resident responses it is recommended that Council should now approve the installation of road cushions combined with kerb extensions at four locations along Strathcole Drive and two locations along Morgan Drive together with the installation of road cushions with no kerb extensions at an additional three locations in Morgan Drive, as shown on the Option 1 plan attached to this report, as the means to reduce vehicle speeds and improve road safety along Strathcole Drive and Morgan Drive.

## 10. RECOMMENDATION

1. That Council approves the installation of road cushions with kerb extensions at four locations along Strathcole Drive and two locations along Morgan Drive together with the installation of road cushions with no kerb extensions at an additional three locations in Morgan Drive, as shown on the Option 1 plan attached to this report, to improve road safety along these streets.
2. That the installation of road cushions with kerb extensions at four locations along Strathcole Drive and two locations along Morgan Drive together with the installation of road cushions with no kerb extensions at an additional three locations in Morgan Drive be referred for funding consideration in future Capital Works Programs.
3. That the owners and occupiers in writing of all properties along Strathcole Drive and Morgan Drive and in all streets off Strathcole Drive and Morgan Drive and also the Department of Transport, Victoria Police, Traralgon Fire Brigade and Latrobe Valley Bus Lines be advised of Council's decision to:
  - (a) installation of road cushions with kerb extensions at four locations along Strathcole Drive and two locations along Morgan Drive together with the installation of road cushions with no kerb extensions at an additional three locations in Morgan Drive to improve road safety along these streets and;
  - (b) refer the cost of these works for funding consideration in future Capital Works Programs.

**Moved:** Cr White

**Seconded:** Cr Lougheed

**That the Recommendation be adopted.**

**For the Motion**

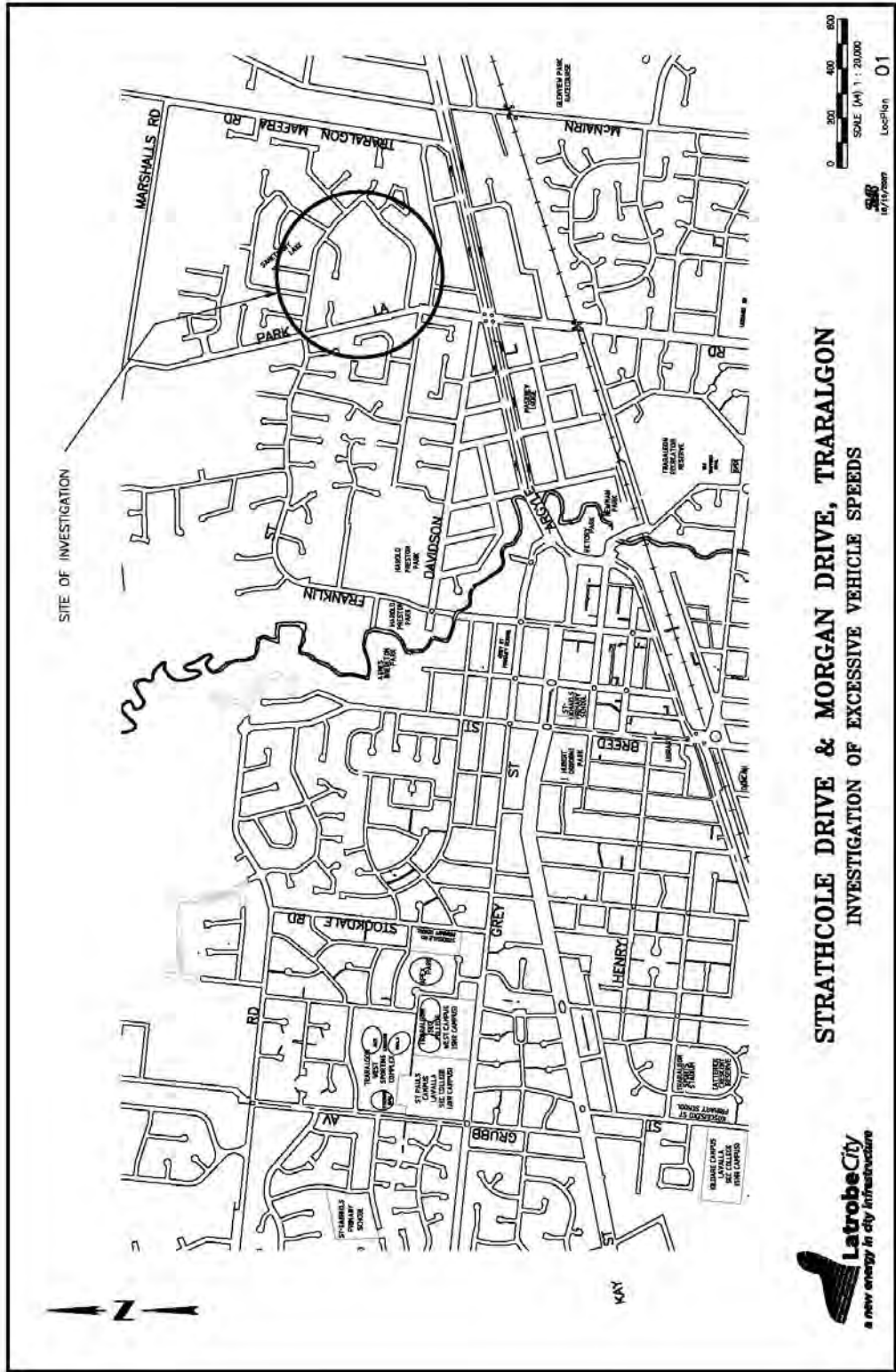
Councillors White, Middlemiss, Vermeulen, Price, Kam, Fitzgerald, Lougheed and O'Callaghan

**Against the Motion**

Councillor Gibson

**The Mayor confirmed that the Recommendation had been CARRIED.**

ATTACHMENT

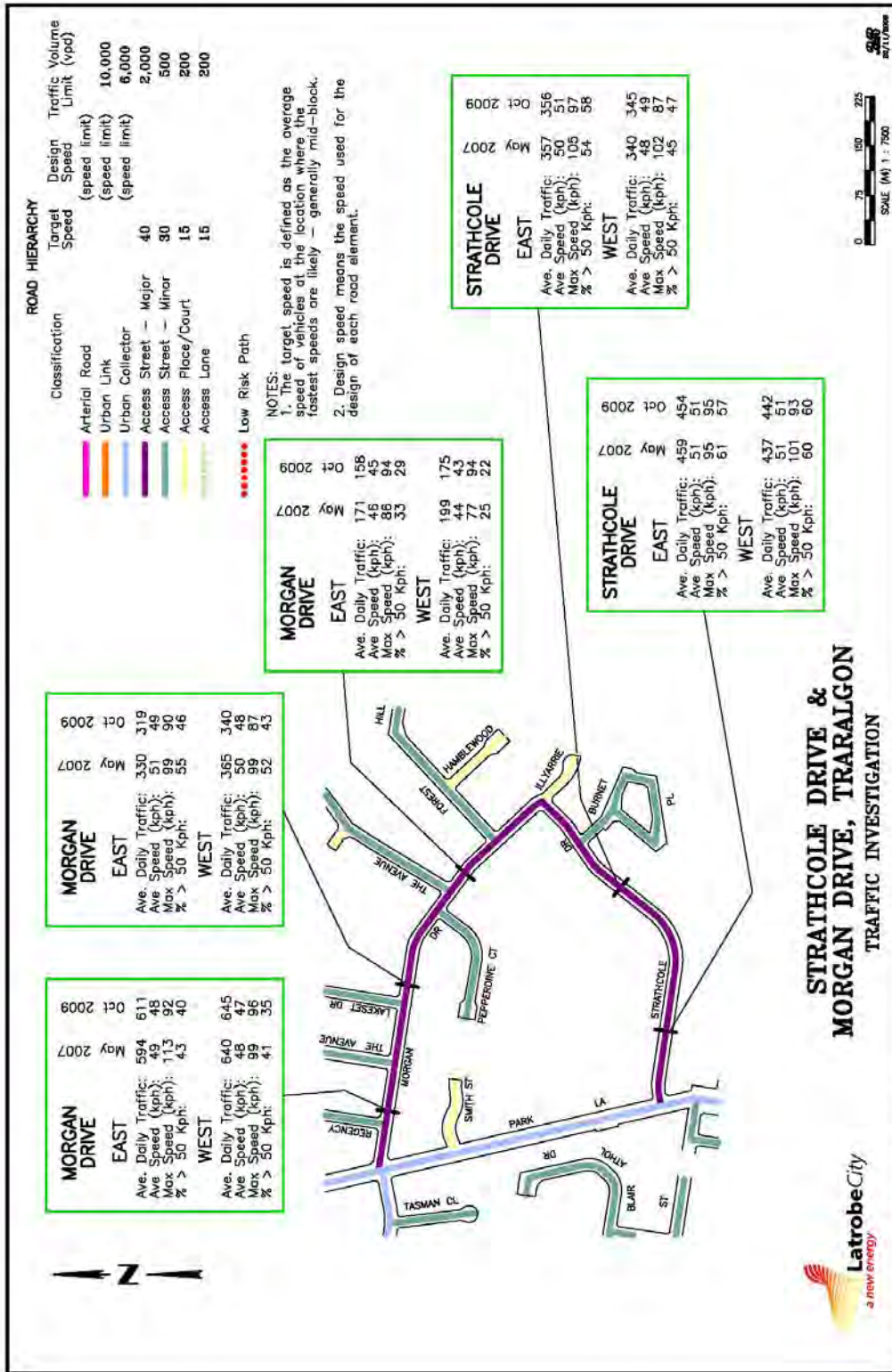


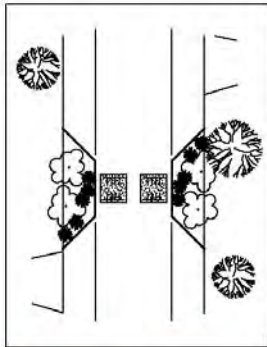
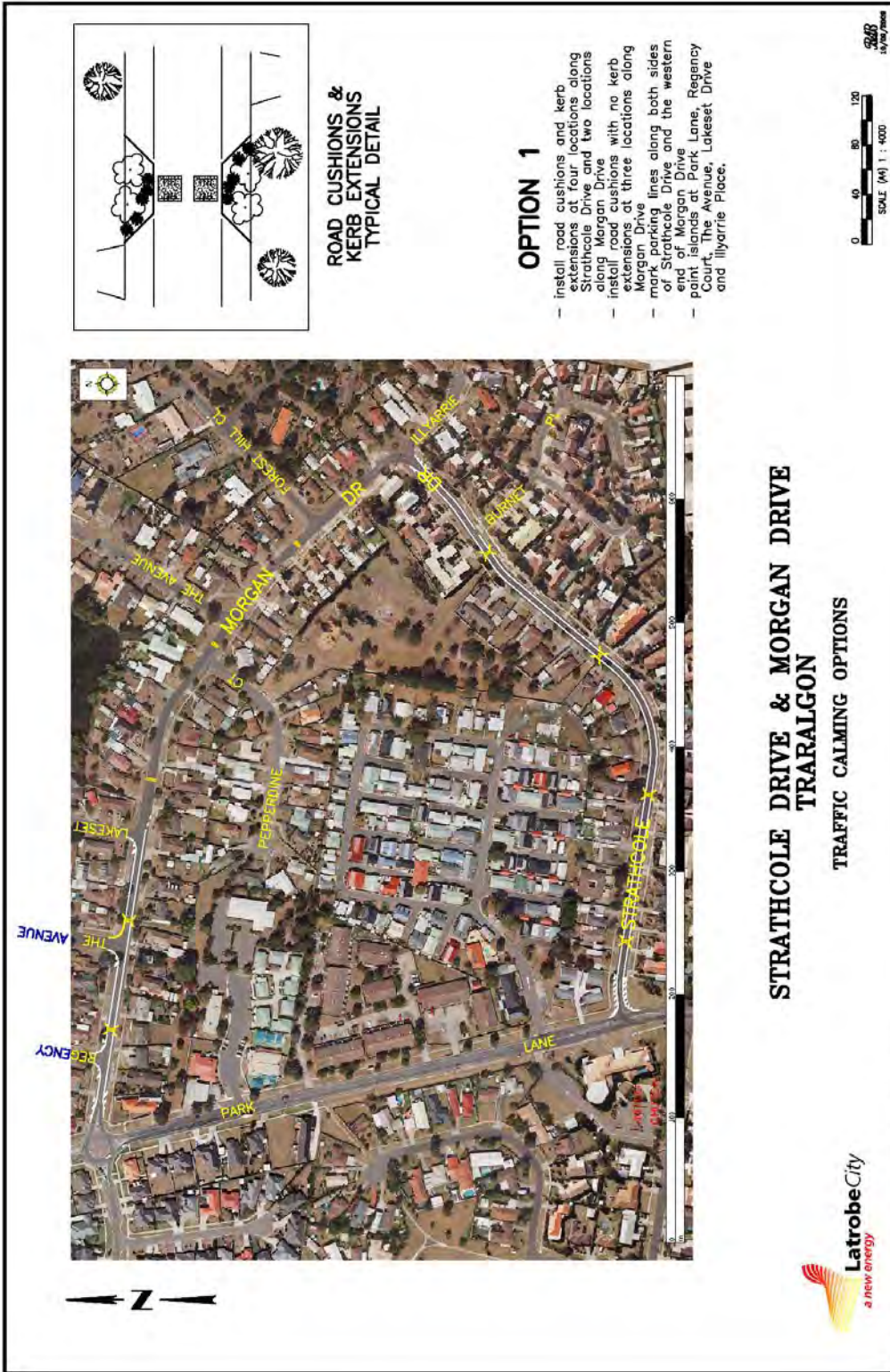
**STRATHCOLE DRIVE & MORGAN DRIVE, TRARALGON**  
INVESTIGATION OF EXCESSIVE VEHICLE SPEEDS



Traralgon location plan.jpg







ROAD CUSHIONS & KERB EXTENSIONS TYPICAL DETAIL

**OPTION 1**

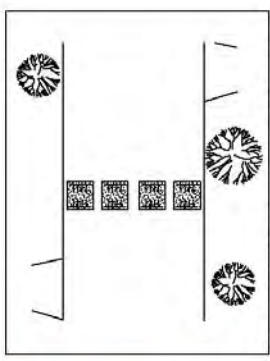
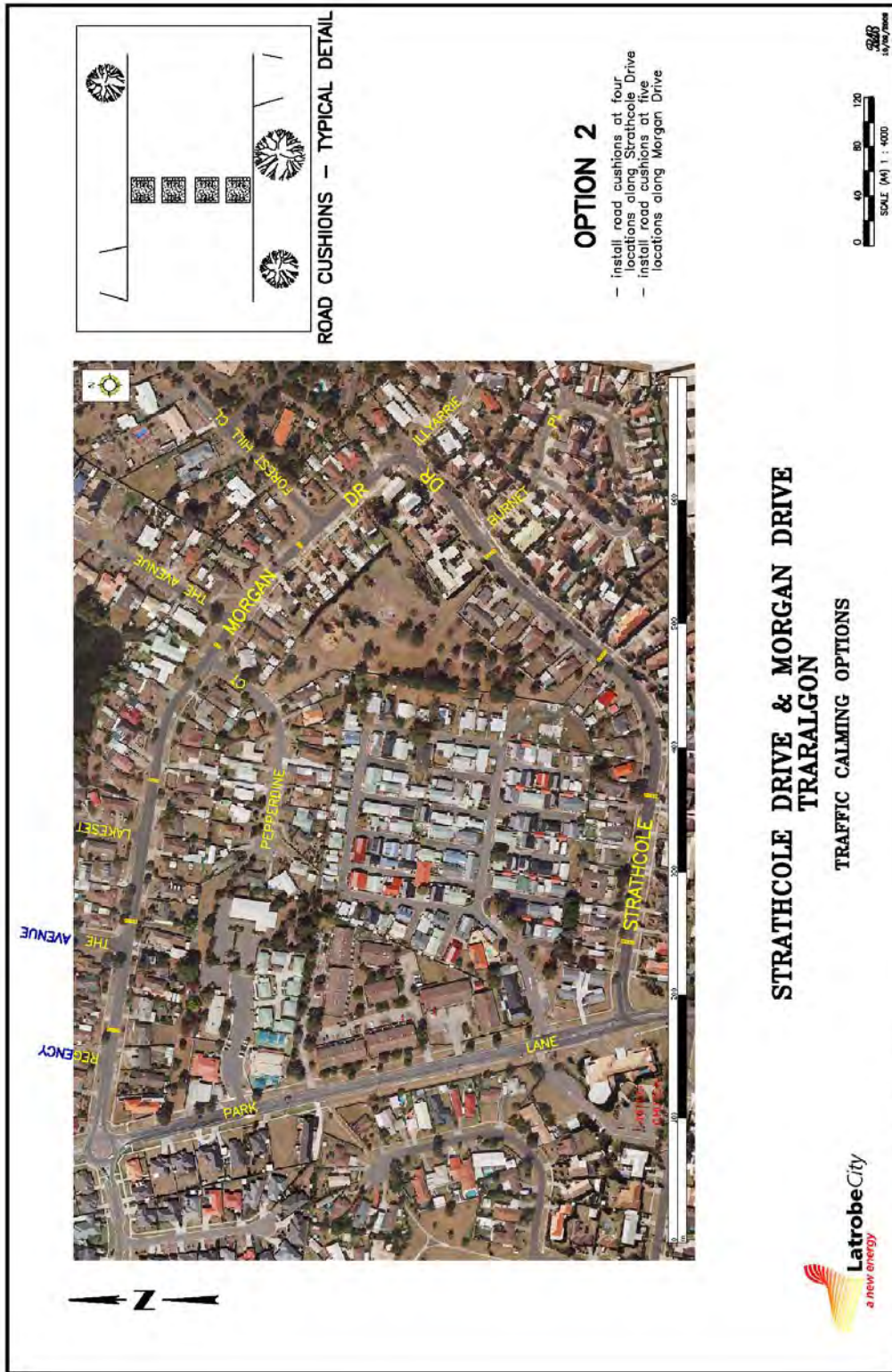
- install road cushions and kerb extensions at four locations along Strathcole Drive and two locations along Morgan Drive
- install road cushions with no kerb extensions at three locations along Morgan Drive
- mark parking lines along both sides of Strathcole Drive and the western end of Morgan Drive
- paint islands at Park Lane, Regency Court, The Avenue, Lakeset Drive and Mylvarrie Place.

**STRATHCOLE DRIVE & MORGAN DRIVE TRARALGON**

**TRAFFIC CALMING OPTIONS**







ROAD CUSHIONS - TYPICAL DETAIL

**OPTION 2**

- install road cushions at four locations along Strathcole Drive
- install road cushions at five locations along Morgan Drive

**STRATHCOLE DRIVE & MORGAN DRIVE  
TRARALGON**  
TRAFFIC CALMING OPTIONS



F:\...511087 Strathcole & Morgan traffic calming options.pro





STRATHCOLE DRIVE & MORGAN DRIVE  
TRARALGON  
TRAFFIC CALMING OPTIONS  
OPTION 2



## STRATHCOLE DRIVE & MORGAN DRIVE, TRARALGON

### TRAFFIC CALMING OPTIONS - EXPLANATORY NOTES

#### **A Brief History**

Concerns were raised by residents about the volume and excessive speeds of vehicles travelling along Strathcole Drive. As Strathcole Drive forms part of a continuous route with Morgan Drive, an investigation of these concerns was carried along both streets.

Both Strathcole Drive and Morgan Drive are classified as Major Access Streets under Latrobe City's road hierarchy. This means the streets should only provide for local residential access and that local amenity should be more important than the traffic function of the streets.

Under Latrobe City's Design Guidelines, to provide an acceptable level of amenity along a major access street, the street should conform to the following characteristics:

- traffic volumes should be less than 2000 vehicles per day,
- an average vehicle speed along the street of no more than 40 km/h, and
- a road pavement width of 7.0 metres (7.5 metres if there are barrier type kerbs or for a bus route).

To achieve an average speed of 40 km/h, vehicles should be required to slow to 20 km/h or less, every 100 to 140 metres along the street.

Traffic counts revealed that the average mid-block vehicle speeds along Strathcole Drive and Morgan Drive were generally up to 11 km/h higher than desirable. The surveys also found that along substantial parts of both streets, over half of all vehicles were exceeding the 50 km/h speed limit. Some vehicle speeds of over 100 km/h were recorded.

Latrobe City Council at its ordinary meeting on 5 November 2007 resolved that there is a need to install traffic calming devices along both Strathcole Drive and Morgan Drive to reduce vehicle speeds along these streets to an appropriate level, improving safety and amenity in the area.

## Traffic Calming Device Constraints

To address this issue, concept plans of two traffic calming options have been prepared, which are discussed below. In proposing these options, a range of factors and local constraints along Strathcole Drive and Morgan Drive were considered, including:

- Bus routes – as a general rule buses must be able to negotiate all traffic calming devices located along the route of a regular bus service and on all schools bus routes. Modification of some devices such as angled slow points, to permit the passage of buses can significantly reduce the affect of the device preventing their use along a bus route. VicRoads guidelines specifically advise that Major Traffic Control Items, which includes road humps and road cushions, cannot be installed along a road forming part of a public commercial passenger route without the written approval of the Public Transport Corporation or the relevant bus company.

The Department of Transport have advised that currently road cushions are the only acceptable traffic calming device for installation along routes where they operate bus services. Wider vehicles such as buses are able to straddle the road cushion minimising the inconvenience, discomfort and the potential for injury to bus passengers.

As there is a town bus service along Strathcole Drive and Morgan Drive and in view of the Department's advice, both traffic calming options feature the use of road cushions.

- The design and the spacing of traffic calming devices are important in lowering vehicle speeds to an acceptable uniform level. Traffic calming devices are generally designed to deflect the path of a vehicle so that the vehicle is required to reduce speed to safely travel through or over the device. For safety reasons, devices are designed so that a vehicle should not have to slow by more than 20km/h to safely negotiate the device. **The spacing of traffic calming devices is also important to ensure that lower vehicle speeds are maintained along the street.** Less devices or longer spacing between devices can lead to faster vehicle speeds between the devices and hence speeds that are faster than is considered safe when approaching the next device. It is therefore a general requirement that traffic calming devices should not be used as a "one-off" treatment or at spacings greater than recommended. To achieve a target vehicle speed of 40 km/h along the whole length of Strathcole Drive and Morgan Drive, guidelines advise that **20 km/h traffic calming devices should be no more than 100 to 140 metres apart.**
- The location and spacing of existing intersections may permit the use of intersection type traffic calming treatments such as roundabouts or by changing the STATCON priority.

Although there are a number of intersections along Strathcole Drive and Morgan Drive, the location of these intersection do not fit with the requirement that traffic calming devices be spaced 100 to 140 metres along the street. The use of intersection treatments along these streets is therefore not an option.

- Existing street widths – devices such as roundabouts require a minimum road area to provide for all vehicle turning movements. In many local areas, this road area is not available without significantly encroaching into adjacent properties.  
A roundabout at any of the intersections along Strathcole Drive and Morgan Drive is therefore not an option.

### **Option 1 – Road Cushions & Kerb Extensions (RECOMMENDED OPTION)**

This option proposes the installation of road cushions and kerb extensions at four locations along Strathcole Drive and at two locations along Morgan Drive, the installation of road cushions only at three locations along Morgan Drive, the marking of parking lines along both sides of the Strathcole Drive and the western part of Morgan Drive and the painting of islands at Park Lane, Regency Court, The Avenue, Lakeset Drive and Illyarrie Place, as shown on the attached plan.

In this option the road cushions would be constructed with kerb extensions to reduce the road pavement width to 5.5 metres.

Road cushions are normally constructed of rubber and fixed by mechanical means to the existing road pavement. Their shorter width allows buses and other larger vehicles to straddle the cushion.

The kerb extensions would be concrete kerbed and landscape planted or grassed.

#### Effectiveness

Road cushions when combined with the narrower road pavement are effective at controlling the speeds of most vehicles. The design of the cushion width and the gaps between the cushions allows the passage of cyclists, buses and commercial vehicles without being unduly impeded. Buses and commercial vehicles (depending upon their tracking width) will be required to aim for the gaps but could maintain some increased speed through the cushions. Other vehicles (especially single occupant) may also place one set of wheels on the road cushion to provide the driver with a nicer ride and therefore be able to maintain some additional speed.

Road cushions are not effective at slowing motorcycles.

This proposal generally achieves the device spacings required to reduce vehicle speeds to the appropriate level along Strathcole Drive and Morgan Drive.

The kerb extensions will create the same affect as permanently parked cars regularly spaced along the street and will reduce the perceived speed of the road by reducing the available width for traffic movement along the street. The proposed 5.5 metre width of road between the kerb extensions will allow two vehicles to pass simultaneously in opposite directions.



### Other effects

Road cushions can result in an increase in traffic noise for local residents due to vehicles braking and accelerating, in addition to goods moving within the cabins or trays of larger vehicles as they go over the humps.

Road cushions will cause a more uncomfortable ride than road humps when driven over at higher speeds. This could result in more noise, more complaints and maintenance issues. In addition, rubber road cushions can be vandalised more readily.

Road cushions also affect access by emergency vehicles as all vehicles are required to slow to travel over the cushions. Both Rural Ambulance Victoria and the local fire brigades have advised that the affect of road cushions is minor although not preferred.

There would also be a loss of some on-street parking at each kerb extension.

### **Option 2 – Road Cushions**

This option proposes the installation of road cushions at four locations along Strathcole Drive and at five locations along Morgan Drive as shown on the attached plan.

Road cushions are normally constructed of rubber and fixed by mechanical means to the existing road pavement. Their shorter width allows buses and other larger vehicles to straddle the cushion.

### Effectiveness

Road cushions are effective at controlling the speeds of most vehicles. The design of the cushion width and the gaps between the cushions allows the passage of cyclists, buses and commercial vehicles without being unduly impeded. Buses and commercial vehicles (depending upon their tracking width) will be required to aim for the gaps but could maintain some increased speed through the cushions. Other vehicles (especially single occupant) may also place one set of wheels on the road cushion to provide the driver with a nicer ride and therefore be able to maintain some additional speed.

Road cushions are not effective at slowing motorcycles.

This proposal generally achieves the device spacings required to reduce vehicle speeds to the appropriate level along Strathcole Drive and Morgan Drive.

### Other effects

Road cushions can result in an increase in traffic noise for local residents due to vehicles braking and accelerating, in addition to goods moving within the cabins or trays of larger vehicles as they go over the humps.

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**11.3.4 AUTHORISATION OF PROPOSED AMENDMENT TO LATROBE  
PLANNING SCHEME TO INTRODUCE THE LATROBE  
REGIONAL AIRPORT MASTER PLAN AND REVISED PLANNING  
CONTROLS**

**AUTHOR:** General Manager Built and Natural Environment Sustainability  
**(ATTACHMENT – YES)**

**1. PURPOSE**

The purpose of this report is for Council to consider a request to be made to the Minister for Planning to authorise the preparation and exhibition of a proposed amendment to the Latrobe Planning Scheme and the extension of the Latrobe Regional Airport Interim Planning Controls pending the completion of the subject amendment.

**2. DECLARATION OF INTERESTS**

No officer declared an interest under the *Local Government Act* 1989 in the preparation of this report.

**3. POLICY IMPLICATIONS**

The provisions of the Act and the Latrobe Planning Scheme apply to this amendment. The discussion and recommendations of this report are consistent with the Act.

This report is consistent with Council's Latrobe 2021 vision document and the Council Plan 2009-2013.

**Latrobe 2021 and Council Plan 2009-2013**

***Strategic Objective –Sustainability***

To promote the responsible and sustainable care of our diverse built and natural environment for the use and enjoyment of the people who make up the vibrant community of the Latrobe Valley. To provide leadership and to facilitate a well connected, interactive economic environment in which to do business.

***Community Outcome – Built Environment Sustainability***

By developing clear directions and strategies through consultation with the community ensuring sustainable and balanced development.

#### 4. BACKGROUND

##### Proposed Planning Scheme Amendment:

The subject land includes the Latrobe Regional Airport and land surrounding the Latrobe Regional Airport affected by the proposed Design and Development Overlays (DDOs) and the areas affected by the removal of the Airport Environs Overlay (AEO) and Public Acquisition Overlay (PAO) (See attachments 1 to 3 for subject land).

A review of the existing Master Plan for the Latrobe Regional Airport and establishment of a planning framework that will facilitate the development of the Airport and its environs over the next 20 years was commenced in September 2008. In May 2009 the Latrobe Regional Airport Final Report and Master Plan Report were subsequently completed.

At the 9 June 2009 Latrobe Regional Airport Board Meeting, the Latrobe Regional Airport Board resolved that "*the Latrobe Regional Airport Master Plan 2009 as presented be adopted*".

A key recommendation from the report is to prepare a planning scheme amendment to:

- Remove the AEO Schedule 2.
- Apply new schedules to the Design and Development Overlay (DDO X and DDO Y) to ensure that development height does not adversely affect the operations of the airport.
- Amend Schedule 7 to the Special Use Zone (SUZ) to allow accommodation related to aviation uses at the Latrobe Regional Airport.
- Remove the Public Acquisition Overlay (PAO) from the Airport land and amends the PAO schedule
- Provide appropriate modifications to the Municipal Strategic Statement to reflect the changes above.
- Introduce the 2009 Latrobe Regional Airport Master Plan as a reference document.

The application to remove the AEO Schedule 2 is necessary as the current schedule 2 is inadequate as it relies on the Australian Noise Exposure Concept which is not suitable for the current and likely future level of operations at the airport. It is noted that the AEO Schedule 2 relies on the underlying zone of the land to trigger a planning permit.

The introduction of the Design and Development Overlay Schedule 6 will trigger a need for a permit to construct a building, construction or carrying out works which exceeds 55 metres Australian Height Datum (AHD). In effect, this will mean that building and works above 5 metres will trigger the need for a planning permit (See Attachments 1 and 4).

The application to introduce the Design and Development Overlay Schedule 7 will trigger a need for a permit to construct a building, construction or carrying out works which exceeds 65 metres AHD. In effect, this will mean that building and works above 10 to 15 metres will trigger the need for a permit depending on ground level height (See Attachments 1 and 5).

The application to amend schedule 7 to the SUZ will enable the use of land for accommodation purposes only when the accommodation is related to the aviation industry or directly associated with the airport. All other accommodation related uses will remain prohibited (See Attachment 6).

The application to remove the PAO from land at the Latrobe Regional Airport is appropriate as all land affected by PAO2 has now been acquired by Latrobe City Council. Therefore, the PAO2 is no longer relevant.

The application to amend the Local Planning Policy Framework is required to introduce the Latrobe Regional Airport Master Plan 2009 as a reference document and to provide the strategic justification for the above changes.

#### Extension of interim planning controls:

On the 4 September 2008 the Minister for Planning introduced interim planning controls to the Latrobe Planning Scheme to ensure the safety and efficiency of airfield operations is not prejudiced by any new use or developments on nearby land, pending the completion of the Latrobe Regional Airport Master Plan review and the subsequent preparation and completion of the related amendments to the Latrobe Planning Scheme (as described above). The interim controls are to expire on March 2010.

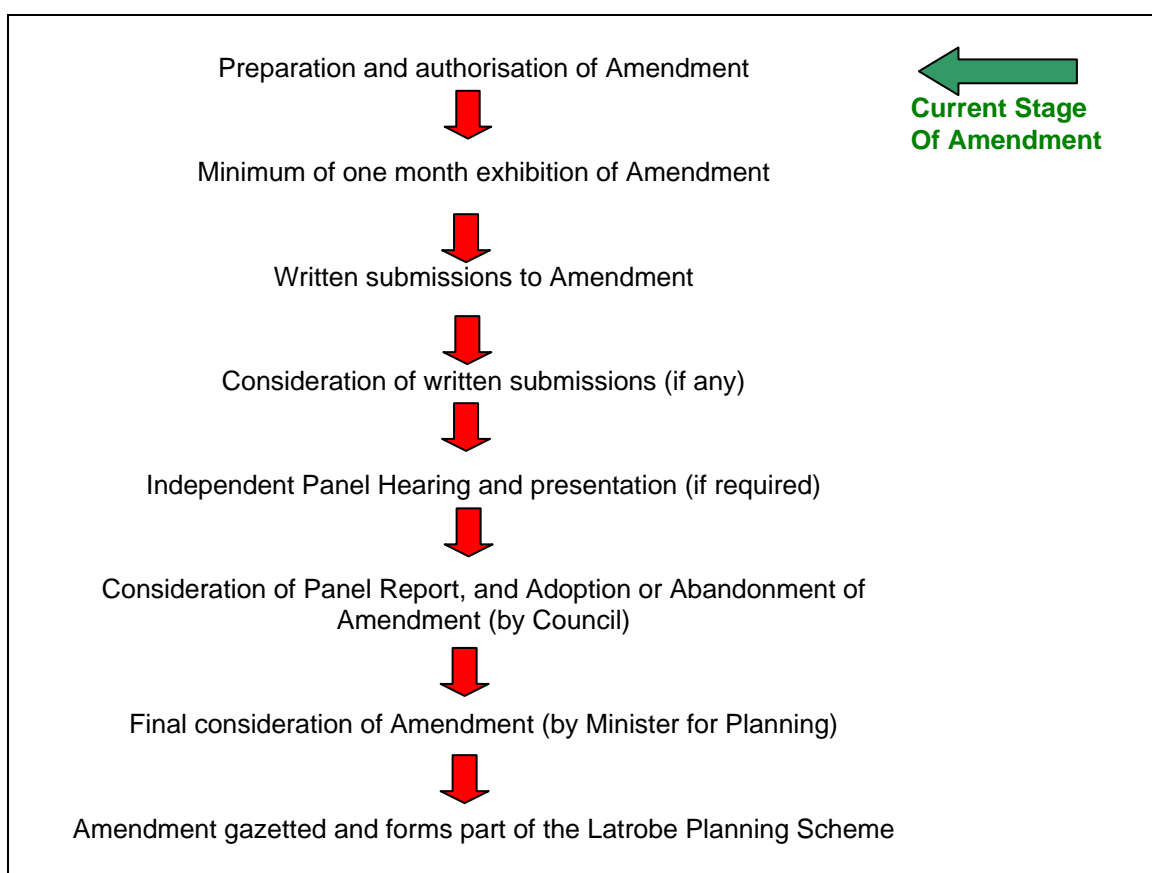
The interim Planning Controls require a planning permit for certain uses and developments considered to be sensitive to airport operations, such as dwellings, on land surrounding the Latrobe Regional Airport.

Subject to Council resolution and Ministerial authorisation, the proposed planning scheme amendment described by this report is not likely to be completed until March 2011. The Minister for Planning should therefore be requested to extend the interim planning controls until March 2011 to enable the completion of the proposed amendment.

**Statutory Requirements**

The planning scheme amendment process is shown in the figure below and indicates that the amendment is the early stages of the process.

**Planning Scheme Amendment Process**



In accordance with Section 9 of the Act, the Minister for Planning may authorise a municipal council to prepare an amendment to State and local standard provisions of a planning scheme in force in its municipal district.

Municipal councils, as the planning authority, have a number of duties and powers. These duties and powers are listed at Section 12 of the Act. Under Section 12 a planning authority must have regard to (inter alia):

- The objectives of planning in Victoria;
- The Minister's directions;
- The Victoria Planning Provisions;
- The Latrobe Planning Scheme;
- Any significant effects which it considers a planning scheme amendment might have on the environment or which it considers the environment might have on any use or development envisaged by the amendment.

This Amendment proposal has had regard to Section 12 of the Act and is consistent with the requirements of Section 12.

In addition each amendment must address the Department of Planning and Community Development (DPCD) publication *Strategic Assessment Guidelines for Planning Scheme Amendments*. A response to these guidelines is outlined in the attached Explanatory Report, (see Attachment 7).

The proposal is consistent with the State Planning Policy Framework at Clauses 11.03-1 Settlement, 11.03-4 Infrastructure, Clause 17.02-1 Business, Clause 17.04 Tourism, 18.04-1 Airfields and 18.04-2 Airfields General Implementation.

The proposed amendment is consistent with the current Municipal Strategic Statement (MSS) at Clause 21.03-2 Latrobe Strategy Plan Vision, 21.04-1 Settlement and Urban Form - Element 4 Balancing conflicting land uses and 21.04-9 Infrastructure - Element 3 Latrobe Regional Airport and the current Strategic Land Use Framework Plan at Clause 21.03-3.

#### Planning Scheme Amendments

It is further supported by and is consistent with Amendment C62 of the draft Latrobe Planning Scheme Local Planning Policy Framework (including the new MSS) adopted at the 16 November 2009 Council meeting.

## 5. **ISSUES**

The overlays that currently apply to the Latrobe Regional Airport are:

- Airport Environs Overlay
- Design and Development Overlay (gas pipeline)
- Public Acquisition Overlay

The amendment proposes to remove outdated provisions from the Latrobe Planning Scheme which include both the AEO and PAO.

The current zone and overlays of the land at the Latrobe Regional Airport and surrounds do not adequately protect the airport operations from incompatible developments, particularly the ability to regulate the height of new developments. The amendment will ensure the height of new developments do not compromise aircraft flight paths by introducing DDO Schedules X and Y to the Latrobe Planning Scheme.

Further, the current schedule to the SUZ prevents opportunities for accommodation where directly related to aviation industry. The proposed amendment will enable such opportunities at the Latrobe Regional Airport.

## **6. FINANCIAL AND RESOURCES IMPLICATIONS**

Statutory fees associated with this proposed amendment will be met by the Latrobe City Council.

Council resources will be utilised to facilitate the amendment process.

## **7. INTERNAL / EXTERNAL CONSULTATION**

Consultation with key stakeholders was held for the Latrobe Regional Airport Master Plan on the 20 April 2009. Target stakeholder sessions were held and involved the following parties: HVP Plantations; Latrobe Regional Hospital; Latrobe Valley Gliding Club; Latrobe Valley Aero Club; Aerial Skydives; Gippsland Aeronautics; East Coast Aviation; Osprey Aviation Services; DSE; CFA; Latrobe City Council and Latrobe Regional Airport Board.

Landowner and general public information sessions were also held on the 20 April 2009. Approximately 60 landowners in the general vicinity of the Latrobe Regional Airport were notified by mail and a notice was placed in the Latrobe Valley Express informing the public of the consultation session. Details of consultation and feedback are provided in section 6 of the Final Report (See Attachment 8).



The amendment is subject to the prescribed process in accordance with the public notice and consultation requirements of Section 19 of the *Planning and Environment Act 1987*.

This will include advertising in the government gazette and local newspapers as well as written notification to landowners and occupiers that may be materially affected by the amendment following authorisation of the amendment.

All statutory and servicing authorities likely to be materially affected will also be notified of the proposed amendment.

## **8. OPTIONS**

The options available to Council are as follows:

1. That Council pursues the proposed amendment and supports the request to be made to the Minister for Planning to authorise the preparation and exhibition of the amendment to the Latrobe Planning Scheme and request the extension of the interim planning controls pending the completion of the amendment; or
2. That Council does not support the request to be made to the Minister for Planning to authorise the preparation and exhibition of the amendment to the Latrobe Planning Scheme and extension of the interim planning controls.

## **9. CONCLUSION**

The proposed amendment provides the opportunity to implement key recommendations of the 2009 Latrobe Regional Airport Master Plan. In particular, the amendment will:

- introduce two DDO schedules to ensure that the height of new developments does not adversely affect the operations of the airport.
- remove the AEO Schedule 2 which is an outdated provision within the Latrobe Planning Scheme.
- remove the PAO which is an outdated provision within the Latrobe Planning Scheme.
- amend Schedule 7 of the SUZ to allow aviation related accommodation opportunities at the Latrobe Regional Airport.
- amend the Local Planning Policy Framework in the Latrobe Planning Scheme in support of the above changes.

A request to the Minister for Planning to extend the interim planning controls until March 2011 will ensure that new developments considered to be sensitive to airport operations on land surrounding the Latrobe Regional Airport require a planning permit pending the completion of the above mentioned amendment.

## **10. RECOMMENDATION**

- 1. That Council requests authorisation from the Minister for Planning to prepare and exhibit the proposed amendment to the Latrobe Planning Scheme, which seeks to:**
  - **Remove the Airport Environs Overlay (AEO) Schedule 2.**
  - **Apply new schedules to the Design and Development Overlay (DDO X and DDO Y).**
  - **Amend Schedule 7 to the Special Use Zone (SUZ).**
  - **Remove the Public Acquisition Overlay (PAO) from the Airport land and amend the PAO schedule.**
  - **Provide appropriate modifications to the Municipal Strategic Statement to reflect the changes above.**
  - **Include the 2009 Master Plan as a reference document.**
- 2. That Council requests the Minister for Planning to be the planning authority to undertake an amendment to the Latrobe Planning Scheme, extending the Latrobe Regional Airport interim land use and development planning controls to March 2011.**

**Moved:** Cr Middlemiss

**Seconded:** Cr Lougheed

**That the Recommendation be adopted.**

**CARRIED UNANIMOUSLY**


**ATTACHMENTS**

**ATTACHMENT 1 - DDO AREA**

**LATROBE PLANNING SCHEME - LOCAL PROVISION**



**LEGEND**

-  DESIGN AND DEVELOPMENT OVERLAY - SCHEDULE X
-  DESIGN AND DEVELOPMENT OVERLAY - SCHEDULE Y

0 500 1,000  
AUSTRALIAN MAP GRID  
ZONE 55





ATTACHMENT 1 - DDO AREA

LATROBE PLANNING SCHEME - LOCAL PROVISION



LEGEND

-  DESIGN AND DEVELOPMENT OVERLAY - SCHEDULE X
-  DESIGN AND DEVELOPMENT OVERLAY - SCHEDULE Y

0 500 1,000  
AUSTRALIAN MAP GRID  
ZONE 55





ATTACHMENT 1 - DDO AREA

LATROBE PLANNING SCHEME - LOCAL PROVISION



LEGEND

-  DESIGN AND DEVELOPMENT OVERLAY - SCHEDULE X
-  DESIGN AND DEVELOPMENT OVERLAY - SCHEDULE Y

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AUSTRALIAN MAP GRID  
ZONE 55



ATTACHMENT 2 - AEO AREA

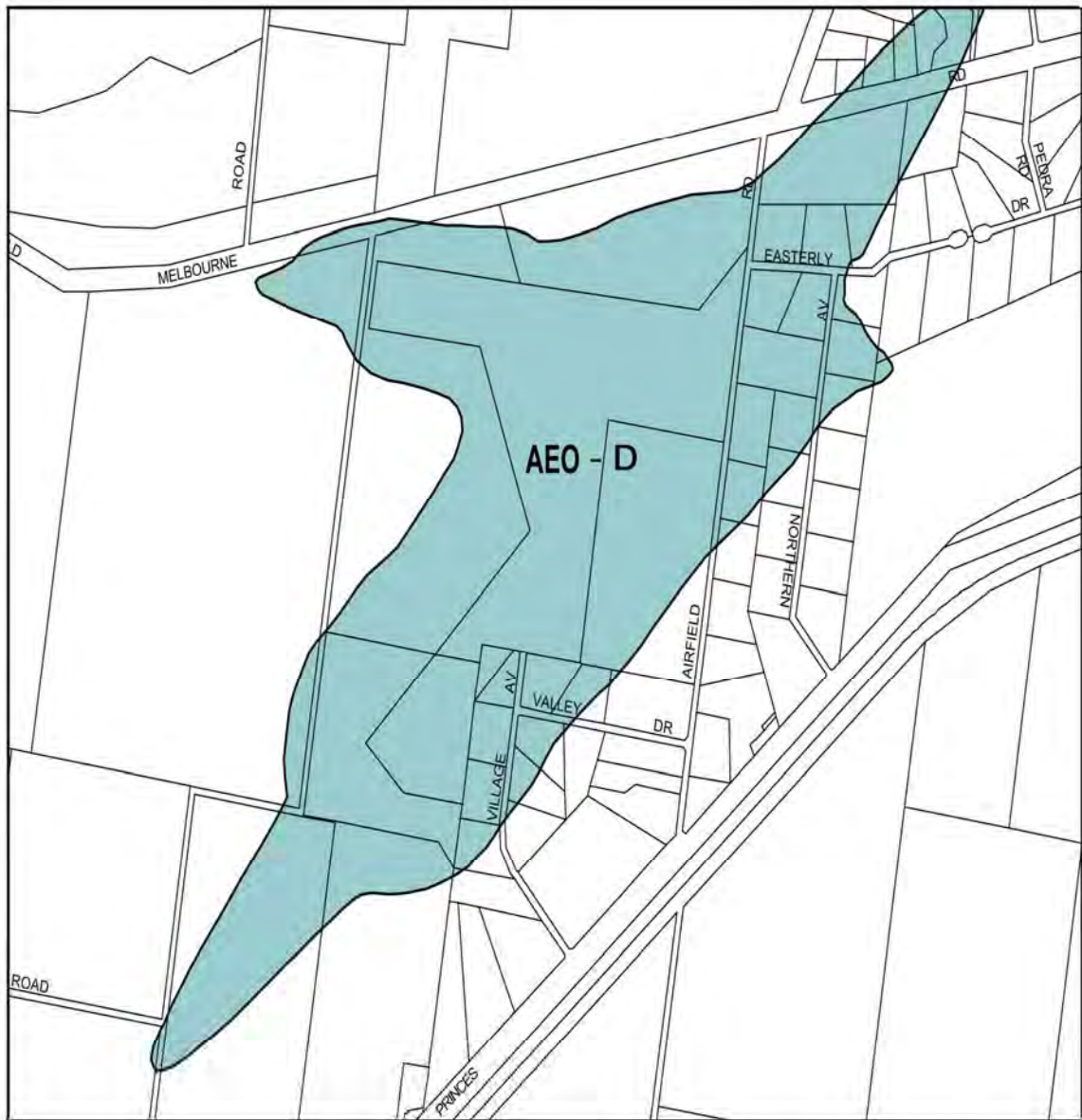


Part of Latrobe Planning Scheme Map 44AEO

**AEO - D**

Delete the Airport Environs Overlay from the Latrobe Planning Scheme

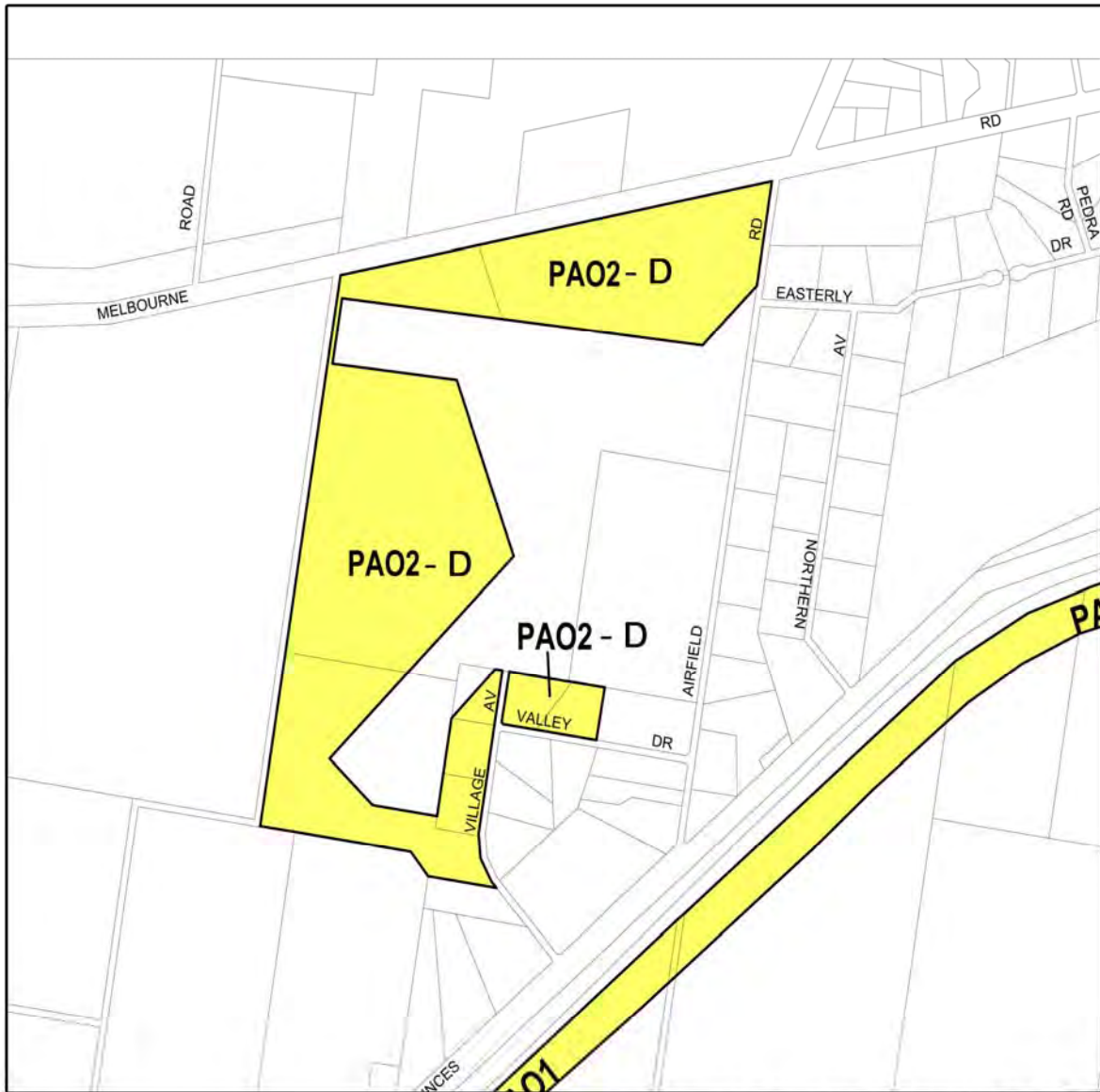
ATTACHMENT 2 - AEO AREA



Part of Planning Scheme Map 85AEO

**AEO - D** Delete Airport Environs Overlay from the Latrobe Planning Scheme

ATTACHMENT 3 - PAO2 AREA



Part of Latrobe Planning Scheme Map 85 PAO

PAO2 - D

Delete Public Acquisition Overlay 2 from the Latrobe Planning Scheme



## ATTACHMENT 4

### SCHEDULE 6 TO THE DESIGN AND DEVELOPMENT OVERLAY

--/20--  
C--

Shown on the planning scheme map as DDO6

#### **LATROBE REGIONAL AIRPORT – OBSTACLE HEIGHT NO.1**

##### **1.0**

##### **Design objectives**

--/20--  
C--

To ensure that all buildings and works are constrained within specified height limits and external building material to avoid creating a hazard to aircraft in the vicinity of Latrobe Regional Airport, and to facilitate safe aircraft operations.

To ensure that flight paths associated with Latrobe Regional Airport are protected from the encroachment of inappropriate obstacles which may affect the safe and effective operation of the Airport.

##### **2.0**

##### ***Buildings and works***

--/20--  
C--

A permit is required to construct a building or construct or carry out works for height which exceeds 55 metres Australian Height Datum.

An application for buildings and works must be referred to the airport manager under Section 55 of the Act unless in the opinion of the responsible authority the proposal satisfies requirements or conditions previously agreed in writing between the responsible authority and the airport manager.

*Note: For the purposes of this clause buildings and works include radio masts, television antenna and flagpoles.*

##### **3.0**

##### ***Decision guidelines***

--/20--  
C--

Before deciding on an application the responsible authority must consider:

- The Airport's Obstacle Limitation Surfaces plan.
- The location and height of the proposed development.
- The need to prevent building or structures from being built which could interfere with and cause a safety hazard to aircraft operations.
- Any approved management plans for the airport.
- The effect of the proposed development and building materials on the clear flight path of aircraft.

## ATTACHMENT 5

### SCHEDULE 7 TO THE DESIGN AND DEVELOPMENT OVERLAY

--/20--  
C--

Shown on the planning scheme map as DDO7

#### **LATROBE REGIONAL AIRPORT – OBSTACLE HEIGHT AREA NO.2**

##### **1.0**

##### **Design objectives**

--/20--  
C--

To ensure that all buildings and works are constrained within specified height limits and external building material to avoid creating a hazard to aircraft in the vicinity of Latrobe Regional Airport, and to facilitate safe aircraft operations.

To ensure that flight paths associated with Latrobe Regional Airport are protected from the encroachment of inappropriate obstacles which may affect the safe and effective operation of the Airport.

##### **2.0**

##### **Buildings and works**

--/20--  
C--

A permit is required to construct a building or construct or carry out works, for height which exceeds 65 metres Australian Height Datum.

An application for buildings and works must be referred to the airport manager under Section 55 of the Act unless in the opinion of the responsible authority the proposal satisfies requirements or conditions previously agreed in writing between the responsible authority and the airport owner.

*Notes: For the purposes of this clause buildings and works include radio masts, television antenna and flagpoles.*

##### **4.0**

##### **Decision guidelines**

--/20--  
C--

Before deciding on an application the responsible authority must consider:

- The Airport's Obstacle Limitation Surfaces plan.
- The location and height of the proposed development.
- The need to prevent building or structures from being built which could interfere with and cause a safety hazard to aircraft operations.
- Any approved management plans for the airport.
- The effect of the proposed development and building materials on the clear flight path of aircraft.

ATTACHMENT 6

**SCHEDULE 7 TO THE SPECIAL USE ZONE**

Shown on the planning scheme map as **SUZ7**.

**LATROBE REGIONAL AIRPORT**

**Purpose**

To provide for the safe and efficient operation of the Latrobe Regional Airport.

To provide for the development of aeronautical industries and activities.

To provide for educational facilities appropriate to the site.

To provide for aviation related accommodation.

**Table of Uses**

**Section 1 - Permit Not Required**

USE	CONDITION
Apiculture	Must meet the requirements of the Apiary Code of Practice, May 1997.
Extensive animal husbandry	Must meet the requirements of Clause 52.08-2
Mineral exploration	
Mining	
Minor utility installation	
Natural systems	
Search for stone	Must not be costeaning or bulk sampling.

**Section 2 - Permit required**

USE	CONDITION
Accommodation	Must be related to the aviation industry or directly associated with the airport.
Agriculture (other than apiculture and extensive animal husbandry. Caretaker's house Convenience shop Agriculture (other than apiculture and extensive animal husbandry. Caretaker's house Convenience shop	
Education centre	Must not be a primary or secondary school.
Industry	Must be related to the aviation industry or directly associated with the airport. Must not be within 50 metres to the north and west of the land being CP 105894.
Office	The leasable floor area must not exceed 500 square metres and must be related to the aviation industry or directly associated with the airport.
Postal agency Primary produce sales Trade supplies Utility installation (other than Minor utility installation) Warehouse	Must be related to the aviation industry or directly associated with the airport.
Any other use not in Section 1 or 3	

--/20--  
C--

1.0

--/20--  
C--

**Section 3 - Prohibited****USE**

Accommodation (other than Caretaker's house or accommodation related to the aviation industry or directly associated with the airport)

Cinema based entertainment facility

Extractive industry

Hospital

Intensive animal husbandry

Major sports and recreation facility

Retail premises (other than Convenience shop, Postal agency, Primary produce sales and Trade supplies)

**2.0****Use of land****Use for Accommodation**

A lot may be used for aviation - related accommodation provided the following requirements are met:

- Accommodation must be connected to reticulated sewerage, if available. If reticulated sewerage is not available, all wastewater from accommodation must be treated and retained within the lot in accordance with the State Environment Protection Policy (Waters of Victoria) under the Environment Protection Act 1970.
- Accommodation must be connected to a reticulated potable water supply or have an alternative potable water supply, with appropriate storage capacity, to the satisfaction of the responsible authority.
- Accommodation must be connected to a reticulated electricity supply or have an alternative energy supply to the satisfaction of the responsible authority.

**Amenity of the neighbourhood**

The use of the land for an industry or warehouse must not adversely affect the amenity of the neighbourhood, including through:

- The transport of materials or goods to or from the land.
- The appearance of any stored materials or goods.
- Traffic generated by the use.
- Emissions from the land.

**Application requirements**

Unless the circumstances do not require, an application to use land for an industry or warehouse must be accompanied by the following information:

- The purpose of the use and the types of activities to be carried out.
- The type and quantity of materials and goods to be stored, processed or produced.
- Whether a Works Approval or Waste Discharge Licence is required from the Environment Protection Authority.
- Whether a licence under the Dangerous Goods Act 1985 is required.
- How land not required for immediate use is to be maintained.
- The likely effects, if any, on the neighbourhood, including noise levels, traffic, airborne emissions, emissions to land and water, light spill, glare, solar access and hours of operation (including the hours of delivery and dispatch of materials and goods).

**Decision Guidelines**

Before deciding on an application, in addition to the decision guidelines in Clause 65, the responsible authority must consider, as appropriate:

- The State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.
- The effect that the use may have on nearby existing or proposed residential areas or other uses which are sensitive to industrial off-site effects, having regard to any comments or directions of the referral authorities.
- The effect that nearby industries may have on the proposed use.
- The drainage of the land.
- The availability of and connection to services.
- The effect of traffic to be generated on roads.
- The interim use of those parts of the land not required for the proposed use.
- Any flora fauna attributes that may exist on the subject site.

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**3.0****Subdivision**

A permit is required to subdivide land.

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**Exemption from Notice and Appeal**

An application is exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act. This exemption does not apply to an application for a building or works within 30 metres of land (not a road) which is in a residential zone or Business 5 Zone, land used for a hospital or school or land in a Public Acquisition Overlay to be acquired for a hospital or school.

**Application requirements**

An application must be accompanied by a site analysis, documenting the site in terms of land form, vegetation coverage and the relationship with surrounding land, and a report explaining how the proposed subdivision has responded to the site analysis. The report must:

- In the absence of reticulated sewerage, include a land assessment which demonstrates that each lot is capable of treating and retaining all wastewater in accordance with the State Environment Protection Policy (Waters of Victoria) under the Environment Protection Act 1970.
- Show for each lot:
  - A building envelope and driveway to the envelope
  - Proposed landscaping
- In the absence of reticulated sewerage, an effluent disposal area
- Show how the proposed subdivision relates to the existing or likely use and development of adjoining and nearby land
- If a staged subdivision, show how the balance of the land may be subdivided.

**Decision Guidelines**

Before deciding on an application, in addition to the decision guidelines in Clause 65, the responsible authority must consider, as appropriate:

- The State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.
- Any natural or cultural values on or near the land.
- Streetscape character.
- Landscape treatment.
- Interface with non-industrial areas.

**4.0****Buildings and works****Permit Requirement**

A permit is required to construct a building or construct or carry out works.

This does not apply to a building or works which:

- Rearrange, alter or renew plant if the area or height of the plant is not increased.
- Area modification necessary to comply with a direction or licence under the Dangerous Goods Act 1985 or a Waste Discharge Licence, Works Approval or Pollution Abatement Notice under the Environment Protection Act 1970.
- Are used for crop raising, extensive animal husbandry or informal outdoor recreation.

**Application Requirements**

An application to construct a building or construct or carry out works must be accompanied by the following information, as appropriate:

- A plan drawn to scale which shows:
  - The boundaries and dimensions of the site.
  - Adjoining roads
  - Relevant ground levels.
  - The layout of existing and proposed buildings and works.
  - Driveways and vehicle parking and loading areas.
  - Proposed landscape areas.
  - External storage and waste treatment areas.
- Elevation drawings to scale which show the colour and materials of all buildings and works.
- Construction details of all drainage works, driveways and vehicle parking and loading areas.

19/01/2006  
VC37

- A landscape layout which includes the description of vegetation to be planted, the surface to be constructed, a site works specification and the method of preparing, draining, watering and maintaining the landscape area.

**Exemption from Notice and Appeal**

An application is exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act. This exemption does not apply to an application for a building or works within 30 metres of land (not a road) which is in a residential zone or Business 5 Zone, land used for a hospital or school or land in a Public Acquisition Overlay to be acquired for a hospital or school.

**Decision guidelines**

Before deciding on an application, in addition to the decision guidelines in Clause 65, the responsible authority must consider, as appropriate:

- The State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.
- Any natural or cultural values on or near the land.
- Streetscape character.
- Built form.
- Landscape treatment.
- Interface with on-industrial areas, including the airport.
- Parking and site access.
- Loading and service areas.
- Outdoor storage.
- Lighting.
- Stormwater discharge.

**Maintenance**

All buildings and works must be maintained in good order and appearance to the responsible authority.

**5.0****Advertising Signs**

Advertising sign requirements are at Clause 52.05. This zone is in Category 2.

## ATTACHMENT 7

### Planning and Environment Act 1987

#### LATROBE PLANNING SCHEME

#### AMENDMENT C\*

#### DRAFT EXPLANATORY REPORT

##### **Who is the planning authority?**

This amendment has been prepared by the Latrobe City Council, which is the planning authority for this amendment.

The amendment has been made at the request of Latrobe City Council.

##### **Land affected by the amendment.**

The amendment applies to the Latrobe Regional Airport and the land within the vicinity of the airport, particularly land under the approach and take off paths of the airport's runways and land subject to potential noise impacts. The amendment maps show the specific land affected by the amendment.

##### **What the amendment does.**

The amendment proposes to implement planning controls in order to facilitate the ongoing operations of the Latrobe Regional Airport and provide options for the future expansion of services. Amendments are proposed to the following Clauses in the Latrobe Planning Scheme:

- Amend Schedule 7 of the Special Use Zone (SUZ) to allow for accommodation related to aviation related use;
- Remove the Airport Environs Overlay (AEO) from the Airport land;
- Remove the Public Acquisition Overlay (PAO) from the Airport land and amend the PAO schedule;
- Apply Design and Development Overlays (DDOs) to ensure buildings and works do not adversely affect the operations of the Latrobe Regional Airport; and
- Make minor changes to Clauses 21.01, 21.04 and 22.04 to support application of these overlays and include the Latrobe Regional Airport 2009 Master Plan as a reference document
- Amend Clause 61.03 to remove reference to the PAO and AEO maps, also, include reference to the introduction of the DDO maps.

##### **Strategic assessment of the amendment**

- Why is the amendment required?

The amendment is required to protect and support the ongoing and future operation of the Latrobe Regional Airport. The amendment implements controls to ensure that sensitive land uses and inappropriate development under the approach and take-off flight paths do not prejudice or restrict the operation of the airport.

- How does the amendment implement the objectives of planning in Victoria?

The amendment implements the following objectives of planning in Victoria under Section 4 of the *Planning and Environment Act 1987*.

*4(1)(a) To provide for the fair, orderly, economic and sustainable use and development of land.*

*4(1)(c) To secure a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria.*

*4(1)(e) To protect public utilities and other assets and enable the orderly provision and co-ordination of public utilities and other facilities for the benefit of the community*

*4(1)(f) to facilitate development in accordance with the objectives set out in paragraphs (a), (b), (c), (d) and (e)*

The amendment implements these objectives of planning in Victoria by:

- Providing for the orderly development around the approach and take off paths at the Latrobe Regional Airport.
  - Securing a safe working and living environments around the approach and take off paths at the Latrobe Regional Airport.
  - Protecting the orderly provision and co-ordination of the operations at Latrobe Regional Airport for the Gippsland Region.
- How does the amendment address the environmental effects and any relevant social and economic effects?

It is proposed to modify the Special Use Zone Schedule 7 to allow accommodation that is related to airport activities. Aviation-related accommodation has been identified as a potential investment attraction at the site and is well suited to the location. It should have positive economic impacts.

The Design and Development Overlays are based on the Obstacle Limitation Surface (OLS) plan. The OLS plan comprises a series of surfaces that set the height limits of objects around an airport. Objects that project through the OLS are considered obstacles. By preparing overlays that are based on the OLS Plan, the amendment should have positive environmental, social and economic effects. The protection of the Latrobe Regional Airport and the limitation of inappropriate development which may be affected by the Airport's operation will have a net community benefit.

DDO6 requires a permit for a building and works which exceed 55m Australian Height Datum (AHD), (in most instances this will trigger a permit for buildings and works above 5m). DDO7 requires a permit for a building and works which exceed 65m AHD in most instances this will trigger a permit for buildings and works above 10 to 15m). The DDOs address the critical runway approach areas and take into account existing topography. The AHD contours are conservative but this is to allow for small changes in topography. It also takes into account that this is merely a trigger for a planning permit and the OLS plan will be considered in any assessment of applications.

The existing Australian Noise Exposure Forecast (ANEF) does not represent the best model for growth upon which planning overlays should be based. The ANEF supplied is not suitable for the current or likely future level of operations at the airport and is not consistent with the Latrobe Regional Airport 2009 Master Plan. Additionally, it is a composite plan based on the existing runway and the proposed future runway. Composite plans are no longer an acceptable format for an ANEF. It is recommended that the existing ANEF is no longer relied upon for the assessment of planning applications. It is therefore recommended to remove the AEO2 Schedule.



- Does the amendment comply with the requirements of any Minister's Direction applicable to the amendment?

The amendment complies with the Minister's Direction No. 11, Strategic Assessment of Amendments. All requirements to be met under the direction have been considered and met in the preparation of the amendment.

The amendment is consistent with the Ministerial Direction on the Form and Content of Planning Schemes under section 7(5) of the Act.

- How does the amendment support or implement the State Planning Policy Framework? **Clause 11.03-1 Settlement** 'states that planning is to anticipate and respond to the needs of existing and future communities through provision of zones and serviced land for housing, employment, recreation and open space, and community facilities and infrastructure. Planning is to recognise the need for, and as far as practicable contribute towards:

- Health and Safety
- Economic Viability
- Accessibility
- Land use and transport integration'

**Clause 11.03-4 Infrastructure** states that 'Planning for development of urban physical and community infrastructure should enable it to be provided in a way that is efficient, equitable, accessible and timely. Growth and redevelopment of settlements should be planned in a manner that allows for the logical and efficient provision and maintenance of infrastructure, including the setting aside of land for the construction of future transport routes'.

**Clause 17.02-1 Business** states 'to encourage which meet community's needs for retail, entertainment, officer and other commercial services and provide a net community benefit in relation to accessibility, efficient infrastructure use and the aggregation and sustainability of commercial facilities'.

**Clause 17.04 Tourism** states 'to encourage tourism development to maximise the employment and long-term economic, social and cultural benefits of developing the State as a competitive domestic and international tourist destination'.

The amendment supports this clause by introducing the Latrobe Regional Airport Master Plan 2009 as a reference document to help facilitate new development.

**Clause 18.04-1 Airfields Objective** states 'to facilitate the siting of airfields and extensions to airfields, restrict incompatible land use and development in the vicinity of airfields, and recognise and strengthen the role of airfields as focal points within the State's economic and transport infrastructure'.

**Clause 18.04-2 Airfields General Implementation** states that 'the location of airfields, existing and potential development nearby, and the land-based transport system required to serve them should be planned as an integrated operation.

The visual amenity and impact of any use or development of the land on the approaches to an airfield should be planned to be consistent with the status of the airfield.

Planning for areas all around all airfields should:

- Preclude any new use or development which could prejudice the safety or efficiency of an airfield
- Preclude any new use of development which could prejudice future extensions to an existing airfield or aeronautical operations in accordance with an approved strategy or master plan for that airfield.'

The amendment supports the above clauses by introducing the DDO schedules to protect approach and take off paths at the Latrobe Regional Airport. It also, introduces the Latrobe Regional Airport Master Plan 2009 as a reference document to facilitate development in an orderly fashion for commercial and tourism purposes and amends SUZ Schedule 7 for accommodation purposes.

- How does the amendment support or implement the Local Planning Policy Framework (LPPF)?

It is noted that the current LPPF was recently reviewed with a revised LPPF prepared and exhibited late 2008. Both the current and proposed MSS were therefore analysed and considered in the preparation of Latrobe Regional Airport amendment documents. It is noted that the proposed Amendments to the Local Planning Policy Framework in its current form will be altered subsequent to the approval and inclusion of the revised LPPF as proposed by Amendment C62. This will be undertaken in a policy neutral manner, whereby the intent and directions provided by the amendment will not be altered.

**Clause 21.03-2 La Trobe Strategy Plan Vision** states that Latrobe City should become known as:

- A key regional centre in Victoria's well established network of urban areas, connected to Melbourne and the other cities in the network by excellent transport linkages and high capacity telecommunications links.
- A cohesive municipal community which:
  - provides the opportunity for rich and varied lifestyles
  - satisfies the community's needs for employment, housing, social interaction, shopping, education, health, entertainment, recreation, leisure and culture; and
  - Provides the means to access these opportunities conveniently by private and public transport.

**Clause 21.04-1 Settlement and urban form – Element 4 Balancing conflicting land uses** objectives are:

- To ensure that new development is not undertaken in such a way as to compromise the effective and efficient use of existing or future infrastructure or resources such as the airport, coal resources, timber production and high quality agricultural land.

**Clause 21.04-9 Infrastructure – Element 3 Latrobe Regional Airport** states that the objectives are:

- To promote and maintain the efficiency and safety of the Latrobe Regional Airport.
- To ensure that the operation of the Latrobe Regional Airport is not detrimental to any use or development permitted in the area.
- To ensure that non-compatible development does not encroach upon the operations of the Latrobe Regional Airport.

The amendment supports all the above clauses by introducing the DDO schedules to protect approach and take off paths at the Latrobe Regional Airport. It also, introduces the Latrobe Regional Airport Master Plan 2009 as a reference document to facilitate development in an orderly fashion for commercial and tourism purposes and amends SUZ Schedule 7 to enable aviation related accommodation at the Latrobe Regional Airport.

The preparation of Latrobe Regional Airport Master Plan 2009 amendment documentation and its introduction to the Latrobe Planning Scheme is consistent with the revised LPPF as presented by proposed Amendment C62. It is again noted that the proposed Amendments to the Local Planning Policy Framework in its current form will be altered subsequent to the approval and inclusion of the revised LPPF as proposed by Amendment C62. This will be undertaken in a policy neutral manner.

- Does the amendment make proper use of the Victoria Planning Provisions?

The amendment has been prepared with reference to the:

- VPP Practice Notes Writing Schedules, May 2000
- VPP Practice Notes Incorporated and Reference Documents, August 2000
- VPP Practice Notes Format of MSS, February 1999
- VPP Practice Notes Applying the Special Use Zone, February 1999
- General Practice Note Strategic Assessment Guidelines, April 2008

The Design and Development Overlay is an appropriate VPP tools for controlling development in this situation. It is commonly used for this purpose at many airports around Victoria.

- How does the amendment address the views of any relevant agency?

Consultation has been undertaken with key stakeholders in April 2009 including relevant agencies to inform the Latrobe Regional Airport 2009 Master Plan which has informed this amendment.

It is anticipated that the views of relevant agencies will be submitted to Latrobe City Council during the public exhibition process.

- What impact will the new planning provisions have on the resource and administrative costs of the responsible authority?

The amendment may result in a slight increase in the number of planning permit applications received by Council, but any increase would not be significant. Any increase in administration costs would be justified by the long term strategic benefits of the amendment.

#### **Where you may inspect this Amendment.**

The amendment is available for public inspection, free of charge, during office hours at the following places:

Corporate Headquarters  
141 Commercial Road  
MORWELL VIC 3840

Traralgon Service Centre  
34-38 Kay Street  
TRARALGON VIC 3844

Moe Service Centre  
44 Albert Street  
MOE VIC 3825

Churchill Community Hub  
9 – 11 Philip Parade  
CHURCHILL VIC 3842

The amendment can also be inspected free of charge at the Department of Planning and Community Development web site at [www.dpcd.vic.gov.au/planning/publicinspection](http://www.dpcd.vic.gov.au/planning/publicinspection).

**ATTACHMENT 8**

**FINAL REPORT – LATROBE REGIONAL AIRPORT MASTER PLAN 2009**

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**11.3.5 PLANNING PERMIT APPLICATION 2009/236 - SEVEN (7) LOT  
SUBDIVISION AND CREATION OF COMMON PROPERTY, 1-6/66  
LAFAYETTE STREET, TRARALGON**

**AUTHOR:** General Manager Built and Natural Environment Sustainability  
**(ATTACHMENT - YES)**

**1. PURPOSE**

The purpose of this report is to determine Planning Permit Application 2009/236 for a seven (7) lot subdivision and creation of common property at Lot 2 on Plan of Subdivision 070203, more commonly known as 1-6/66 Lafayette Street, Traralgon.

**2. DECLARATION OF INTERESTS**

No officer declared an interest under the *Local Government Act* 1989 in the preparation of this report.

**3. POLICY IMPLICATIONS**

This report is consistent with Council's Latrobe 2021 vision document and the Council Plan 2009-2013.

*Latrobe 2021 and Council Plan 2009-2013*

*Strategic Objective – Sustainability*

To promote the responsible and sustainable care of our diverse built and natural environment for the use and enjoyment of the people who make up the vibrant community of Latrobe Valley. To provide leadership and to facilitate a well connected, interactive economic environment in which to do business.

*Community Outcome – Built Environment Sustainability*

By developing clear directions and strategies through consultation with the community ensuring sustainable and balanced development.

*Strategic Action – Infrastructure Development*

Strive to ensure all proposed developments enhance the liveability and sustainability of the community.

The proposal has been considered against Amendment C62 – Latrobe Planning Scheme Review. The discussions and recommendations of this report are consistent with Amendment C62.

### *Legislation*

The provisions of the *Planning and Environment Act 1987* (the Act) and the Latrobe Planning Scheme (the Scheme) apply to this application. This report is consistent with the Act and the Scheme.

## 4. **BACKGROUND**

### 4.1 **SUMMARY**

Land: 1-6/66 Lafayette Street, Traralgon, known as Lot 2 on Plan of Subdivision 070203  
Proponent: Beveridge Williams and Co. Pty Ltd  
Zoning: Residential 1 Zone  
Overlay: No overlays affect the subject land

A Planning Permit is required to subdivide land in the Residential 1 Zone in accordance with Clause 32.01-2 of the Scheme.

### 4.2 **PROPOSAL**

It is proposed to subdivide a single allotment into seven individual lots and to create two areas of common property.

Proposed Lots 1, 2 and 3 are to each be in two parts. Part 1 of each allotment is to contain a single attached dwelling and Part 2 is to contain a single car parking space to be utilised by the residents of these dwellings.

Proposed Lots 4, 5 and 6 are to each contain a single attached dwelling and a car parking space.

Proposed Lot 7 is irregular in shape, will be vacant and will have a total area of 267 square metres.

The main common property area will contain a shared driveway that is to be utilised by all lots to be created. The total area of this common property is 443 square metres. A smaller common property area will also be created that will contain meters, letterboxes, bins, etc.

This common property area will measure 31 square metres.

Subject Land:

The subject site is irregular in shape with a total area of approximately 1,600 square metres. The land is relatively flat and contains no remnant native vegetation.

On site is a single storey building that contains four dwellings, a single storey building that contains two dwellings, and a carport that is capable of accommodating three car parking spaces.

Access to the site is gained via an existing 3.5 metre wide driveway crossover to Lafayette Street.

A drainage and sewerage easement extends along the eastern boundary of the subject site and a portion of the northern boundary.

No restrictive covenants, caveats or Section 173 Agreements are registered on certificate of title.

Surrounding Land Use:

- North: Single dwelling and ancillary outbuilding on a lot of approximately 730 square metres.
- South: Single dwelling and ancillary outbuilding on a lot of approximately 1,180 square metres.
- East: Single dwelling and ancillary outbuilding on a lot of approximately 850 square metres.
- West: Road – sealed with kerb and channel (Lafayette Street) and a single dwelling and ancillary outbuilding on a lot of approximately 725 square metres.

#### **4.3 HISTORY OF APPLICATION**

The application was received by Council on 22 June 2009.

The application was advertised on 6 July 2009 to adjoining and adjacent landowners and occupiers pursuant to Section 52(1)(a) of the Act and an A3 sign was placed on site for a minimum of 14 days pursuant to Section 52(1)(d) of the Act.

Following the advertising of the application, one submission was made in the form of an objection.

A planning mediation meeting was organised for 17 September 2009. The objector did not attend the meeting. Therefore, consensus was not reached between the parties, which would have allowed the matter to be determined by officer delegation, therefore requiring a decision by Council.

#### **4.4 LATROBE PLANNING SCHEME**

##### **State Planning Policy Framework**

Clause 16.01 'Residential development for single dwellings' contains the following 'Objective':

- *'To encourage subdivisions in locations with access to physical and community infrastructure and providing a range of lot sizes, a convenient and safe road network, appropriate pedestrian and cycle paths, sufficient useable public open space and low vulnerability to fire'.*

Clause 18.09 'Water supply, sewerage and drainage' contains the following 'Objective':

- *'To plan for the provision of water supply, sewerage and drainage services that efficiently and effectively meet State and community needs and protect the environment'.*

Clause 19.01 'Subdivision' contains the following 'Objective':

- *'To ensure the design of subdivisions achieves attractive, livable and sustainable neighbourhoods'.*

##### **Local Planning Policy Framework**

###### **Municipal Strategic Statement (Clause 21)**

Clause 21.01 (Municipal Profile):

Under 'Urban settlement and form' (Clause 21.03-3) it is recognised that:

- *'The three main urban settlements of Moe, Morwell and Traralgon are located along a linear spine of the main transport corridor formed by the Princes Freeway and the Melbourne railway line'.*



and under 'Housing' (Clause 21.01-7) it is stated:

- *'The diversity in housing types available in the municipality contributes to the lifestyle choices provided and the overall attractiveness of the municipality as a place to live and invest'.*

Clause 21.02 (Key Influences):

Under 'Housing' (Clause 21.02-2) it is stated:

- *'Social and economic trends should increase the need for a more diverse housing stock in urban areas, with an increasing need for well designed medium density accommodation'.*

Clause 21.03 (Vision – Strategic Framework):

The Latrobe Strategy Plan (Clause 21.03-3) has been prepared under the MSS and sets out a number of strategies for 'Urban and rural settlement', one of which is to:

- *'Consolidate development within and around the existing towns and villages and avoid unnecessary urban expansion and rural subdivision'.*

Clause 21.04 (Objectives/Strategies/Implementation):

Clause 21.04-1 has a 'Containment' objective (Element 2) to encourage contained urban development within distinct boundaries and maximise the use of existing infrastructure. Strategies to implement this include:

- *'To have regard to the local structure plans which identify the development opportunities in well serviced locations within and around the existing towns and seek to avoid the pressure for inefficient and expensive to service inter town development';*  
*and*
- *'Encourage consolidation of urban settlement within the urban zoned boundaries'.*

Clause 21.04-4 has a 'Containment and renewal' objective (Element 1) to contain new residential subdivision within residential areas shown on the local structure plans for each town. Strategies to implement this include:

- *'Support new residential subdivisions within the existing zoned land provided they contribute to the integrated development of the neighbourhood or town'; and*
- *'Encourage well designed, infill residential development throughout the existing urban area, especially in locations close to activity centres, areas of open space and areas with good public transport accessibility'.*

Clause 21.04-4 has a 'Housing choice' objective (Element 2) to encourage a wider variety of housing types, especially smaller and more compact housing, to meet the changing housing needs of the community. Strategies to implement this include:

- *'Encourage diversity of dwelling type to provide greater choice and affordability'; and*
- *'Through demonstration projects, facilitate the provision of a variety of demonstration houses designed for smaller households and for the elderly'.*

#### Local Planning Policy (Clause 22)

Clause 22.06 (Urban Residential Land Supply):  
The policy basis and objectives identify the concepts of the MSS as outlined above, and has a 'Policy basis':

- *'The containment and consolidation of urban areas'.*

'Objective':

- *'To encourage consolidation within the defined urban boundaries'.*

'Policy':

- *'The strategic land use framework plans be used for each town and community to assist in co-ordinated land use and development planning'.*

#### **Zoning**

The subject site is zoned 'Residential 1'. Pursuant to Clause 32.01-2 of the Scheme, a planning permit is required to subdivide land. The proposal must also meet the requirements of Clause 65 (Decision Guidelines). The 'Purpose' of the Residential 1 Zone is:

- *'To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies';*
- *'To provide for residential development at a range of densities with a variety of dwellings to meet the housing needs of all households';*
- *'To encourage residential development that respects the neighbourhood character'; and*
- *'In appropriate locations, to allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs'.*

### **Overlay**

No overlays affect the subject land.

### **Particular Provisions**

Clause 56 Residential Subdivision:

The 'Purpose' of Clause 56 'Residential subdivision' is:

- *'To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies';*
- *'To create livable and sustainable neighbourhoods and urban places with character and identity';*
- *'To achieve residential subdivision outcomes that appropriately respond to the site and its context for':*
  - *'Metropolitan Melbourne growth areas';*
  - *'Infill sites within established residential areas';*
  - and
  - *'Regional cities and towns'; and*
- *'To ensure residential subdivision design appropriately provides for':*
  - *'Policy implementation';*
  - *'Livable and sustainable communities';*
  - *'Residential lot design';*
  - *'Urban landscape';*
  - *'Access and mobility management';*
  - *'Integrated water management';*
  - *'Site management'; and*
  - *'Utilities'.*

**Decision Guidelines** (Clause 65):

The Responsible Authority must decide whether the proposal will produce acceptable outcomes in terms of the 'Decision Guidelines' of Clause 65. In accordance with Clause 65.01 of the Scheme, the Responsible Authority must consider, as appropriate:

- *'The matters set out in Section 60 of the Act';*
- *'The State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies';*
- *'The purpose of the zone, overlay or other provision';*
- *'Any matter required to be considered in the zone, overlay or other provision';*
- *'The orderly planning of the area';*
- *'The effect on the amenity of the area';*
- *'The proximity of the land to any public land';*
- *'Factors likely to cause or contribute to land degradation, salinity or reduce water quality';*
- *'Whether the proposed development is designed to maintain or improve the quality of stormwater within and exiting the site';*
- *'The extent and character of native vegetation and the likelihood of its destruction';*
- *'Whether native vegetation is to be or can be protected, planted or allowed to regenerate'; and*
- *'The degree of flood, erosion or fire hazard associated with the location of the land and the use, development or management of the land so as to minimise any such hazard'.*

**Incorporated Documents** (Clause 81):

No incorporated documents apply to this application.

**Relevant Proposed Planning Scheme Amendments:**

The proposal has been considered against Amendment C62 – Latrobe Planning Scheme Review. The discussions and recommendations contained within this report are consistent with Amendment C62.

**5. ISSUES**

Strategic direction of the State and Local Planning Policy Frameworks:

It is considered that the application complies with the State and Local Planning Policy Frameworks.

'Purpose' and 'Decision Guidelines' of the Residential 1 Zone:

It is considered that the application complies with the 'Purpose' and 'Decision Guidelines' of the Residential 1 Zone as the zone seeks to provide for residential development at a range of densities. The proposed plan of subdivision achieves this outcome. The Residential 1 Zone requires the application to comply with the 'Purpose' and 'Objectives' of Clause 56.

The 'Purpose' and 'Objectives' of Clause 56 'Residential Subdivision':

It is considered that the application complies with the 'Purpose' and 'Objectives' of Clause 56 'Residential Subdivision' (refer to Attachment 4 for a detailed Clause 56 Assessment).

Clause 65 (Decision Guidelines):

It is considered that the application complies with Clause 65 'Decision Guidelines'.

The application received one submission in the form of an objection.

Issues raised by submitters:

1. The proposal will result in less on-site car parking at the subject site and will result in more frequent parking of cars on the nature strip at adjoining properties, which results in damage to the grass.

Officer comment:

Each of the six existing dwellings are provided with car parking that satisfies the requirements of the ResCode provisions of the Latrobe Planning Scheme. Any future dwelling on proposed Lot 7 will require planning approval and will be required to meet Standard A9 'Parking Objective' of Clause 54 (the ResCode provisions for 'One dwelling on a lot').

2. The dwelling to be built on proposed Lot 7 will overlook an adjoining property, resulting in a loss of privacy.

Officer comment:

This application for a planning permit does not include the construction of a dwelling on proposed Lot 7. Any future dwelling on proposed Lot 7 will require planning approval and will be required to meet Standard A15 'Overlooking Objective' of Clause 54. A plan was provided with the application to indicate that a dwelling could be built on site that complied with the objectives and standards of ResCode.

3. It appears that the stormwater runoff at the subject site is not appropriately drained and runoff is sometimes directed into the adjoining landowner's yard. An additional lot will increase this issue.

Officer comment:

Internal officer comments were sought from Council's Project Services Team who assessed the stormwater and drainage of the subject site. Appropriate conditions were provided to be placed on any subsequent permit to ensure stormwater and site drainage are dealt with in an appropriate manner.

4. The subdivision will result in the adjoining landowner's property being devalued.

Officer comment:

This is not considered a valid ground of objection unless it can be justified by a sworn professional valuation, and is usually not considered a ground for refusal when considered in VCAT hearings. As no sworn professional valuation was submitted, this objection is outside the realms of matters to be considered by this application.

5. The units are rented to tenants. Some tenants have caused issues such as:
  - a) Playing of loud music during the night.
  - b) Use of a loud motorbike in the shared driveway at the subject site.
  - c) Rubbish being thrown into the neighbouring landowner's yard.
  - d) Tenants belongings ending up in the neighbouring landowner's yard which were then retrieved without the owners' permission.

Officer comment:

The provision of rental properties is not identified by the *Planning and Environment Act 1987* as a valid planning objection and therefore this objection is outside the realms of matters to be considered by this application.

**6. FINANCIAL AND RESOURCES IMPLICATIONS**

Additional resources or financial cost will only be incurred should the planning permit application require determination at the Victorian Civil and Administrative Tribunal (VCAT).

**7. INTERNAL / EXTERNAL CONSULTATION**

*Engagement Method Used:*

Notification:

The application was advertised pursuant to Section 52(1)(a) and Section 52(1)(d) of the Act. Notices were sent to all adjoining and adjacent landowners and occupiers and an A3 notice was displayed on site for 14 days.

External:

The application was referred under Section 55 of the Act to Gippsland Water, Telstra and SP AusNet, who gave consent to the granting of a planning permit, subject to appropriate conditions.

The application was also referred to APT O&M Services Pty Ltd under Section 55 of the Act. This Authority gave consent to the granting of a planning permit without conditions.

Internal:

Internal officer comments were sought from Council's Project Services Team and Municipal Building Surveyor.

Council's Project Services Team gave consent to the granting of a planning permit, subject to appropriate conditions. The Municipal Building Surveyor gave consent without conditions.

*Details of Community Consultation following Notification:*

Following the advertising of the application, one submission in the form of an objection was received.

A planning mediation meeting was arranged for 17 September 2009 to allow the permit applicant and objectors to meet and discuss the application and relevant issues. However, the objector failed to attend the meeting after being contacted and notified of the meeting details. It was then requested by the permit applicant to present this application to Council for a decision to avoid further delays.

Consensus was not reached between the parties, which would have allowed the matter to be determined by officer delegation, therefore the matter requires a decision by Council.

## **8. OPTIONS**

Council has the following options in regard to this application:

1. Issue a Notice of Decision to Grant a Permit; or
2. Issue a Refusal to Grant a Permit.

Council's decision must be based on planning grounds, having regard to the provisions of the Latrobe Planning Scheme.

## **9. CONCLUSION**

The proposal is considered to be:

- Consistent with the strategic direction of the State and Local Planning Policy Frameworks;
- Consistent with the 'Purpose' and 'Decision Guidelines' of the Residential 1 Zone;
- Consistent with the 'Purpose' and 'Objectives' of Clause 56 (Residential Subdivision);
- Consistent with Clause 65 (Decision Guidelines); and
- The objection received has been considered against the provisions of the Latrobe Planning Scheme and the relevant planning concerns have been considered and the objections do not form planning grounds on which the application should be refused.



## 10. RECOMMENDATION

That Council DECIDES to issue a Notice of Decision to Grant a Permit, for the a seven (7) lot subdivision and creation of common property at Lot 2 on Plan of Subdivision 070203, more commonly known as 1-6/66 Lafayette Street, Traralgon, with the following conditions:

1. The layout of the subdivision as shown on the endorsed plan must not be altered without the permission of the Responsible Authority.

*Engineering Subdivision Conditions:*

2. All existing and proposed easements and sites for existing and required utility services must be set aside in favour of the relevant Authority for which the easement or site is to be created on the plan of subdivision submitted for certification under the Subdivision Act 1988.

3. Prior to certification of the plan of subdivision, design plans with computations must be submitted to and approved by the Responsible Authority. The design plans must be prepared in accordance with the requirements of Latrobe City Council's Design Guidelines for Infrastructure Development and must provide for the following:

- a) how the land will be drained for the 1 in 5 year ARI storm event;
- b) underground pipe drains to convey stormwater to the legal point of discharge; and
- c) provision of car parking bays in accordance with AS2890.1 Off street car parking facilities.

When approved, the plans will be endorsed and will then form part of the permit. Note that no new drainage connection to the kerb and channel in Lafayette Street is permitted.

4. Prior to the issue of Statement of Compliance, the following works must be provided to the satisfaction of the Responsible Authority:

- a) construction of drainage detailed in the approved drainage discharge plan; and
- b) linemarking and delineation of car parking bays in common property areas.

Any construction works on the land must be carried out in a manner that does not result in damage to existing Council assets and does not cause detriment to adjoining owners and occupiers.

***Gippsland Water Subdivision Conditions:***

5. Prior to the issue of Statement of Compliance, the owner/applicant must meet the following requirements:
- a) Pay to Gippsland Water contributions for Headwork charges and Outfall/Disposal charges for the change in development of the land. These charges are based on Gippsland Water's current rates and reflect the additional loading placed on the water and sewerage reticulation systems by this development.
  - b) Provide water and wastewater services to Gippsland Water's minimum supply standards, unless otherwise agreed with by Gippsland Water.
  - c) Install a master meter and separate slave meters for each of the lots to the satisfaction of Gippsland Water. As Constructed details showing the location of the installed services are required to be submitted to Gippsland Water. (The existing meter 06BK000125 will need to be capped at the main and re-utilised as a slave meter for lot 1).
  - d) Create easements for Pipeline or Ancillary Purposes in favour of the Central Gippsland Region Water Corporation over all existing sewerage works located within the subdivision.
  - e) Provide Gippsland Water with a copy of the Owners Corporation Schedule.
  - f) The certified plan of subdivision must create easements, under Section 12(2) of the Subdivision Act, over all existing water and sewerage works within the subdivision.
  - g) Any plan of subdivision of the subject land lodged for certification shall be referred to Gippsland Water under Section 8(1) of the Subdivision Act 1988.
  - h) As constructed details showing the location of the installed internal sewer service for Lot 7 is required to be submitted to Casey Services via facsimile on 9835 5515 and a copy to Gippsland Water on facsimile 5174 5174.

***Telstra Subdivision Conditions:***

6. Prior to the issue of Statement of Compliance, the owner/applicant must meet the following requirements:
- a) That the plan of subdivision submitted for certification be referred to Telstra in accordance with Section 8 of the Subdivision Act 1988.

***SP AusNet Subdivision Conditions:***

7. Prior to the issue of Statement of Compliance, the owner/applicant must meet the following requirements:
- a) Enter into an agreement with SPI Electricity Pty Ltd for the extension, upgrading or rearrangement of the electricity supply to lots on the plan of subdivision. A payment to cover the cost of such work will be required.
  - b) Provide electricity easements internal and external to the subdivision in favour of SPI Electricity Pty Ltd to service the lots on the plan of subdivision and/or abutting lands as required by SPI Electricity Pty Ltd. The provision of reserves for electricity substations may also be required.

***Expiry of Permit:***

8. This permit will expire if:
- a) the plan of subdivision is not certified within 2 years of the date of this permit; or
  - b) the registration of the subdivision is not completed within 5 years of certification.

The Responsible Authority may extend the time if a request is made in writing before the permit expires or within three months afterwards.

**Note:** The commencement of the subdivision is regarded by Section 68(3A) of the Planning and Environment Act 1987 as the certification of the plan, and completion is regarded as the registration of the plan.

***Engineering Subdivision Note:***

**Note 1.** Any drainage connection into a Council stormwater drain requires the approval of the Responsible Authority prior to the works commencing. The applicant must obtain a Council Works permit for new connections to Council drains and these works are to be inspected by the Responsible Authority.

***Telstra Subdivision Notes:***

**Note 2.** Approval does not cover alterations to existing Telstra Plant or Network. Locations of existing network can be obtained from Dial Before You Dig – Ph: 1100.

**Note 3.** For co-ordinated Telstra plant reticulation in this development, please refer to [www.telstrasmartcommunity.com](http://www.telstrasmartcommunity.com) to Register your Development and Apply for Reticulation.

***SP AusNet Subdivision Note:***

**Note 4. The existing overhead service to the front property (which is in the Body Corporate) will need to be relocated to the group metering location to comply with the Service and Instillation Rules. Your REC can confirm with the local Electrical Instillation Inspector and comply with the Service and Instillation Rules in relation to the supply of multi unit sites within common property.**

**Moved:** Cr Fitzgerald

**Seconded:** Cr White

**That the Recommendation be adopted.**

**CARRIED UNANIMOUSLY**

**ATTACHMENTS**

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**11.3.6 PLANNING PERMIT APPLICATION 2009/331 - USE OF THE  
LAND FOR A RESTRICTED RECREATION FACILITY, WILGA  
CRESCENT, TRARALGON**

This item was considered earlier in the meeting.

# **COMMUNITY LIVEABILITY**

**11.5.1 CULTURAL AND LINGUISTIC DIVERSITY ACTION PLAN 2010-2013****AUTHOR:** General Manager Community Liveability**(ATTACHMENT – YES)****1. PURPOSE**

The purpose of this report is to seek Council's approval to release the draft Cultural and Linguistic Diversity Action Plan 2010-2013 for public comment.

**2. DECLARATION OF INTERESTS**

No officer declared an interest under the *Local Government Act* 1989 in the preparation of this report.

**3. POLICY IMPLICATIONS**

This report is consistent with Council's Latrobe 2021 vision document and the Council Plan 2009-2013.

*Latrobe 2021 and Council Plan 2009-2013*

*Strategic Objective – 4 Community Capacity Building*

To promote Latrobe Valley as a strong diverse community that is positive about its future through advocacy, leadership, partnerships, inclusiveness and participation.

*Community Outcome – 4.2 Partnerships and Inclusiveness*

By encouraging a diversity of social, cultural and community activities that promote inclusiveness and connectedness.

*Strategic Action – 4.2.1*

Ensure the Latrobe Valley supports social and family life by promoting rights and diversity.

*Strategic Action – 4.2.2*

Promote and support an increase in the level of inclusion for older people, young people, the Koorie community, people from culturally and linguistically diverse backgrounds and people with a disability or mental awareness.



*Policy – Community Access and Inclusion Policy 09 POL-3*

Policy Goal – The Cultural and Linguistic Diversity Action Plan aims to ensure Latrobe City services, information and facilities are inclusive of people from diverse cultural backgrounds, in accordance with the Charter of Public Service in a Diverse Society.

#### 4. **BACKGROUND**

The key purpose of the draft Cultural and Linguistic Diversity Action Plan 2010-2013 is to ensure that Latrobe City Council services, information and facilities are inclusive of people from diverse backgrounds.

Council has a strong commitment to building an inclusive and cohesive community. The draft Cultural and Linguistic Diversity Action Plan 2010-2013 describes Council's commitment to recognising, valuing and supporting cultural and linguistic diversity in Latrobe City.

This draft Action Plan uses a strategic approach to ensure that Council meets the needs of our diverse Latrobe City community, and that cultural and linguistic diverse members of the community have access to culturally relevant and sensitive services provided by Council.

The original Cultural and Linguistic Diversity Action Plan was adopted by Council in 2004 and revised in 2006.

The document is intended to be a long term internal Action Plan to guide Council's response to cultural and linguistic diversity. As such, this draft Action Plan is likely to evolve over time to reflect socio-demographic changes in the population profile of Latrobe City.

The draft Action Plan and has been developed with an emphasis on collaboration with key internal and external stakeholders, including the Cultural Diversity Reference Committee.

#### 5. **ISSUES**

The draft Cultural and Linguistic Diversity Action Plan 2010-2013 has been developed following a process of consultation with key internal and external stakeholders. The plan is a whole-of-council approach to provision of inclusive and culturally appropriate services, programs, resources and facilities by Latrobe City Council.

The draft Latrobe City Council Cultural and Linguistic Diversity Action Plan 2010-2013 is founded on the four principles within the Victorian Multicultural Commission Community Accord.

These principles are:

1. Respect all ethnic, cultural, religious and linguistic communities.
2. Seek opportunities to work together to re-affirm our similarities as human beings and the fundamental principals which unite us as Victorians.
3. Advocate for the elimination of racial and religious intolerance.
4. Reject all forms of racial and religious vilification, violence, harassment and unlawful discrimination.

In early 2006, Council resolved to be a signatory to, and affirm the principles, spirit and intent of this Accord. The Community Accord reaffirms "... faith in fundamental human rights, in the dignity and worth of the human person, and in the equal rights of men and women". The Accord also emphasises respect for all ethnic, cultural, religious and linguistic communities and the need to promote respect for diversity across the community.

Latrobe City through its leadership in signing the Accord continues to demonstrate its commitment to the community and understanding of and respect for diversity. It also reaffirms the importance of recognising the beliefs of others.

To achieve these outcomes, the document sets out a detailed three year action plan based on five objectives that were selected to frame Council's commitment to cultural and linguistic diverse communities. They are:

1. Equal access to services, resources and facilities for all our residents.
2. Active community consultation and participation.
3. Celebrating and valuing community diversity and cultural expression.
4. Leadership and Advocacy.
5. Sustaining the Global City.

Items included within the draft Action Plan include existing Council activities, improvements to Council services and new initiatives. The following table provides a summary of the proposed objectives and the associated initiatives. Specific actions linked to these objectives and initiatives can be found within the draft document.

<b>Objectives</b>	<b>Initiatives</b>
<b><i>Equal access to services, resources and facilities for all our residents</i></b>	<ul style="list-style-type: none"> <li>• Enhance inclusiveness of core services</li> <li>• Provide grants and sponsorships</li> <li>• Undertake social planning</li> <li>• Commit to continuous improvement</li> </ul>
<b><i>Active community consultation and participation</i></b>	<ul style="list-style-type: none"> <li>• Provide accessible communications</li> <li>• Provide access to interpreter services</li> <li>• Encourage use of bilingual staff</li> <li>• Undertake inclusive community engagement</li> <li>• Provide accessible venues and facilities</li> </ul>
<b><i>Celebrating and valuing community diversity and cultural expression</i></b>	<ul style="list-style-type: none"> <li>• Contribute to major events celebrating diversity</li> <li>• Support community celebrations of diversity</li> <li>• Showcase diversity in Council programs</li> </ul>
<b><i>Leadership and Advocacy</i></b>	<ul style="list-style-type: none"> <li>• Promote benefits of cultural diversity</li> <li>• Support and address needs of emerging communities</li> <li>• Partner with agencies and different levels of Government</li> <li>• Effectively engage with diverse communities</li> <li>• Develop leadership capacity</li> <li>• Promote the CALD Action Plan</li> </ul>
<b><i>Sustaining the Global City</i></b>	<ul style="list-style-type: none"> <li>• Encourage culturally diverse businesses</li> <li>• Encourage and support international students</li> <li>• Attract international visitors to Latrobe City</li> <li>• Advocate for the economic benefits of cultural diversity</li> </ul>

## **6. FINANCIAL AND RESOURCES IMPLICATIONS**

All actions included within the draft Cultural and Linguistic Diversity Action Plan 2010-2013 are proposed to be delivered within recurrent Council expenditure and resources. Actions will be included within organisational business plans as appropriate over the term of this Action Plan.

It is proposed that the draft Action Plan has a three year life, although many of the specific actions would be implemented within the first year. The document will be subject to annual review, including input and advice from the Cultural Diversity Reference Committee and relevant Council staff.

## 7. INTERNAL / EXTERNAL CONSULTATION

### *Engagement Method Used:*

Development of the draft Cultural and Linguistic Diversity Action Plan 2010-2013 involves two phases of community consultation. Phase one has already been undertaken and included consultation with review groups and personal briefings.

### *Details of Community Consultation / Results of Engagement:*

Phase one sought input into the development of the draft document through meetings with internal staff groups and members of the Cultural Diversity Reference Committee. It has encompassed formal and informal consultation undertaken by individual members within their respective organisations and with interested individuals.

Feedback received during phase one indicates that the draft Action Plan is well supported and is viewed as a positive mechanism to achieve its stated purpose.

This Council report is to request that phase two of the community consultation process commences by releasing the draft Action Plan to the community for comment. A media release will be circulated to local media outlets and the draft Action Plan will be made available at Latrobe City Council service centres, as well as being available on the web page.

It is proposed this community consultation process will extend from 9 December 2009 to 25 February 2010. The final Cultural and Linguistic Diversity Action Plan 2010-2013 will be presented to Council for consideration at the Ordinary Council Meeting to be held on 22 March 2010, incorporating input from the community consultation process.

## 8. OPTIONS

In order to progress the work of Council and the Cultural Diversity Reference Committee in promoting greater awareness of cultural diversity within the community, Council is encouraged to release this draft Cultural and Linguistic Diversity Action Plan 2010-2013 for community consultation.

The options available to Council include:

1. Release the draft Cultural and Linguistic Diversity Action Plan 2010-2013 for community consultation in line with Council's Community Engagement Policy and Strategy;

2. Amend and release the draft Cultural and Linguistic Diversity Action Plan 2010-2013 for community consultation in line with Council's Community Engagement Policy and Strategy; or
3. Not release the draft Cultural and Linguistic Diversity Action Plan 2010-2013 for community consultation.

## 9. CONCLUSION

The provision of culturally sensitive and appropriate services for the diverse Latrobe City community is a key priority for Council. The draft Cultural and Linguistic Diversity Action Plan 2010-2013 highlights Council's commitment to recognising, valuing and supporting cultural and linguistic diversity.

In order to progress the work of Council and the Cultural Diversity Reference Committee in promoting greater awareness of cultural diversity within the community, Council is encouraged to allow phase two of the community consultation process to commence.

The draft Cultural and Linguistic Diversity Action Plan 2010-2013 is submitted to Council with a request to release the document to the community for public comment.

## 10. RECOMMENDATION

1. **That Council seeks public comment on the draft Cultural and Linguistic Diversity Action Plan 2010-2013 for public comment in accordance with the Community Engagement Policy and Strategy.**
2. **That a further report on the Cultural and Linguistic Diversity Action Plan 2010-2013 be presented to Council at the Ordinary Council Meeting to be held on 22 March 2010, incorporating input from the community consultation.**

**Moved:** Cr Price

**Seconded:** Cr Middlemiss

**That the Recommendation be adopted.**

**CARRIED UNANIMOUSLY**

ATTACHMENT

**DRAFT CULTURAL AND LINGUISTIC DIVERSITY ACTION PLAN 2010-2013**

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# GOVERNANCE

**11.6.1 CONTRACT ACTIVITIES FROM THE PREVIOUS COUNCIL MEETING AND BY THE CHIEF EXECUTIVE OFFICER UNDER DELEGATION**

**AUTHOR:** General Manager Governance  
(ATTACHMENT - **NO**)

**1. DECLARATION OF INTERESTS**

No officer declared an interest under the *Local Government Act* 1989 in the preparation of this report.

**2. DOCUMENTS**

a) The following contracts were awarded at the Ordinary Council Meeting held on 2 November 2009:

ITT NO.	DESCRIPTION	CONTRACTOR	PRICE AWARDED
12701	Footpath Maintenance Program in high, medium and low risk areas of Latrobe City	Ace Earthmoving Unit Trust	\$281,620.75 exclusive of GST

b) The following contracts were awarded at the Ordinary Council Meeting held on 16 November 2009:

ITT NO.	DESCRIPTION	CONTRACTOR	PRICE AWARDED
12704	Provision of Emergency Drainage	Ace Earthmoving Unit Trust	Schedule of rates contract
12724	Pavilion upgrade at Ted Summerton Reserve, Moe	Kirway Constructions Pty Ltd	\$2,001,320.00, including provisional items, exclusive of GST

c) The following contracts were awarded by the Chief Executive Officer under delegation:

ITT NO.	DESCRIPTION	CONTRACTOR	PRICE AWARDED	DATE AWARDED
12675	Reconstruction of Hazelwood Drive, Morwell	HCM Constructions Vic Pty Ltd	\$63,636.00 exclusive of GST	2 November 2009
12723	Drainage works at McMahan Street, Traralgon	HCM Constructions Vic Pty Ltd	\$139,900.00 exclusive of GST	2 November 2009



- d) There were no contracts signed and sealed by the Chief Executive Officer under delegation during this period.
- e) The following variation was approved by the Chief Executive Officer under delegation on 12 November 2009:

CONTRACT NO.	DESCRIPTION	CONTRACTOR	ORIGINAL CONTRACT AMOUNT	PREVIOUS VARIATION AMOUNT	VARIATION AMOUNT	ADJUSTED CONTRACT TOTAL
12671	Design and project management of the Moe Early Learning Centre	Suters Architects Pty Ltd	\$242,800 exclusive of GST	Nil	\$100,255.00 exclusive of GST	\$343,055.00 exclusive of GST

### 3. RECOMMENDATION

**That Council notes this report on contract decisions made at the Ordinary Council Meeting held on 2 November 2009 and 16 November 2009 and by the Chief Executive Officer under delegation on 2 November 2009 and 12 November 2009.**

**Moved:** Cr Lougheed  
**Seconded:** Cr Middlemiss

**That the Recommendation be adopted.**

**CARRIED UNANIMOUSLY**

**11.6.2 DOCUMENTS PRESENTED FOR SIGNING AND SEALING**

**AUTHOR:** General Manager Governance  
**(ATTACHMENT - NO)**

**1. DECLARATION OF INTERESTS**

No officer declared an interest under the *Local Government Act* 1989 in the preparation of this report.

**2. DOCUMENTS**

	Transfer of Land pursuant to the provisions of Section 207D of the <i>Local Government Act</i> 1989 from Latrobe City Council as Transferor to Gordon John Cameron and Fay Lorraine Cameron of Orr Brien Crescent, Traralgon as Transferee for Part of former Road south of part of Lot 29 and being part of the land in Volume 2194 Folio 611, for part of the discontinued laneway at the rear of 9 Short Street, Traralgon, for Consideration of \$1,162.70.
	Transfer of Land pursuant to the Section 45 of the <i>Transfer of Land Act</i> 1958 from MECU Limited (formerly Moe District Credit Union Co-operative Limited) as Transferor to Latrobe City Council as Transferee for the land described in Volume 9627 Folio 178, for Roads R1 and R2 on LP 149971V located off Haigh Street, Moe, for Consideration of \$1.
PP2009/95	Section 173 Agreement pursuant to the <i>Planning and Environment Act</i> 1987 between Latrobe City Council and Jennifer Carol Tunny as Owner of the land described in Certificates of Title 9728 Folios 264 and 265 located at 10 Hoven Drive, Traralgon and 44 Hoven Drive, Traralgon, Lot 11 LP206004 and Lot 10 LP206004 pursuant to Planning Permit 2009/95 dated 5 June 2009 for a Two Lot Re-Subdivision and to ensure that the land will not be further subdivided.

**3. RECOMMENDATION**

1. That Council authorises the Chief Executive Officer to sign and seal the Transfer of Land pursuant to the provisions of Section 207D of the *Local Government Act* 1989 from Latrobe City Council as Transferor to Gordon John Cameron and Fay Lorraine Cameron of Orr Brien Crescent, Traralgon as Transferee for Part of former Road south of part of Lot 29 and being part of the land in Volume 2194 Folio 611, for part of the discontinued laneway at the rear of 9 Short Street, Traralgon, for Consideration of \$1,162.70.

2. That Council authorises the Chief Executive Officer to sign and seal the Transfer of Land pursuant to the Section 45 of the *Transfer of Land Act 1958* from MECU Limited (formerly Moe District Credit Union Co-operative Limited) as Transferor to Latrobe City Council as Transferee for the land described in Volume 9627 Folio 178, for Roads R1 and R2 on LP149971V located off Haigh Street, Moe, for Consideration of \$1.
3. That Council authorises the Chief Executive Officer to sign and seal the Section 173 Agreement pursuant to the *Planning and Environment Act 1987* between Latrobe City Council and Jennifer Carol Tunny as Owner of the land described in Certificates of Title 9728 Folios 264 and 265 located at 10 Hoven Drive, Traralgon and 44 Hoven Drive, Traralgon, Lot 11 LP206004 and Lot 10 LP206004 pursuant to Planning Permit 2009/95 dated 5 June 2009 for a Two Lot Re-Subdivision and to ensure that the land will not be further subdivided.

**Moved:** Cr Lougheed

**Seconded:** Cr Middlemiss

**That the Recommendation be adopted.**

**CARRIED UNANIMOUSLY**

Cr Fitzgerald sought Council's consent to bring Item 15.6 – Feasibility Study into the provision of a Performing Arts and Convention Centre in Latrobe City forward into Open Council.

**Moved:** Cr Fitzgerald

**Seconded:** Cr White

**That Item 15.6 – Feasibility Study into the provision of a Performing Arts and Convention Centre in Latrobe City be brought forward into Open Council.**

**CARRIED UNANIMOUSLY**

**15.6** FEASIBILITY STUDY INTO THE PROVISION OF A PERFORMING ARTS AND CONVENTION CENTRE IN LATROBE CITY

**CONFIDENTIAL – PROPOSED DEVELOPMENTS – s.89(2)(e) AND OTHER – s.89(2)(h) LOCAL GOVERNMENT ACT 1989**

**AUTHOR: General Manager Recreational and Cultural Liveability (ATTACHMENT – YES)**

**1. PURPOSE**

The purpose of this report is to present to Council the Latrobe Performing Arts and Convention Centre Feasibility Study report and to seek approval to release the report for public comment.

**2. DECLARATION OF INTERESTS**

No officer declared an interest under the *Local Government Act 1989* in the preparation of this report.

**3. POLICY IMPLICATIONS**

This report is consistent with Council's Latrobe 2021 vision document and the Council Plan 2009-2013.

*Latrobe 2021 and Council Plan 2009-2013*

*Strategic Objective - Liveability*

To promote and support social, recreational, cultural and community life by providing both essential and innovative amenities, services and facilities within the municipality.

*Strategic Action*

Promote the development of public infrastructure to enhance the Latrobe Valley's cultural liveability.

*Strategic Action*

Ensure Latrobe City's cultural facilities and events are accessible by all people in the community.

*Policy – Performing Arts Policy 09 POL-3*

Latrobe City has a commitment to encouraging the performing arts in recognition of the benefits that derive to the community from such activities. These benefits bring to the community cultural enhancement, provide quality entertainment and also have the potential to create a positive economic impact.

The Council will seek to maximise the use of current facilities in performing arts while continuing to remodel, improve and upgrade those facilities.

#### 4. **BACKGROUND**

At the Ordinary Council Meeting held on 3 March 2008, Council considered a petition requesting that 'Council build a state of the art Performing Arts and Convention Centre'.

At that meeting Council resolved the following:

1. *That Council refers for consideration in the 2008/09 budget process a project to undertake a feasibility study to establish the need for a Performing Arts and Convention Centre and to investigate the best business model to determine its viability.*
2. *That officers seek external funding for a feasibility study to establish the need for a Performing Arts and Convention Centre in Latrobe City and to investigate the best business model to determine its viability.*
3. *That the head petitioner be advised accordingly of Council's decision in relation to the Performing Arts and Convention Centre petition.*

A consultant (CPG Consulting) was appointed and commenced work on the feasibility study in February 2009.

#### 5. **ISSUES**

In undertaking the feasibility study the consultants have:

- Investigated and acquired a thorough understanding of Latrobe City's demographics and growth predictions
- Considered other key regional strategies and structure plans
- Examined tourism figures and trends
- Anticipated projected demand in the region for the types of services and facilities to be developed
- Researched similar centres and facilities in regional Victoria
- Considered other performing arts and convention facilities in the wider Gippsland region
- Reviewed existing Latrobe City facilities and plans
- Undertaken consultation with all key stakeholders and community groups

The report (attached) provides options analyses and financial impact assessments in respect of two site options which are detailed in schematic plans and cost surveys contained within the document.

The two sites options which have been identified in the Latrobe Performing Arts and Convention Centre Feasibility Study report are both considered to be feasible; however each offers a different experience for patrons and visitors.

The option to locate the facility in Traralgon at the corner of Kay and Church Streets offers a strong connection between the CBD and the facility

The option to locate the facility in Morwell adjacent to Kernot Hall and Lake offers the opportunity of developing a destination experience.

## **6. FINANCIAL AND RESOURCES IMPLICATIONS**

Both site options indicate a prospective capital investment of approximately \$12M to proceed with the development. The indicative recurrent operational cost to Council is estimated at approximately \$500K pa in the first year reducing to less than \$400K pa over 5 years. These figures are detailed extensively in the attached report. For the project to proceed, it is likely that funding from both the State and Federal Governments will be required in addition to a Council contribution.

## **7. INTERNAL / EXTERNAL CONSULTATION**

*Engagement Methods Used:*

Communication:

- Advertisement/Media Release
- Website
- Letter

Consultation:

- Public Meetings/Information Sessions
- Personal Briefings
- Independent Consultants

*Details of Community Consultation / Results of Engagement:*

Four public meetings were undertaken and attended by a total of 32 people. 15 closed meetings were conducted with various groups and individuals. Further details regarding this consultation process are provided in the attached report.

*Community Consultation/Engagement proposed following the release of the Latrobe Performing Arts and Convention Centre Feasibility Study report for public comment.*

Communication:

- Advertisement/Media Release
- Website

Consultation:

- Personal Briefings

The public will be invited to comment on the document and respond to the following questions:

- What are the strengths of the options provided in the Latrobe Performing Arts and Convention Centre Feasibility Study report?
- What are the weaknesses of the options provided in the Latrobe Performing Arts and Convention Centre Feasibility Study report?
- What is missing in the Latrobe Performing Arts and Convention Centre Feasibility Study report?

## **8. OPTIONS**

In considering the Latrobe Performing Arts and Convention Centre Feasibility Study report Council has the following options:

1. Approve the release of the report for community and stakeholder consultation.
2. Not approve the release of the report for community and stakeholder consultation.
3. Amend the report and approve the release for community and stakeholder consultation.



## 9. CONCLUSION

The Latrobe Performing Arts and Convention Centre Feasibility Study report is a comprehensive document which provides options analyses, economic impact assessments, schematic plans and cost schedules associated with the development of such a facility.

The project was initiated following the receipt of a petition from the community which contained 643 signatures. There is significant public interest in the outcome of this feasibility study.

## 10. RECOMMENDATION

1. That Council approves the release of the Latrobe Performing Arts and Convention Centre Feasibility Study report for community and stakeholder consultation over a period of ten weeks.
2. That the results of the community and stakeholder consultation on the Latrobe Performing Arts and Convention Centre Feasibility Study report be included in a further report to Council on or before 22 March 2010.

**Moved:** Cr Lougheed

**Seconded:** Cr White

**That the Recommendation be adopted.**

**CARRIED UNANIMOUSLY**

**ATTACHMENT****LATROBE PERFORMING ARTS AND CONVENTION CENTRE  
FEASIBILITY STUDY**

**MEETING CLOSED  
TO THE PUBLIC**

**13.1 MEETING CLOSED TO THE PUBLIC**

**AUTHOR:** General Manager Governance  
**(ATTACHMENT – NO)**

**1. PURPOSE**

The purpose of this report is for Council to consider closing this meeting to the public to allow Council to deal with items which are of a confidential nature.

Section 89(2) of the *Local Government Act* 1989 enables the Council to close the meeting to the public if the meeting is discussing any of the following:

- (a) Personnel matters;
- (b) The personal hardship of any resident or ratepayer;
- (c) Industrial matters;
- (d) Contractual matters;
- (e) Proposed developments;
- (f) Legal advice;
- (g) Matters affecting the security of Council property;
- (h) Any other matter which the Council or Special Committee considers would prejudice the Council or any person;
- (i) A resolution to close the meeting to members of the public.

**2. DECLARATION OF INTERESTS**

No officer declared an interest under the *Local Government Act* 1989 in the preparation of this report.

**3. RECOMMENDATION**

That Council closes this meeting to the public to consider the following items which are of a confidential nature, pursuant to section 89(2) of the *Local Government Act* (LGA) 1989 for the following reasons:

ITEMS	NATURE OF ITEM
15.1 ADOPTION OF MINUTES	(h) - OTHER
15.2 CONFIDENTIAL ITEMS	(h) - OTHER
15.3 AUSTRALIA DAY ADVISORY COMMITTEE - EXPRESSIONS OF INTEREST	(h) - OTHER
15.4 NOMINATIONS FOR THE 2010 AUSTRALIA DAY AWARDS	(h) - OTHER
15.5 COMMUNITY GRANTS REQUEST FROM CHURCHILL BOWLS CLUB	(h) - OTHER
15.6 FEASIBILITY STUDY INTO THE PROVISION OF A PERFORMING ARTS AND CONVENTION CENTRE IN LATROBE CITY	(e) - PROPOSED DEVELOPMENTS AND (h) - OTHER
15.7 ITT 12722 CONSTRUCTION OF ROAD AND CARPARK AT CALLIGNEE COMMUNITY CENTRE	(d) - CONTRACTUAL MATTERS
15.8 ITT 12731 PROVISION OF CONSULTANCY SERVICES FOR THE TRARALGON ACTIVITY CENTRE PLAN	(d) - CONTRACTUAL MATTERS
15.9 ITT 12737 ARBORICULTURAL MAINTENANCE	(d) - CONTRACTUAL MATTERS
15.10 ITT 12740 ALTERATIONS AND ADDITIONS TO THE MORWELL SENIOR CITIZENS CENTRE	(d) - CONTRACTUAL MATTERS

**Moved:** Cr Middlemiss

**Seconded:** Cr Lougheed

**That Council closes this meeting to the public to consider the following items which are of a confidential nature, pursuant to section 89(2) of the *Local Government Act (LGA) 1989* for the following reasons:**

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15.1 ADOPTION OF MINUTES	(h) - OTHER
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15.7 ITT 12722 CONSTRUCTION OF ROAD AND CARPARK AT CALLIGNEE COMMUNITY CENTRE	(d) - CONTRACTUAL MATTERS
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**CARRIED UNANIMOUSLY**

**Meeting Closed to the Public**

**The Meeting closed to the public at 11.01 pm**

**14. TEA BREAK****Adjournment of Meeting**

The Mayor adjourned the Meeting at 11.02 pm for a tea break.

**Resumption of Meeting**

The Mayor resumed the Meeting at 11.11 pm.

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

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"> <li>• 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.</li> </ul>	<ul style="list-style-type: none"> <li>• 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)</li> <li>• Public art suggestions noted.</li> <li>• 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.</li> </ul>
Joe Diamente	<p>Fully supportive of project. Recommendations:</p> <ul style="list-style-type: none"> <li>• Moore Street to be kept as a vehicle priority roadway</li> <li>• Keep at least half the car parks at top end of Moore Street</li> <li>• Skate Park to be kept in current location or relocated to Apex Park.</li> </ul>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• 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).</li> </ul>
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"> <li>• Parking at western end of community centre to be established.</li> <li>• Inconvenient location of parking at the eastern end of George Street.</li> <li>• Skate Park to remain in current location.</li> <li>• Parking at the southern end of George Street to remain.</li> </ul>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• 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)</li> </ul>
Jill Beck	<ul style="list-style-type: none"> <li>• Concerns regarding – expansion of rail corridor, traffic, car parking, commercial/mixed use, pedestrian overpass, Skate Park, fencing, library design.</li> </ul>	<ul style="list-style-type: none"> <li>• Provision of easement for additional rail has been addressed and the key state government stakeholders have contributed to the development of the proposed Masterplan.</li> <li>• Additional parking has been provided at the Western end of George Street to address concerns expressed in relation to parking.</li> </ul>



Name	Key Issues	Officer response
		<ul style="list-style-type: none"> <li>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)</li> <li>Railway overpass for pedestrians would be 24 hr accessible and accommodate motorised scooters in addition to pedestrians.</li> <li>Suggestions about existing steel fence noted.</li> <li>Specific concerns in relation to building design will be considered during detailed design.</li> </ul>
Deidre Carmichael	<p>Support for project – draft concept seems “great”, but identifies concerns with:</p> <ul style="list-style-type: none"> <li>Lack of car parking near Library.</li> <li>Suggestion to replace commercial/mixed use with long bay drive through parking.</li> <li>Question on provision of lifts or elevator in central hub building.</li> <li>Recommends a stand alone toilet near Skate Park.</li> <li>Suggests a sculpture or some type of Town icon near the library.</li> <li>Question of traffic flow along George Street and Moore Street.</li> </ul>	<ul style="list-style-type: none"> <li>Additional parking has been provided at the Western end of George Street to address concerns expressed.</li> <li>Lifts will be provided in multi-story community hub building.</li> <li>Public Toilets will be located in Pavilion building which is in close proximity to Skate Park and inside Community Hub.</li> <li>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.</li> </ul>
David Taylor	<ul style="list-style-type: none"> <li>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.</li> </ul>	<ul style="list-style-type: none"> <li>Future rail needs have been considered and provision addressed. Key state government stakeholders have contributed to the funding and development of the Masterplan.</li> <li>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.</li> </ul>
Moe Service Clubs	<ul style="list-style-type: none"> <li>Location of Transport Interchange should be closer to Moore Street.</li> </ul>	<ul style="list-style-type: none"> <li>Location of transport interchange agreed with VicRoads and Department of Transport.</li> </ul>
Rotary Club	<ul style="list-style-type: none"> <li>Suggestions for Bus route.</li> </ul>	<ul style="list-style-type: none"> <li>Bus Routes to be decided by Department of Transport.</li> </ul>
Apex Club	<ul style="list-style-type: none"> <li>Lack of parking.</li> </ul>	<ul style="list-style-type: none"> <li>Plan amended to provide space for tourist coaches adjacent to railway station.</li> </ul>
Lions Club	<ul style="list-style-type: none"> <li>Tourist coaches parking should be more central.</li> <li>Size of turning circles for buses.</li> <li>No buses or trucks should be allowed in Shared Space.</li> <li>No long bay parking near public toilets has been allocated.</li> <li>Supports bus interchange near train station.</li> <li>Retain library in current location.</li> <li>Skate Park should remain in present location.</li> <li>Future railway development may impact on commuter car park.</li> </ul>	<ul style="list-style-type: none"> <li>Moore Street Shared space allows full vehicular movement.</li> <li>Turning circles will be considered at detailed design stage.</li> <li>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)</li> <li>Easement for future rail needs has been considered and addressed.</li> <li>Increased pedestrian activity is delivering on the principles of Transit Cities and would be a key outcome sought in this Masterplan.</li> </ul>

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

Name	Key Issues	Officer response
	<ul style="list-style-type: none"> <li>Commuter car parking needed now. Undercover waiting area for car and bus pickup.</li> <li>Replace commercial/mixed use with additional parking.</li> <li>Move railway platform to north.</li> <li>Retain eucalypt tree in Servo.</li> </ul>	<ul style="list-style-type: none"> <li>Masterplan amended to note significant Eucalyptus Tree</li> </ul>
Ken Whittaker	<ul style="list-style-type: none"> <li>Against relocation of library.</li> <li>Provide tourist facility as central function.</li> <li>Poor parking for users of library.</li> <li>More toilets required.</li> <li>Long bay parking does not work – must be drive-thru', not angled.</li> </ul>	<ul style="list-style-type: none"> <li>Council resolved at its Ordinary Meeting of 21 September 2009 to include Library services within the Moe Rail Precinct Masterplan.</li> <li>Additional parking has been provided at the Western end of George Street to address concerns expressed in relation to parking.</li> <li>Public Toilets will be provided in both the pavilion building and the community hub.</li> <li>Plan has been amended for long bay parking.</li> <li>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).</li> </ul>
Latrobe City Youth Council	<ul style="list-style-type: none"> <li>Against relocation of Skate Park.</li> <li>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.</li> <li>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.</li> <li>Would like more activities included such as a half-basketball court and public Wi-Fi.</li> </ul>	Noted
Chris Brown	<p>General support of Masterplan, but suggests the following.</p> <ul style="list-style-type: none"> <li>Community Hub should be east of Moore Street, opposite existing two-storey buildings.</li> <li>West of Moore Street, provide space for station duplication/commercial/multi-storey car park/open space.</li> <li>Against inclusion of Skate Park in CBD.</li> <li>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.</li> </ul>	<ul style="list-style-type: none"> <li>Location of community hub based on sound analysis of key principles and consistent with Moe Activity Centre Plan.</li> <li>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)</li> <li>Additional parking has been provided at the Western end of George Street to address concerns expressed in relation to parking.</li> </ul>
David Beltrame	<ul style="list-style-type: none"> <li>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.</li> </ul>	Noted
J and J Yeatman Yeatmans News Agency	<ul style="list-style-type: none"> <li>Not enough commuter parking.</li> <li>Skate Park – against relocation; keep close to police station.</li> </ul>	<ul style="list-style-type: none"> <li>Commuter parking spaces consistent with Department of Transport requirements.</li> <li>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)</li> </ul>
Jean Piper	<ul style="list-style-type: none"> <li>Lack of parking.</li> </ul>	<ul style="list-style-type: none"> <li>Additional parking has been provided at the Western end of George Street to address concerns expressed in relation to parking.</li> </ul>

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

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

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

Name	Key Issues	Officer response
	<ul style="list-style-type: none"> <li>• Against demolition of shops.</li> <li>• Provide landscaped car park in railway area west of Moore St, instead of proposed buildings, as per Peter Aboltin's submission.</li> <li>• Leave open space and trees east of Moore Street as is.</li> <li>• Retain open space south west of station, do not provide commuter car park.</li> </ul>	<ul style="list-style-type: none"> <li>• Existing vegetation and trees will be retained where possible.</li> <li>• Additional commuter parking a requirement of the Department of Transport.</li> </ul>
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"> <li>• 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.</li> <li>• Long bay parking removed from Lloyd Street.</li> </ul>
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	<p>2: Amend Masterplan to prioritize transport infrastructure.</p> <p>3: Redesign Masterplan.</p> <p>4: Relocate proposed Skate Park to Apex Park.</p> <p>5: Against relocation of library and service centre</p> <p>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.</p> <p>6b: Remove community hub building; Skate Park; commercial/mixed use buildings; and active space building from phasing timetable.</p>	<ul style="list-style-type: none"> <li>• Plan delivers an integrated transport hub that is endorsed by all key state government stakeholders.</li> <li>• 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)</li> <li>• Council resolved at its Ordinary Meeting of 21 September 2009 to include Library services within the Moe Rail Precinct Masterplan.</li> <li>• If Masterplan is adopted, detailed design will commence and a funding/governance model developed.</li> </ul>
Michael Breen	<ul style="list-style-type: none"> <li>• Currently operating from single taxi rank of 10 bays along George St east of Moore St, which works well.</li> </ul>	<ul style="list-style-type: none"> <li>• 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.</li> </ul>
Moe Taxis	<ul style="list-style-type: none"> <li>• Masterplan must provide for minimum 10 taxi bays along George St.</li> <li>• Not enough customers at station and Lloyd Street to warrant rank there.</li> <li>• Traffic issues with proposed taxi rank location on George St opposite lane.</li> </ul>	
Christine Waterhouse	<ul style="list-style-type: none"> <li>• Against proposed Skate Park inclusion in plan.</li> <li>• Concerned about loss of parking near shop.</li> </ul>	<ul style="list-style-type: none"> <li>• 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)</li> <li>• Additional parking has been provided at the Eastern and Western ends of George Street to address concerns expressed in relation to parking.</li> </ul>
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"> <li>• Additional parking has been provided at the Western end of George Street to address concerns expressed in relation to parking.</li> </ul>

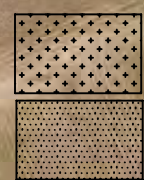
Name	Key Issues	Officer response
	<ul style="list-style-type: none"> <li>• Concerned about loss of car parking in Moore Street shared space.</li> <li>• Location of public car park to the east is too far from Community Hub and central shopping area.</li> </ul>	<ul style="list-style-type: none"> <li>• No net loss in parking in Moore Street.</li> </ul>
Georgia Collings	<ul style="list-style-type: none"> <li>• Support for project and believes improvement to Moe will boost appearance and morale of town.</li> </ul>	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"> <li>- Night time access</li> <li>- Disability access</li> <li>- 24-hour toilet access</li> <li>- Sink &amp; tea making facilities</li> <li>- Seating for 40 people</li> <li>- Suitable tables &amp; equipment for meetings</li> <li>- Floor area or wall space for both permanent and temporary displays</li> <li>- Adequate room &amp; access for installing compactus</li> <li>- Wall space for at least 3 computers &amp; 2 microfiche reader / printers</li> <li>- Power outlets to support the above &amp; casual requirements</li> </ul> <p>Concerned about:</p> <ul style="list-style-type: none"> <li>- lack of parking for visitors, and distance of car park for elderly &amp; disabled</li> <li>- lack of adequate meeting room or lecture room for public events</li> <li>- lack of permanent allocation for MGFHS family history collection or society documents, equipment &amp; other resources;</li> <li>- meeting rooms not large enough, and no meeting room with a kitchen</li> </ul>	<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"> <li>- 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.</li> <li>- Library plan is indicative only and not final design, further consideration of layout will be done at detailed design stage.</li> <li>- Disabled / special purpose parking has been provided in the Library, besides drop-off area in front of library.</li> <li>- Comments noted.</li> </ul>



Name	Key Issues	Officer response
Peter Beasley	<p>Concerns:</p> <ul style="list-style-type: none"> <li>- Less than 3% of Moe population live within 500 metres walking distance of proposed civic hub.</li> <li>- Peak hour traffic movement through proposed Shared Zone does not meet VicRoads guidelines.</li> <li>- Bus interchange &amp; taxi ranks are on opposite side of railway line. Transport hub concept ignored.</li> <li>- No provision for short term parking in former goods yard, as mentioned in the report.</li> <li>- No consideration to enhance pedestrian access from station to north of railway line.</li> </ul> <p>Suggestions:</p> <ul style="list-style-type: none"> <li>- Provide pedestrian underpass from railway station to north side</li> <li>- Bus interchange &amp; taxi ranks should be immediately outside station</li> <li>- Provide covered waiting area for bus/ taxi passengers</li> <li>- Provide kiss-and-ride adjacent to platform</li> <li>- More car parking required at station</li> <li>- Redesign commuter car park per sketch attached with submission</li> <li>- Civic hub should provide for future expansion of railway station</li> <li>- Relocate civic hub to the east, to provide large green park area</li> </ul>	<p>Plan delivers an integrated transport hub that is endorsed by all key state government stakeholders.</p> <ul style="list-style-type: none"> <li>- 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.</li> <li>- 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).</li> <li>- Commuter parking provision is based on figures provided by the Department of Transport.</li> <li>- Comments noted.</li> </ul>
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.

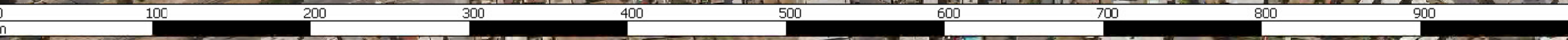


**LEGEND:**



EXISTING COUNCIL PARKING	293
NON-COUNCIL PARKING	938
<b>TOTAL</b>	<b>1231</b>

**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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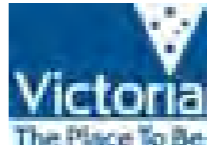
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# 01 Introduction

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

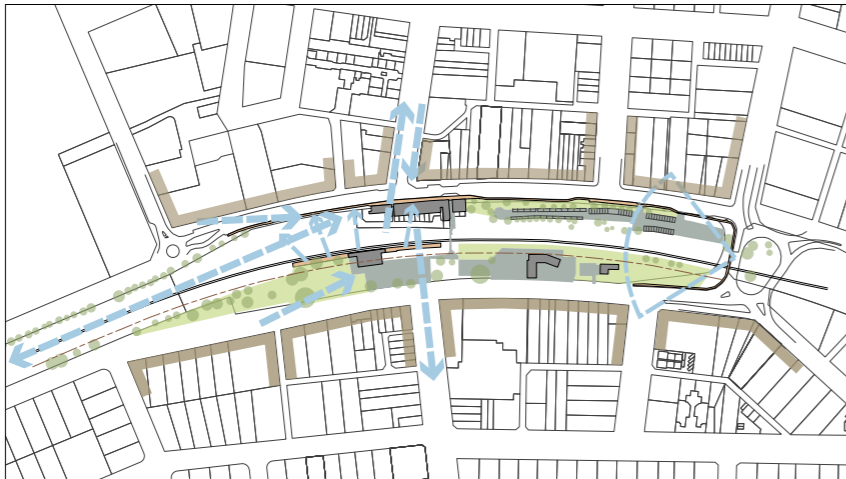


Existing Service Station within the Rail Precinct, on Lloyd Street

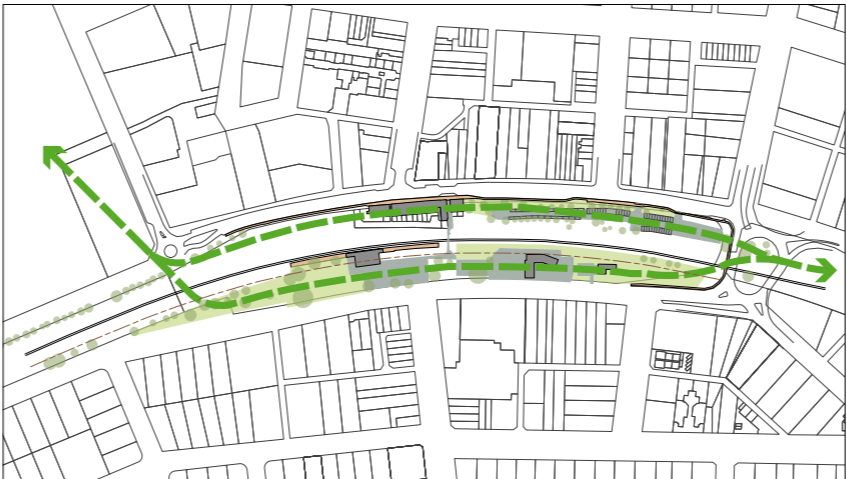


Existing shops on Lloyd Street, facing the Rail Precinct

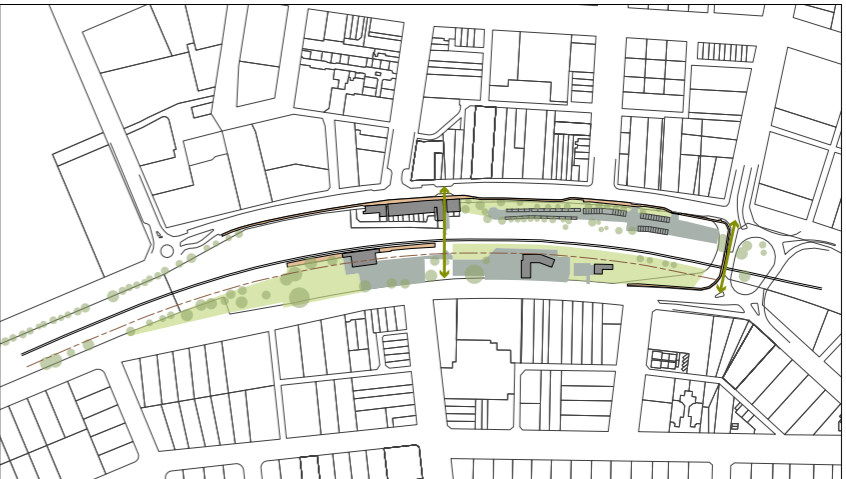
### 3.1 Site Analysis (continued)



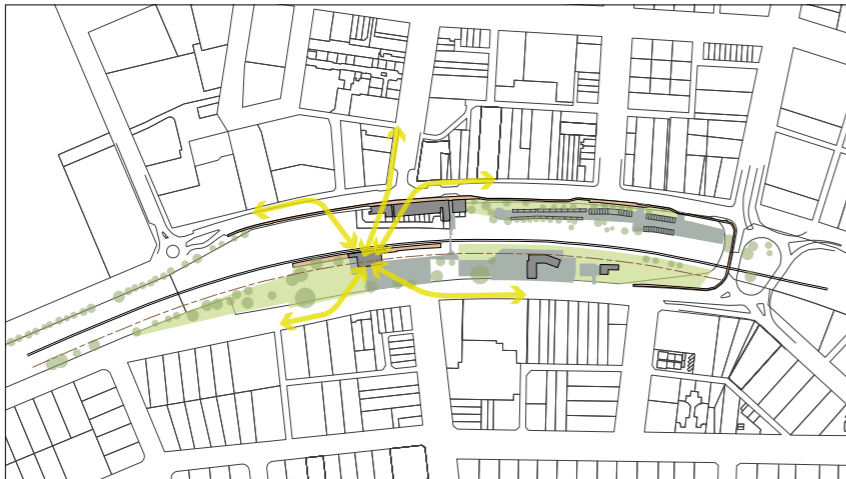
View Corridors and View Lines



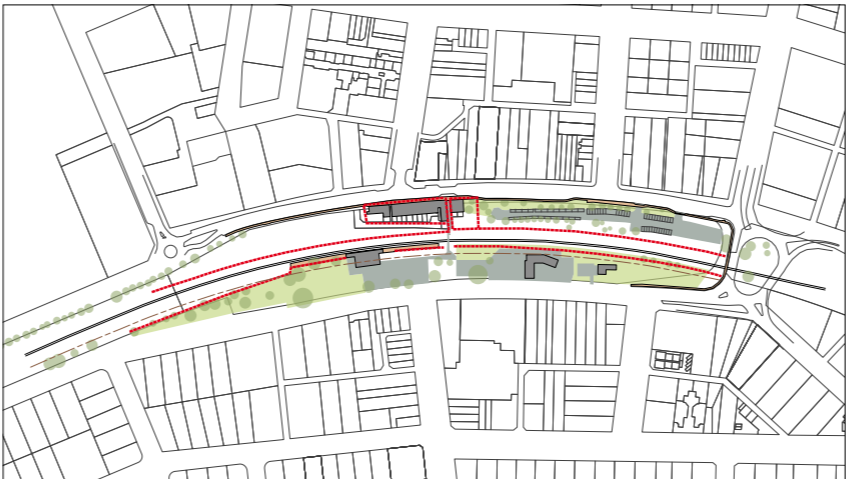
Open Space Corridor



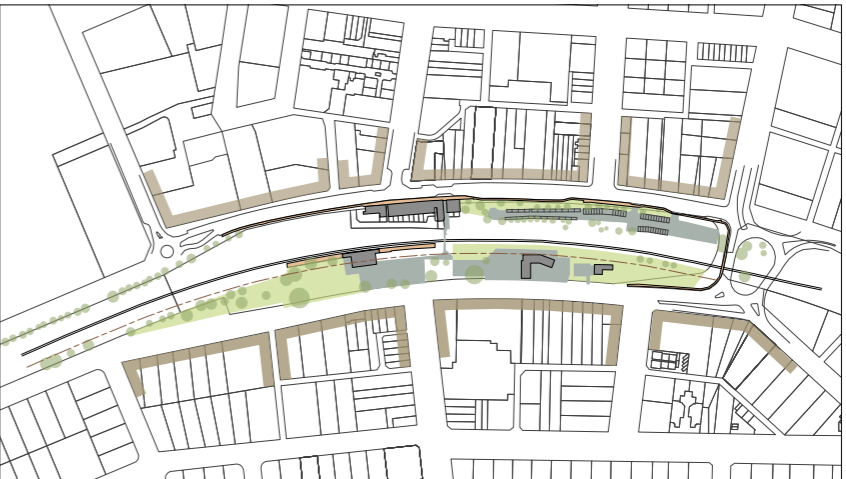
Existing Pedestrian Links



Pedestrian Desire Lines

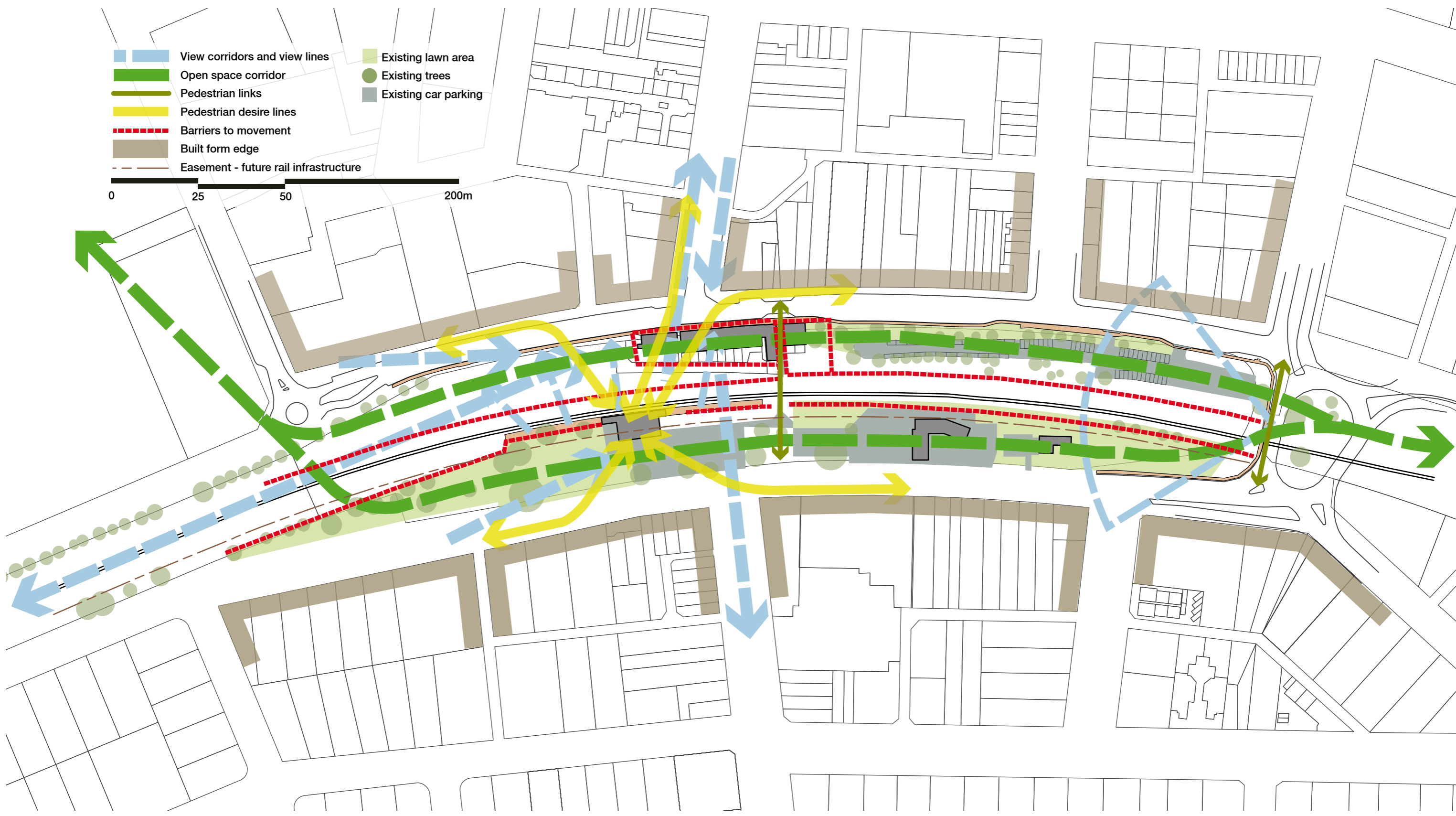


Barriers to Movement



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

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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.

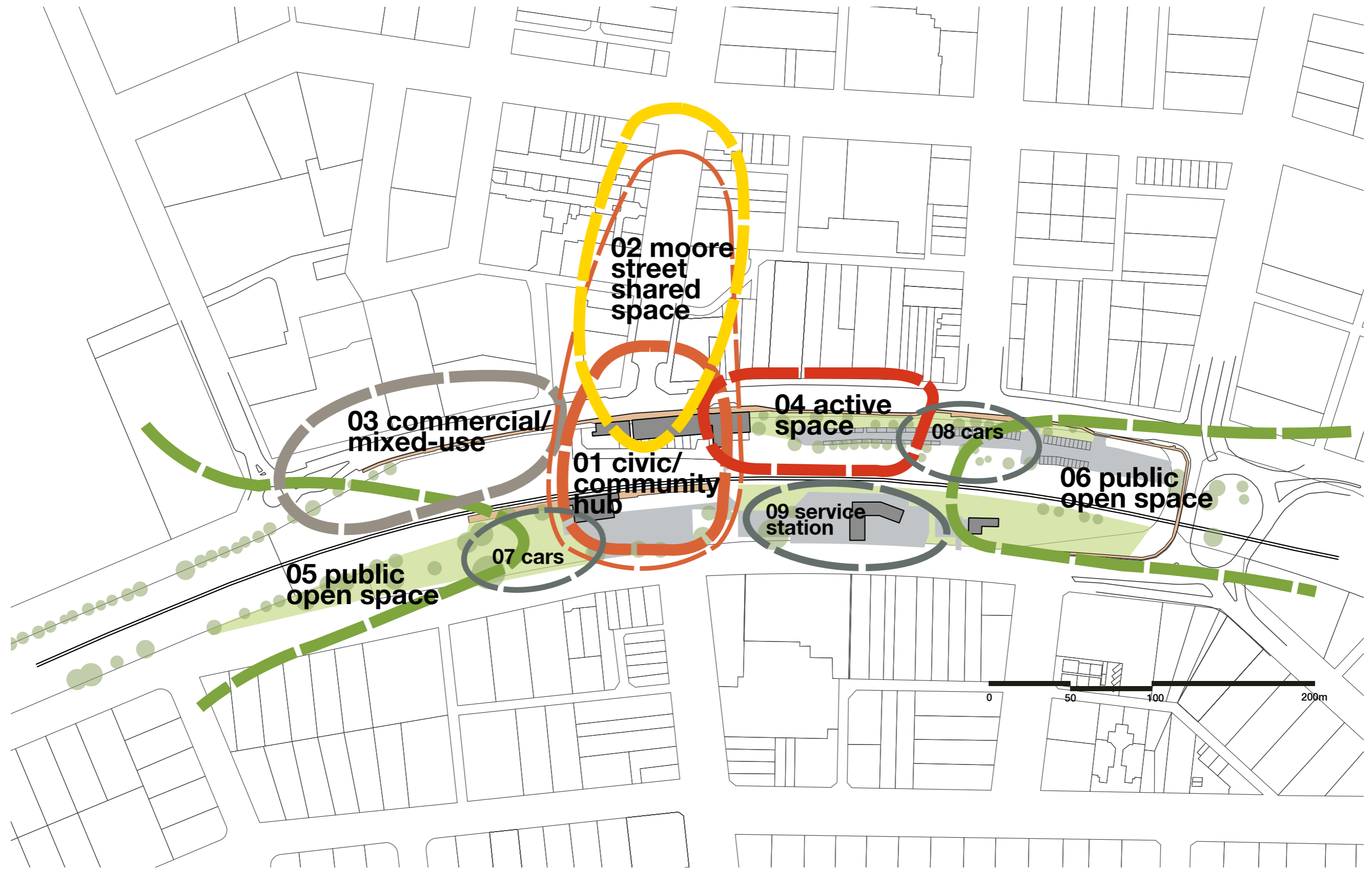
### **Sub-Precinct 08: Public car parking**

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:

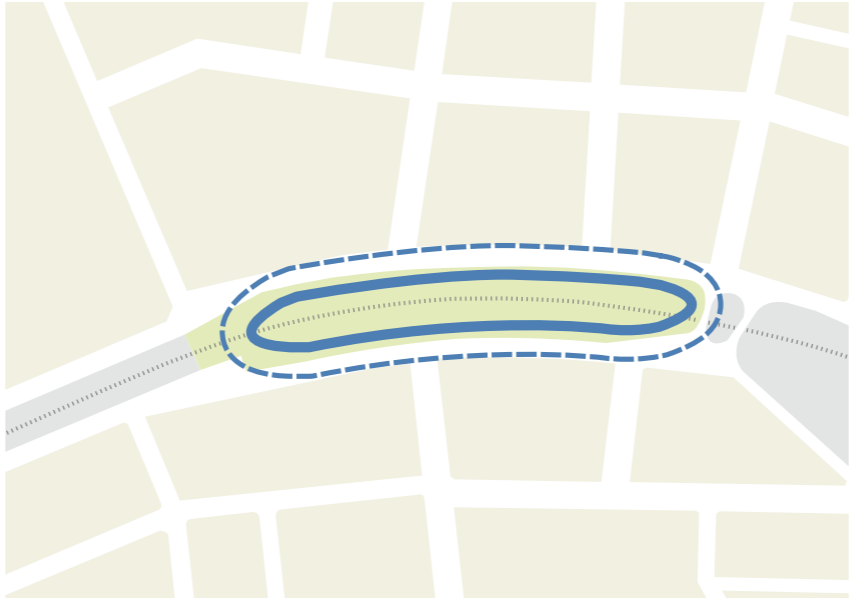
## Principle 1: Integration and 'Repair'

**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.

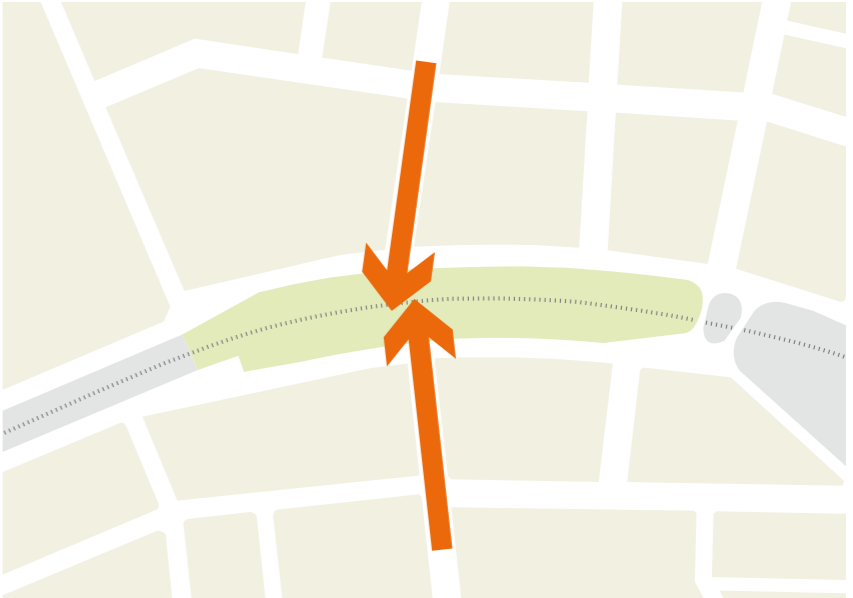


## Principle 2: Connections

**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'.

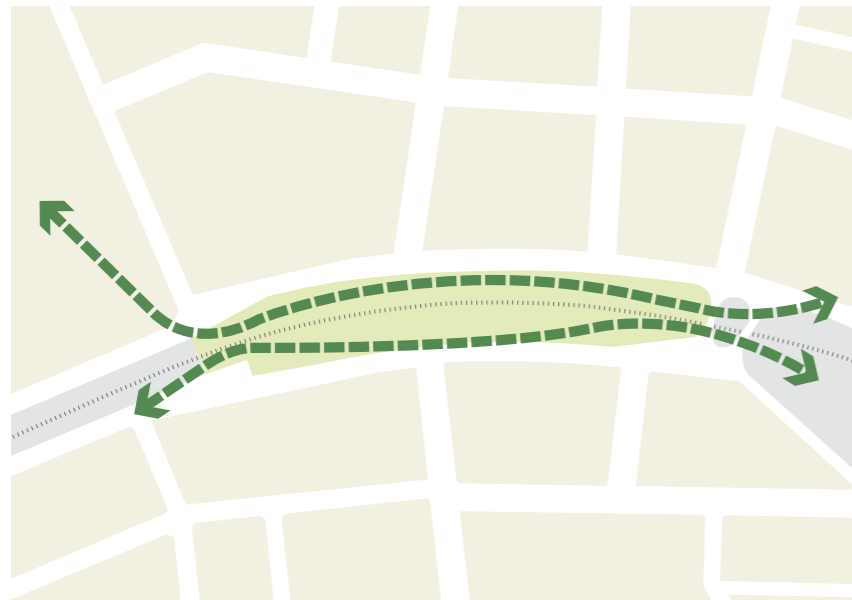


### Principle 3: Green corridor

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).

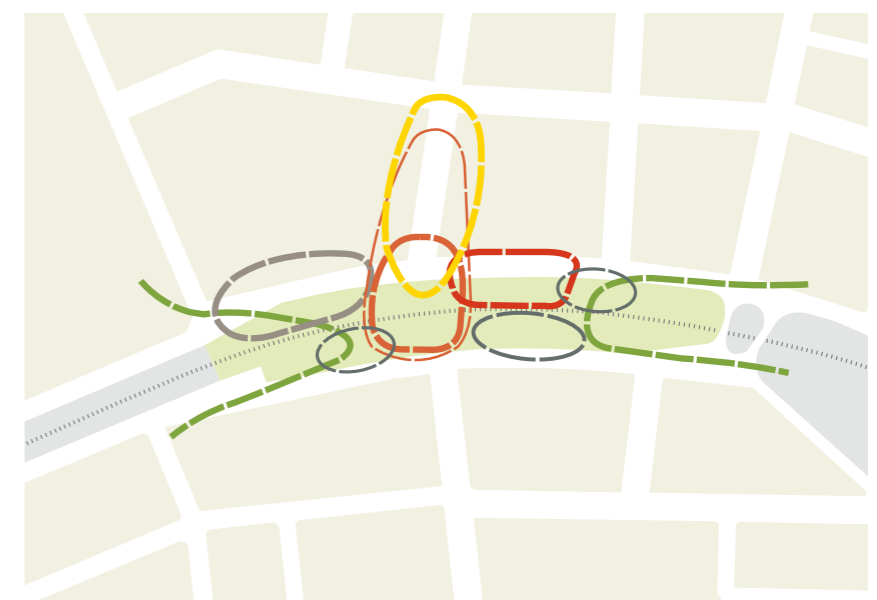
This approach will allow a distinct identity to be developed for each side, while also developing enhanced connections and accessibility between the north and south sides.



### 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:

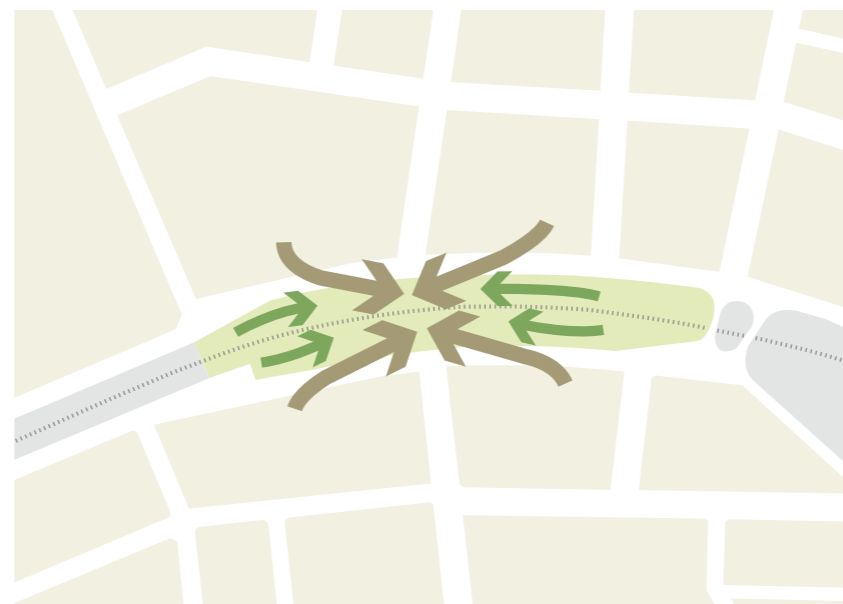
- 01 **Civic/Community Hub:** located centrally in the Precinct, at the south end of Moore Street
- 02 **Moore Street Shared Space:** new streetscape treatment, extending Moore Street into the Civic Hub
- 03 **Commercial/Mixed Use:** located west of the Civic area, facing the Clifton Street Precinct 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'

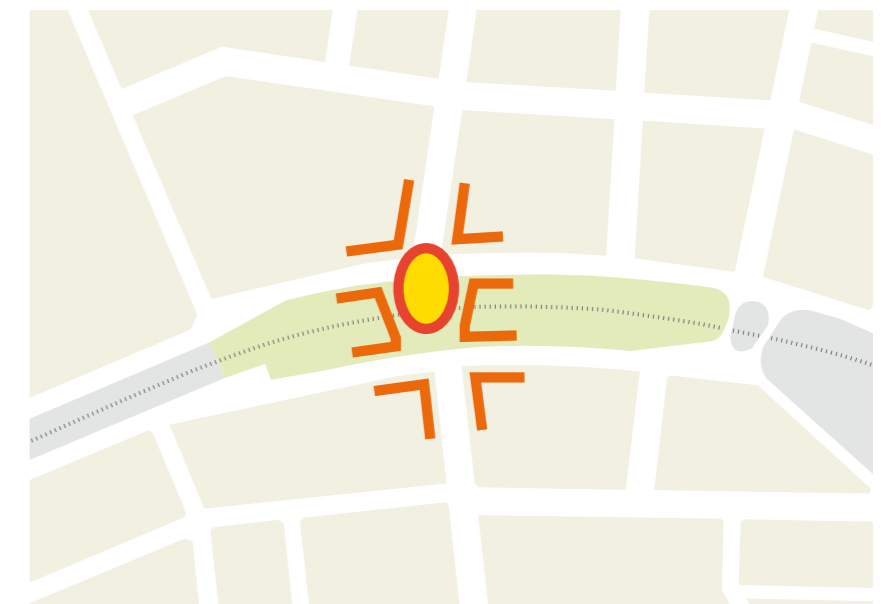
**Establish a new city 'heart' and focal point at the Rail Precinct.**

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



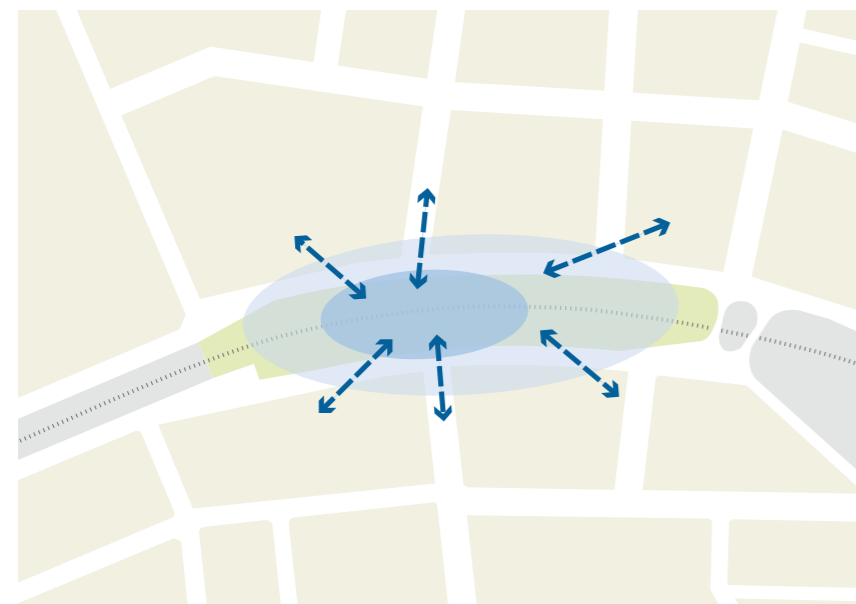
## Principle 8: Image and presentation

**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.



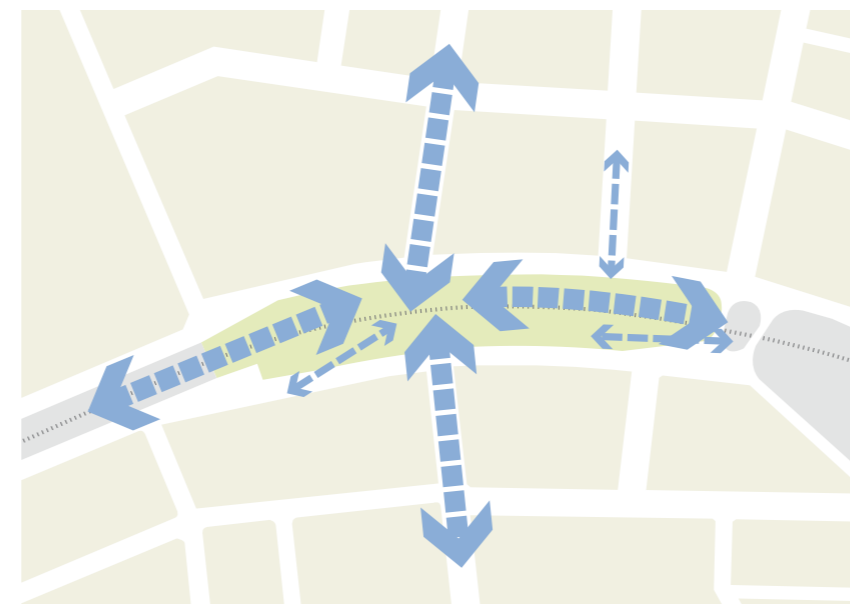
## Principle 9: Views, viewing opportunities

**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.

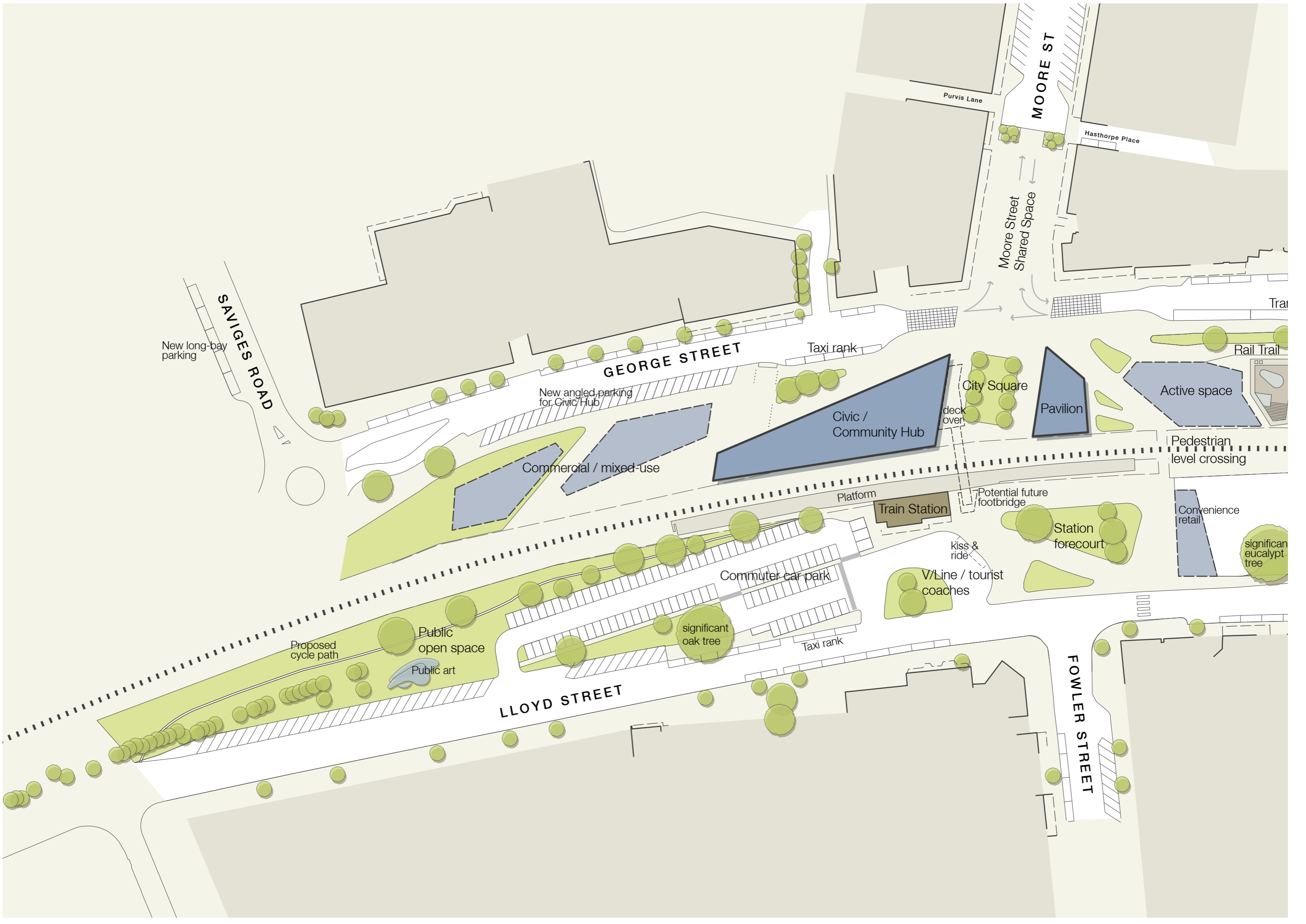
### Car parking summary

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
<b>Commuter car park</b> (south)	34 spaces	102 spaces	+ 68 spaces
<b>Public car park</b> (north)	63 spaces	72 spaces	+ 9 spaces
<b>George Street</b> (on street parking)			-9 spaces
<b>Moore Street</b> (on street parking)	52 spaces	53 spaces	+1 spaces
<b>TOTAL</b>			<b>+ 69 spaces</b>





New long-bay parking

SAVIGES ROAD

GEORGE STREET

New angled parking for Civic Hub

Commercial / mixed-use

Taxi rank

Civic / Community Hub

City Square

Pavilion

Active space

Pedestrian level crossing

Platform

Train Station

Potential future footbridge

Station forecourt

Convenience retail

significant eucalypt tree

kiss & ride  
V/Line / tourist coaches

Proposed cycle path

Public open space

Public art

significant oak tree

Commuter car park

Taxi rank

LLOYD STREET

FOWLER STREET

Purvis Lane

MOORE ST

Hasthorpe Place

Moore Street Shared Space

Tram

Rail Trail



Transport Interchange

GEORGE STREET

KIRK STREET

ANZAC STREET

Skate Park

Public open space

New long-bay parking

Public car park

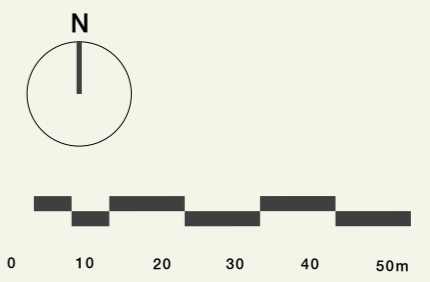
Rail Trail

Service Station

Public open space

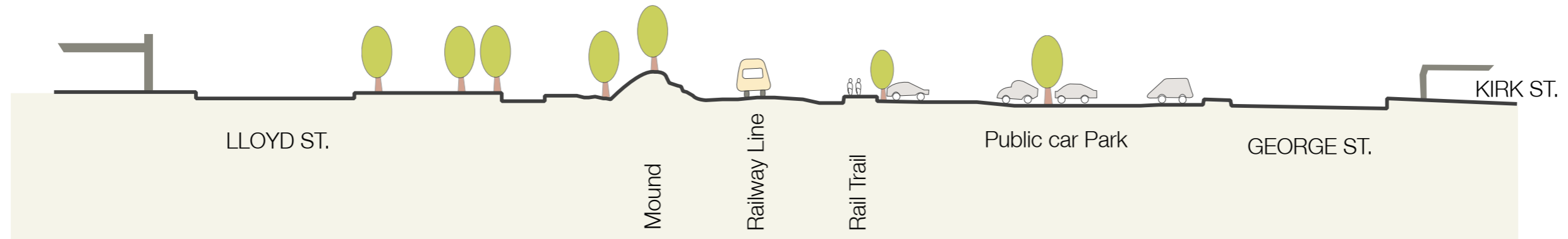
Public art

LLOYD STREET

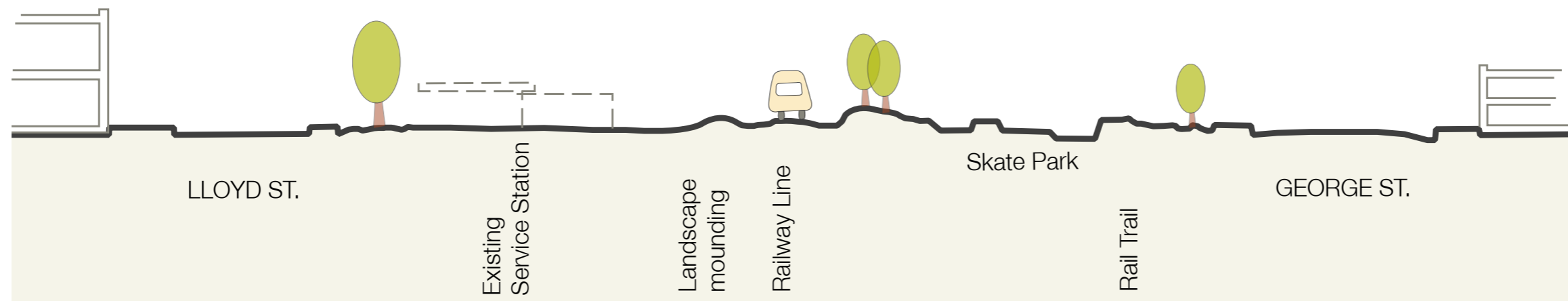


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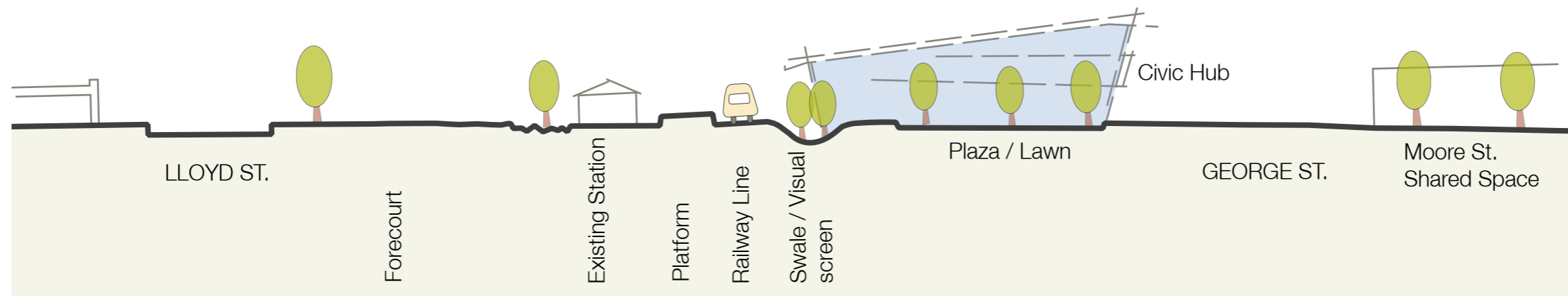
## Indicative Master Plan Sections



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.

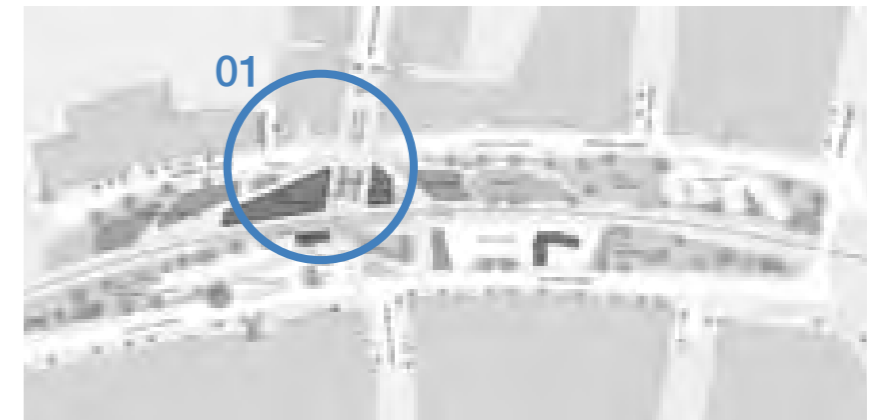
When available, seek opportunities to construct a new pedestrian overpass, which is integrated with the proposed Civic/Community building, to replace the existing level crossing.

#### 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-focused 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

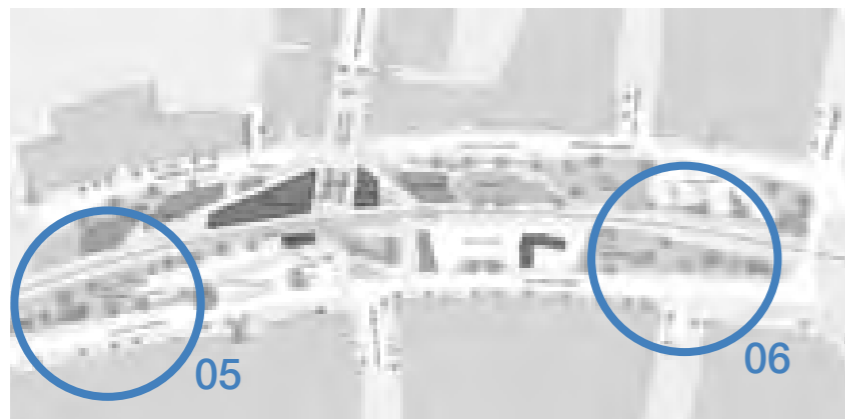
Encourage new public art (sculpture set in landscaped grounds) as a gateway gesture to the Rail Precinct, at both the east and west ends.

### 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

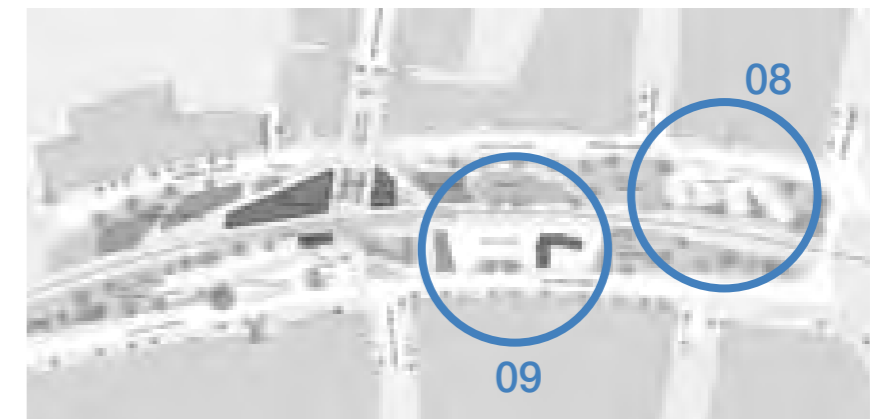
#### Built form interface

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.

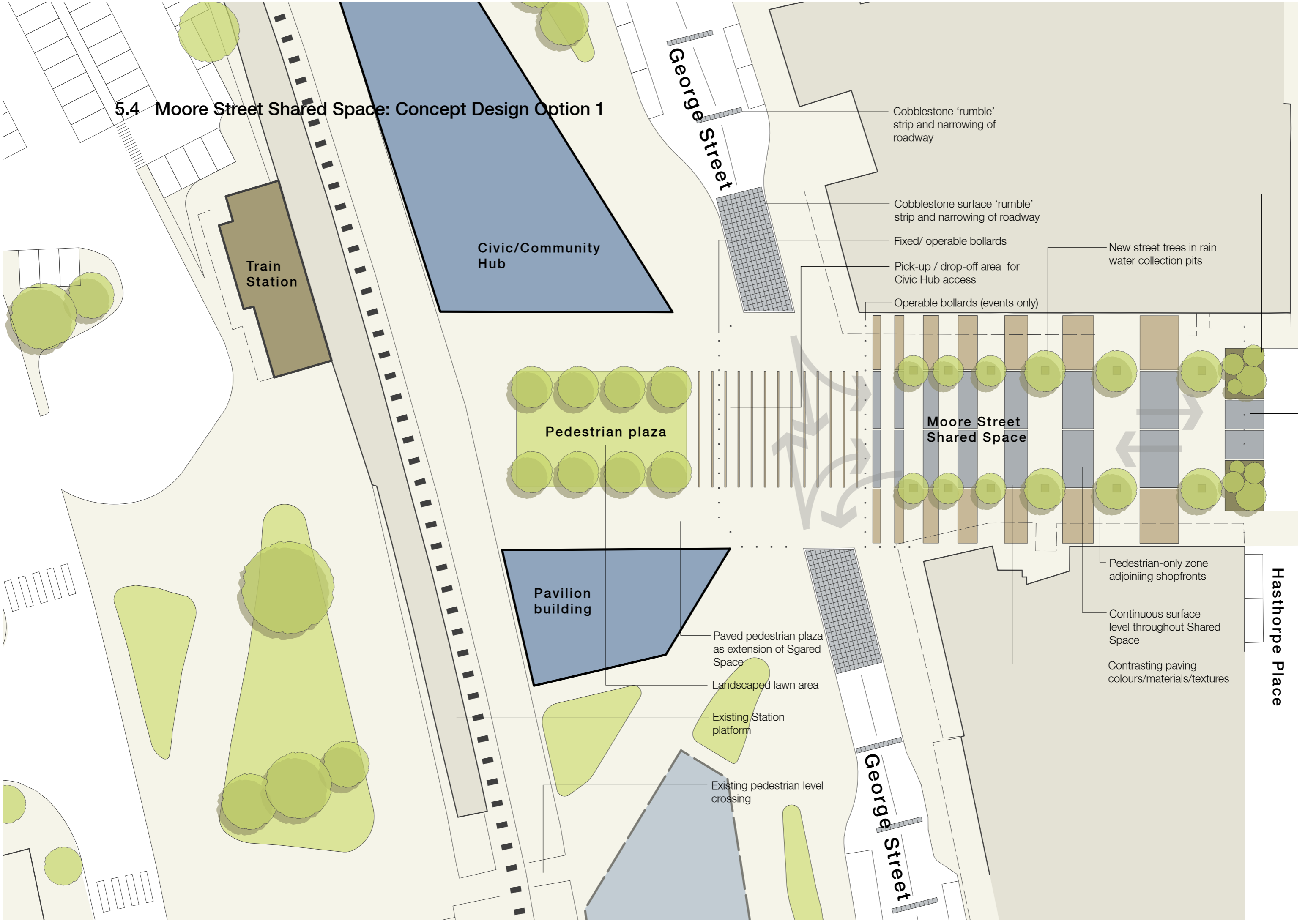
## 5.3 Concept Design

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### 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

Moore Street Shared Space

George Street

George Street

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

Pedestrian-only zone adjoining shopfronts

Continuous surface level throughout Shared Space

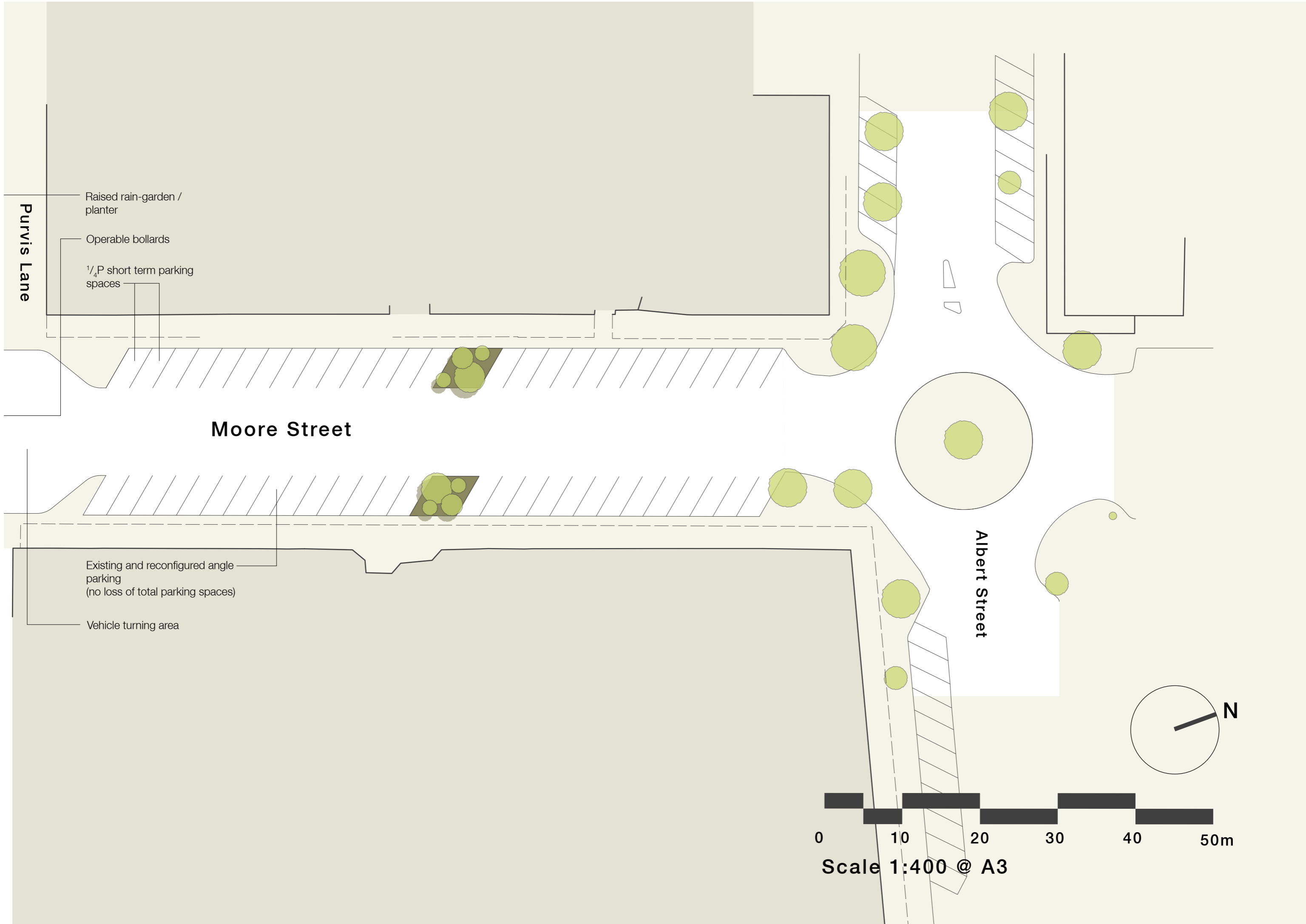
Contrasting paving colours/materials/textures

Paved pedestrian plaza as extension of Shared Space

Landscaped lawn area

Existing Station platform

Existing pedestrian level crossing



Purvis Lane

Raised rain-garden /  
planter

Operable bollards

1/4P short term parking  
spaces

Moore Street

Existing and reconfigured angle  
parking  
(no loss of total parking spaces)

Vehicle turning area

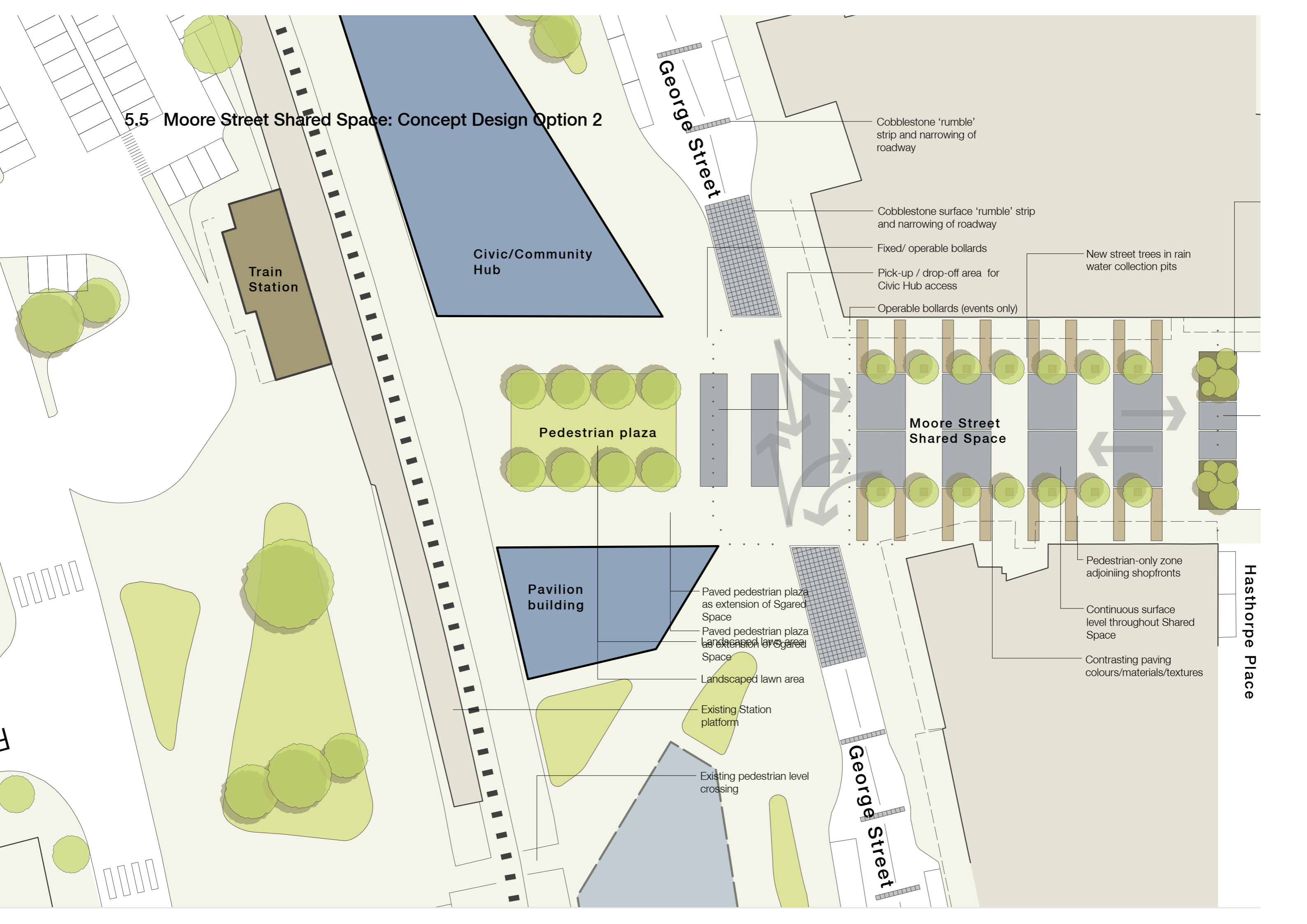
Albert Street

N

0 10 20 30 40 50m

Scale 1:400 @ A3

# 5.5 Moore Street Shared Space: Concept Design Option 2



Train Station

Civic/Community Hub

Pedestrian plaza

Moore Street Shared Space

Pavilion building

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

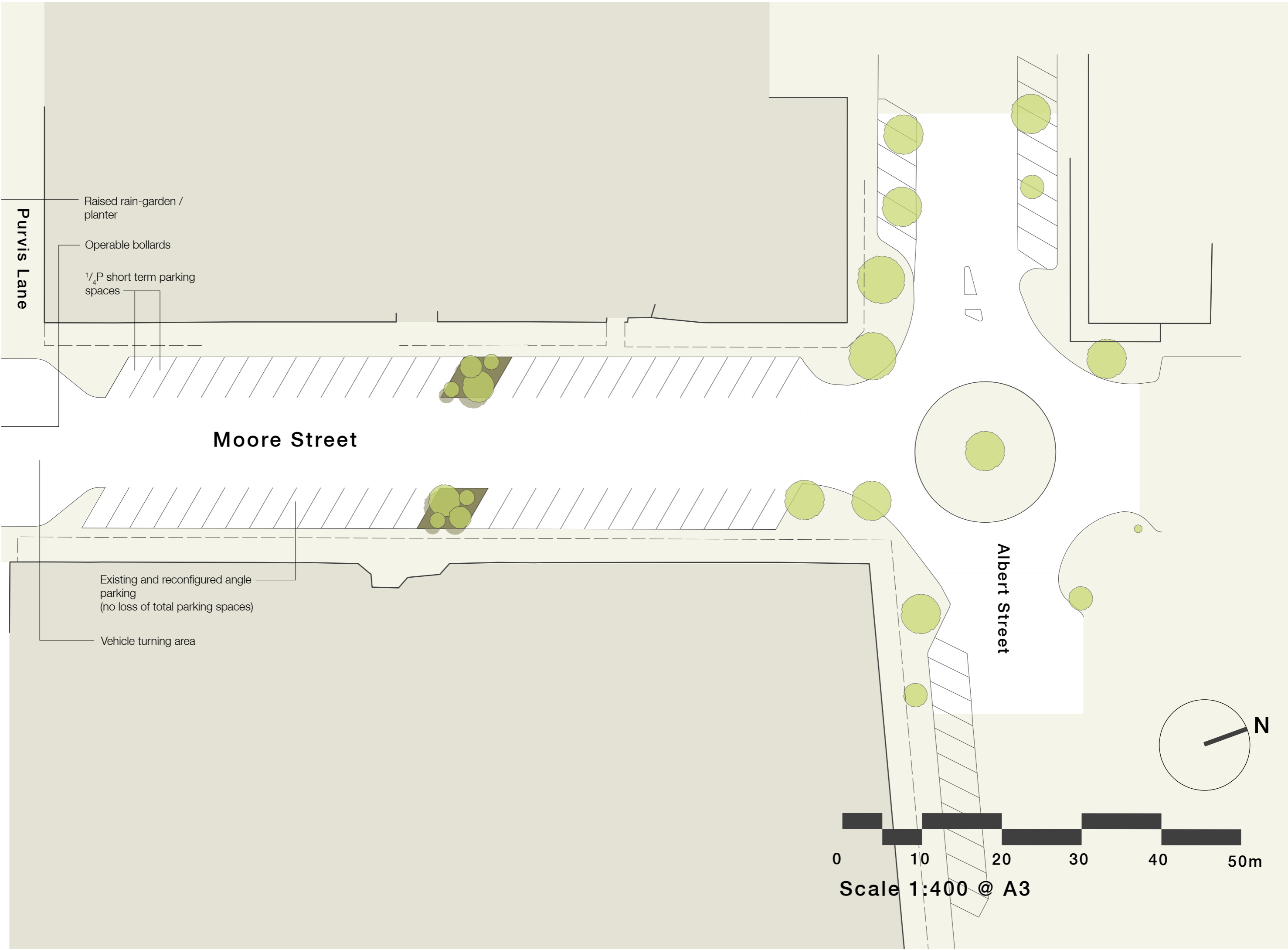
Continuous surface level throughout Shared Space

Contrasting paving colours/materials/textures

George Street

George Street





Purvis Lane

Raised rain-garden / planter

Operable bollards

1/4P short term parking spaces

Moore Street

Existing and reconfigured angle parking (no loss of total parking spaces)

Vehicle turning area

Albert Street

N

0 10 20 30 40 50m

Scale 1:400 @ A3

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



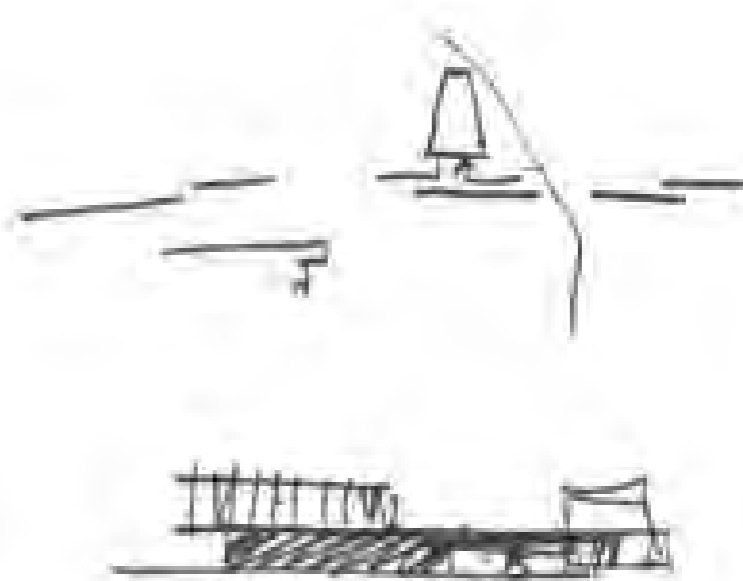
Access & Views

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.



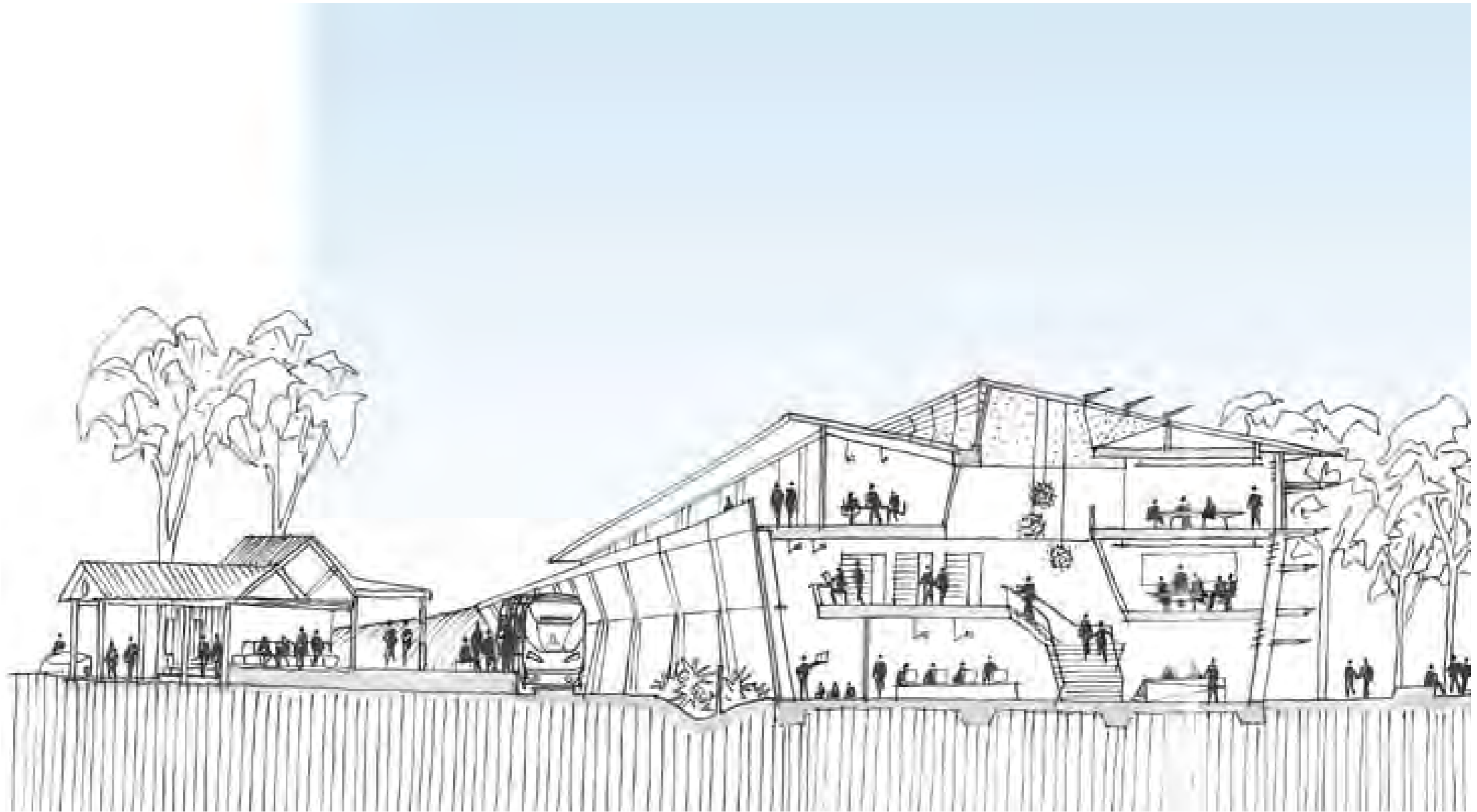
Site Arrangement

### 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

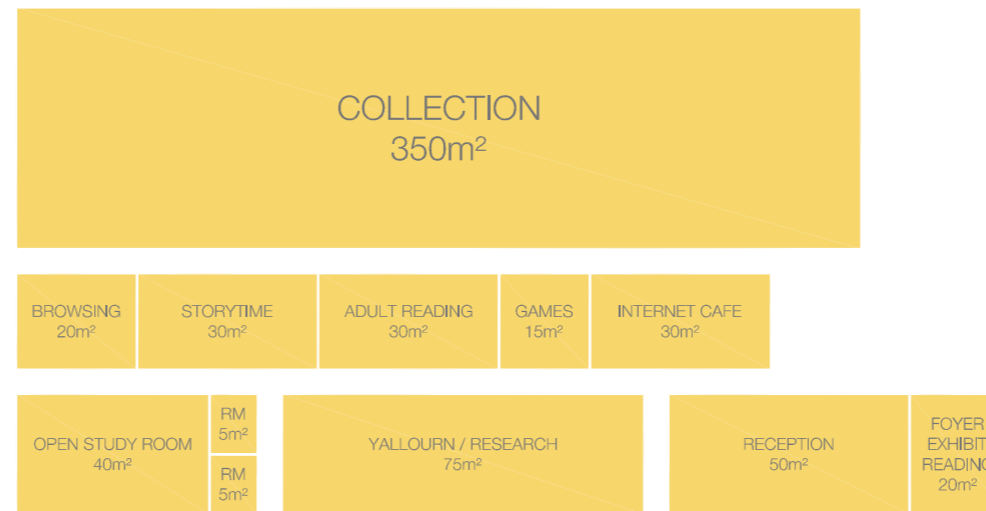
- Library Collection
- Open Study
- Research
- Meeting Rooms
- Offices
- Staff Workroom
- Staff Amenities

Second Floor GFA - 500 sqm

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

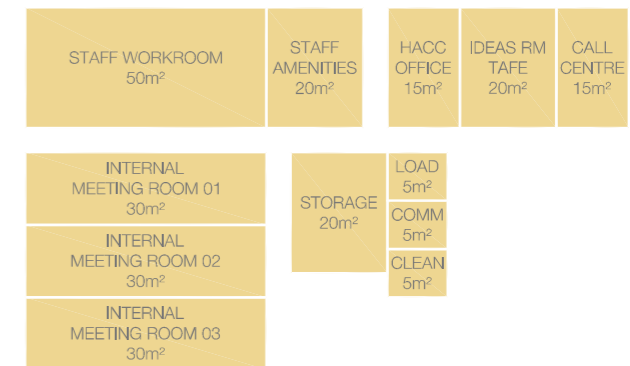
## LIBRARY - PUBLIC

TOTAL : 670m<sup>2</sup>



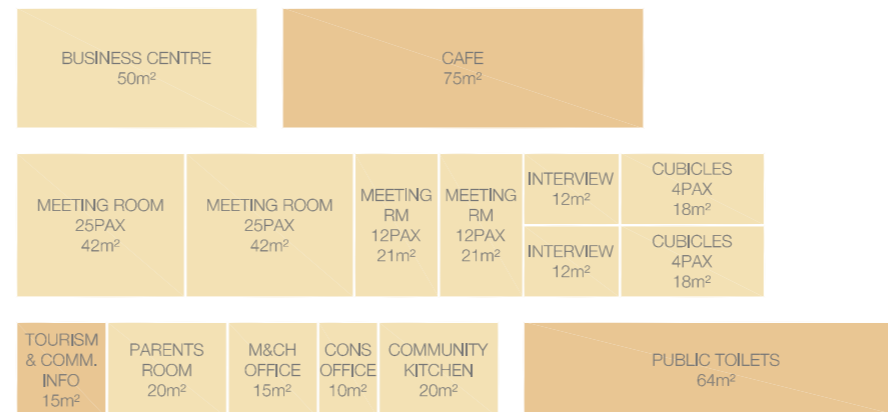
## LIBRARY - SECURED

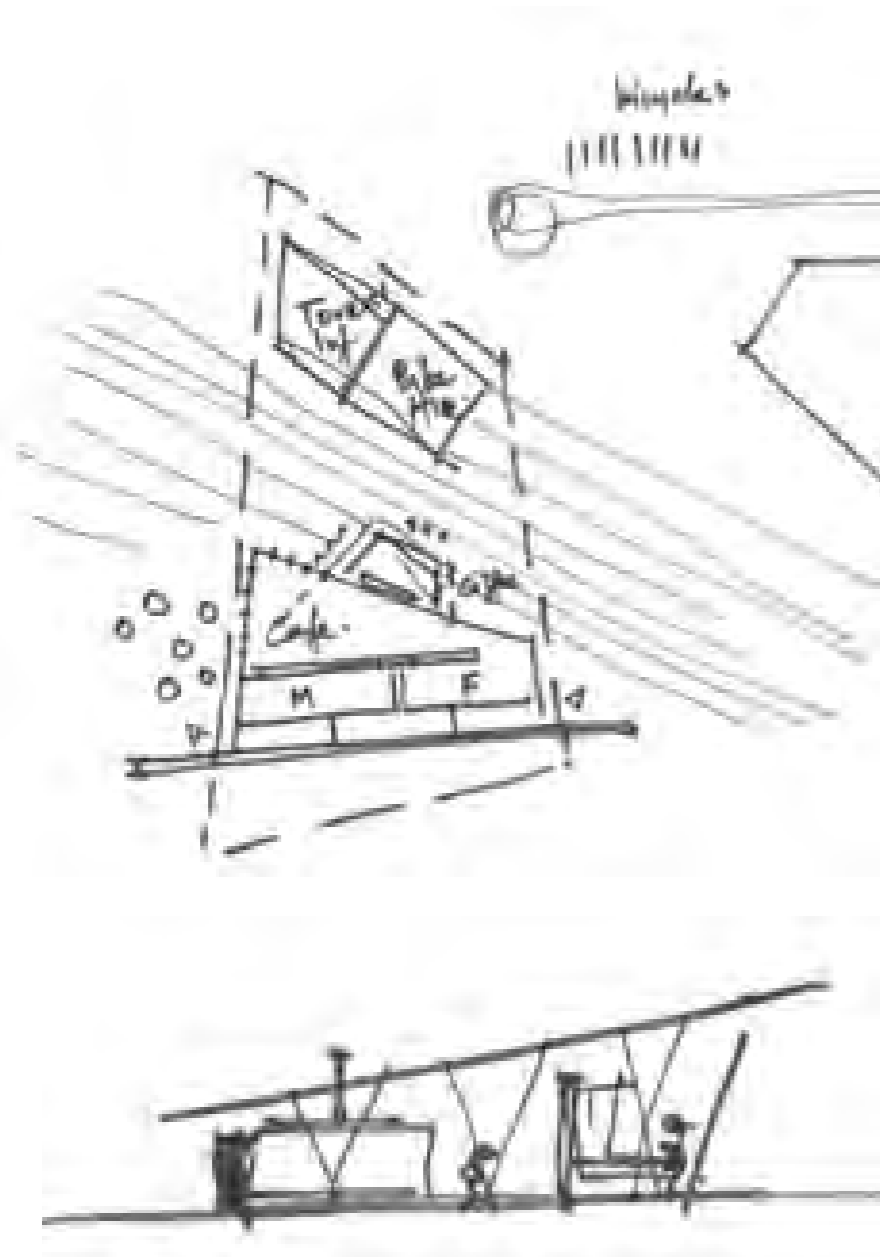
TOTAL : 245m<sup>2</sup>



## COMMUNITY AREA

TOTAL : 455m<sup>2</sup>





### 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.

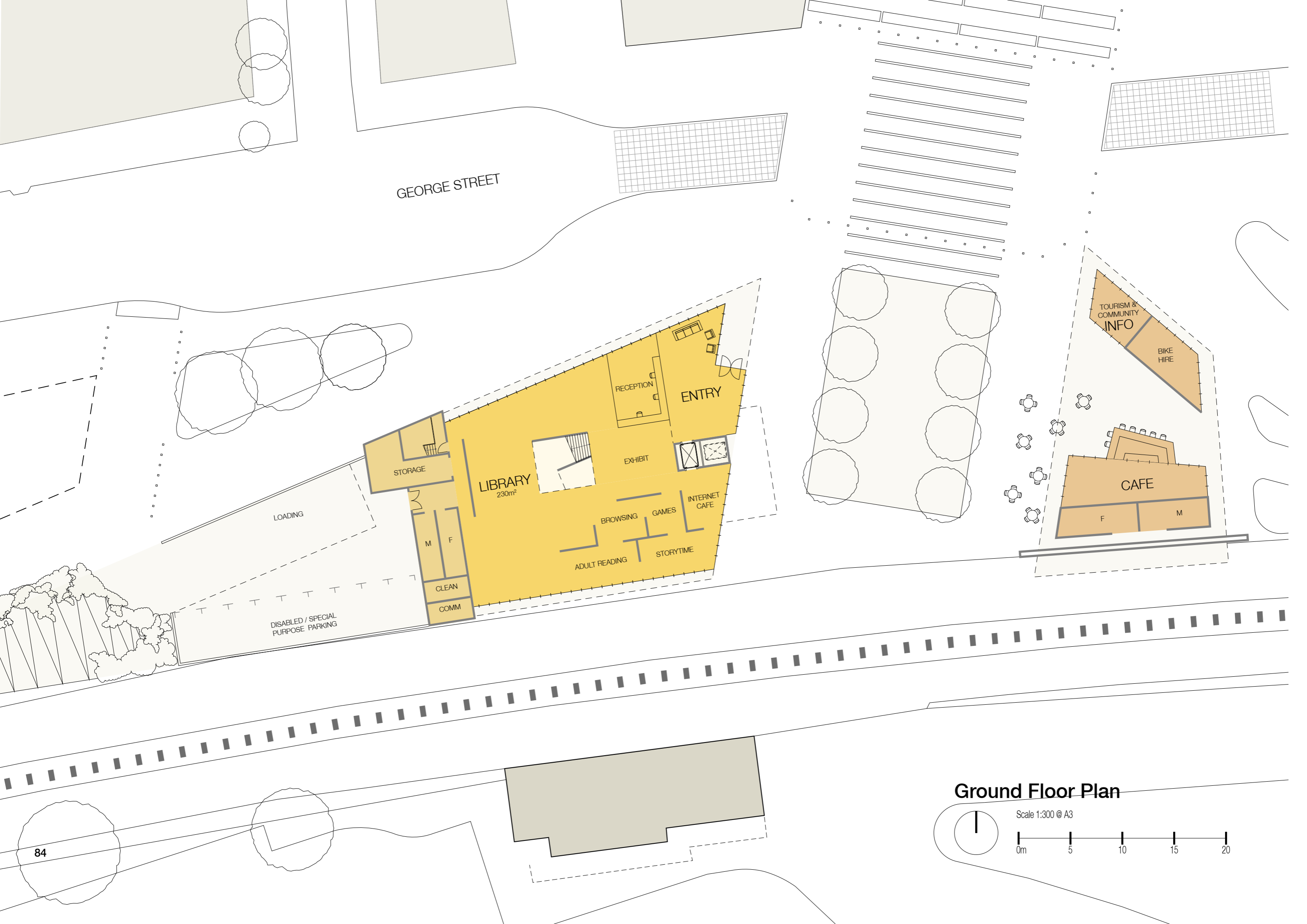
Commercial/mixed uses are proposed in two/three separate buildings facing George Street to the west of the Civic Hub precinct. These buildings reinforce the geometry of the library/community and pavilion buildings, opening up views through to the railway track and the retail activities along George Street 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  
230m<sup>2</sup>

ENTRY

RECEPTION

EXHIBIT

INTERNET CAFE

BROWSING

GAMES

ADULT READING

STORYTIME

STORAGE

M

F

CLEAN

COMM

LOADING

DISABLED / SPECIAL  
PURPOSE PARKING

TOURISM &  
COMMUNITY  
INFO

BIKE  
HIRE

CAFE

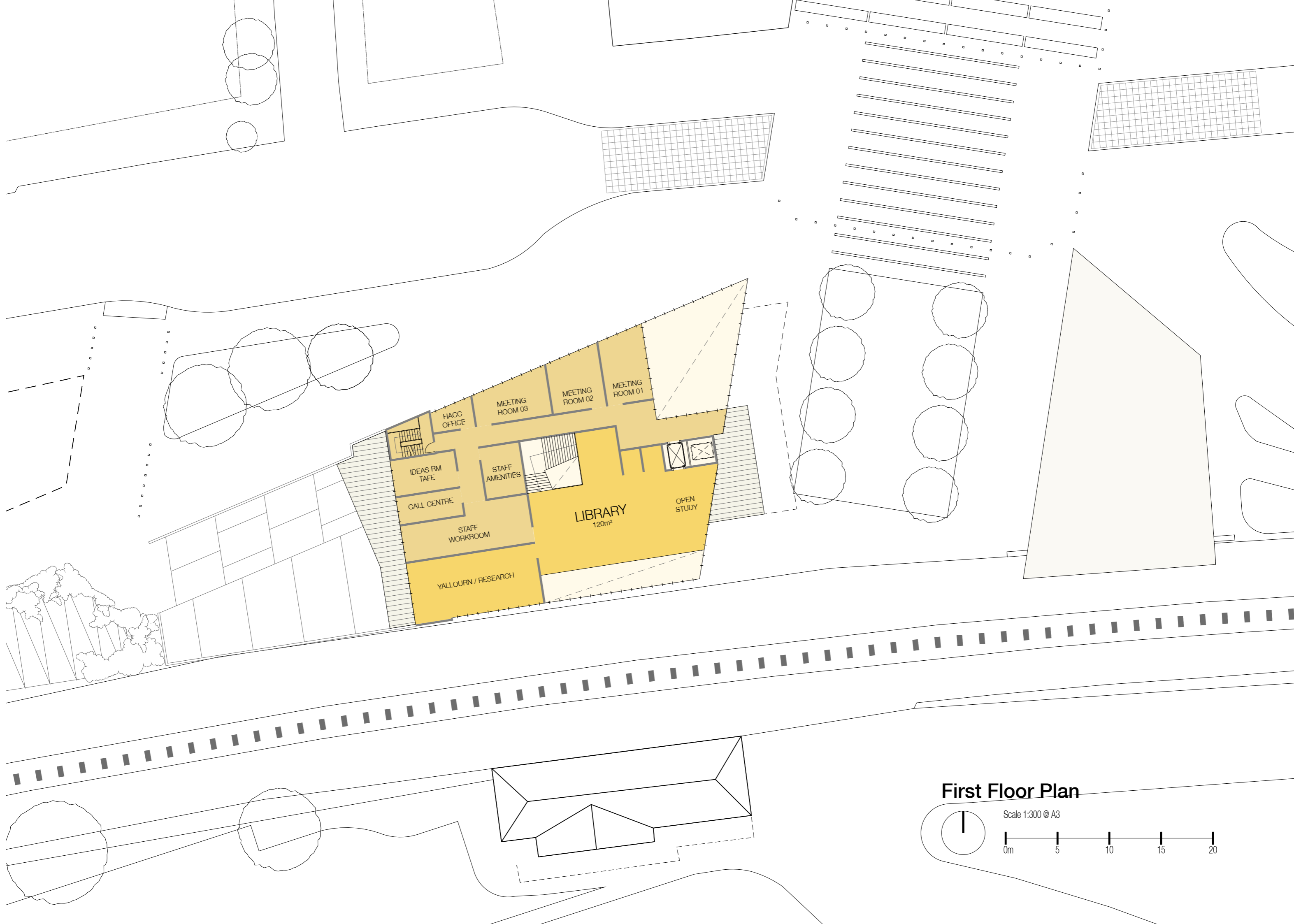
F

M

### Ground Floor Plan

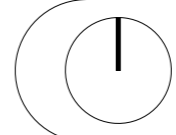
Scale 1:300 @ A3





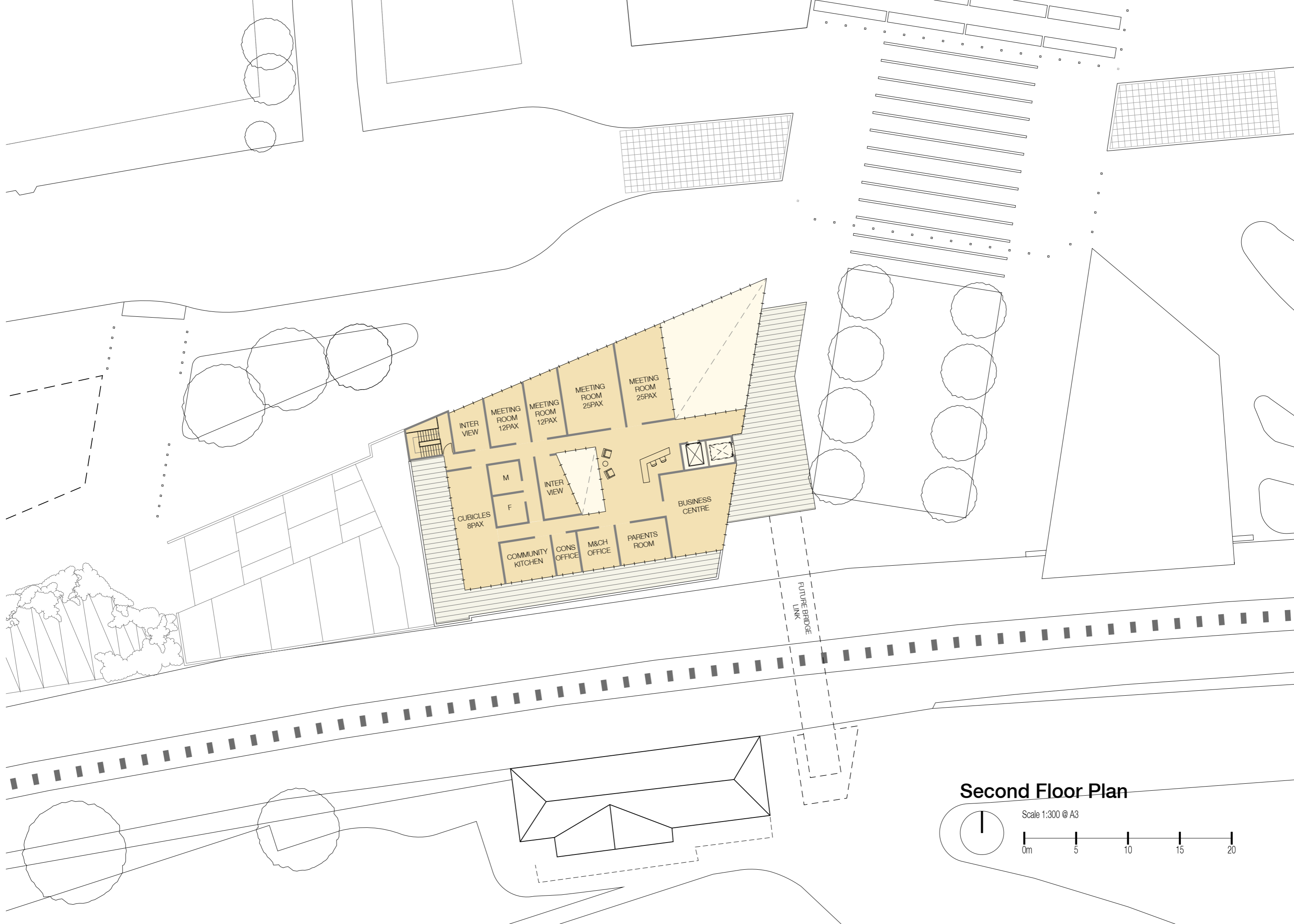
# First Floor Plan

Scale 1:300 @ A3



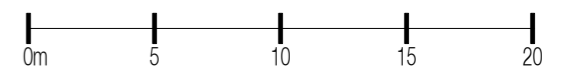
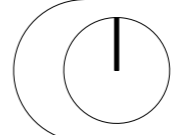






## Second Floor Plan

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

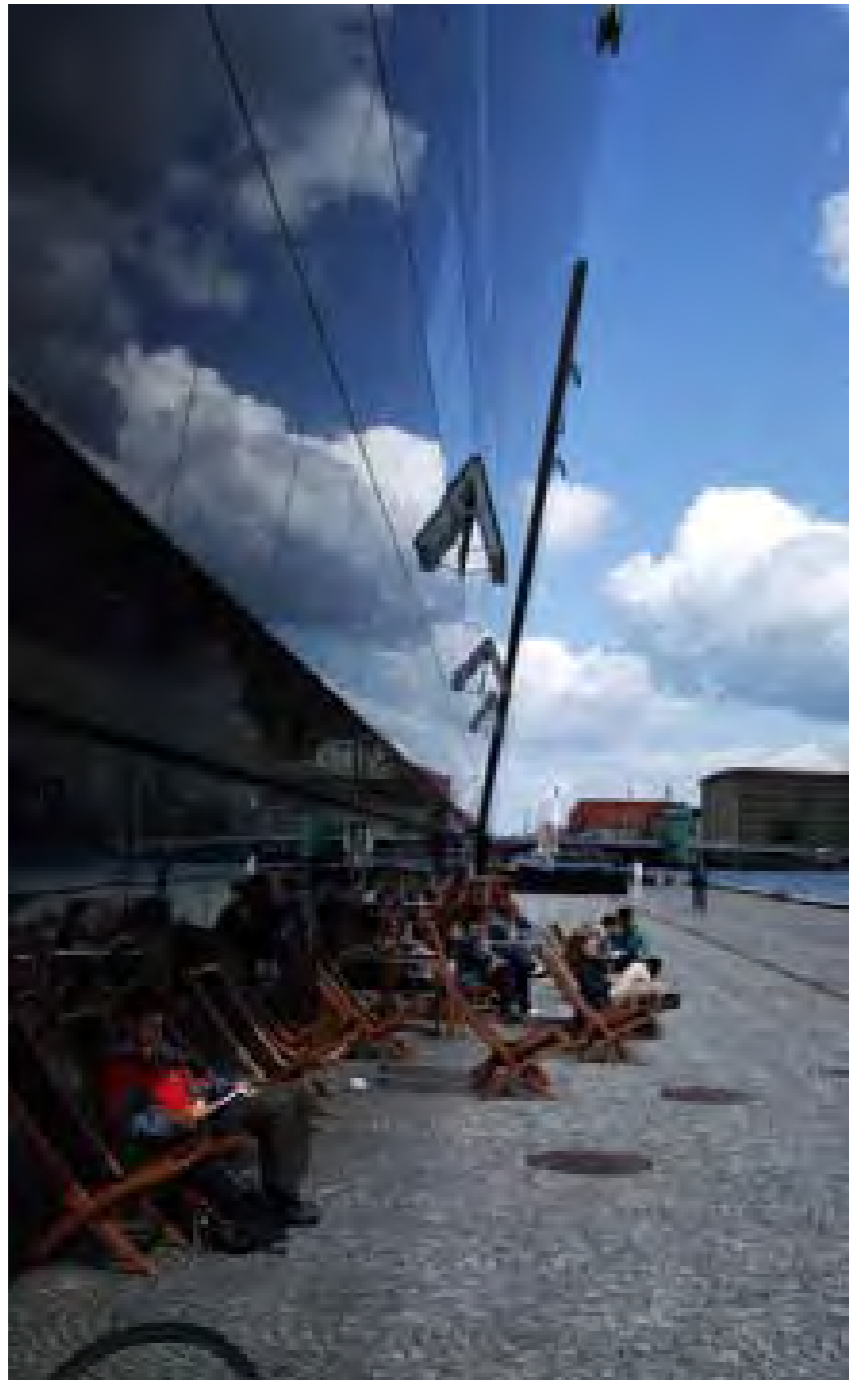
It resides on park-like grounds, quite serene in spite of being located next to a train station. “Here the building itself is the window”.



#### 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.

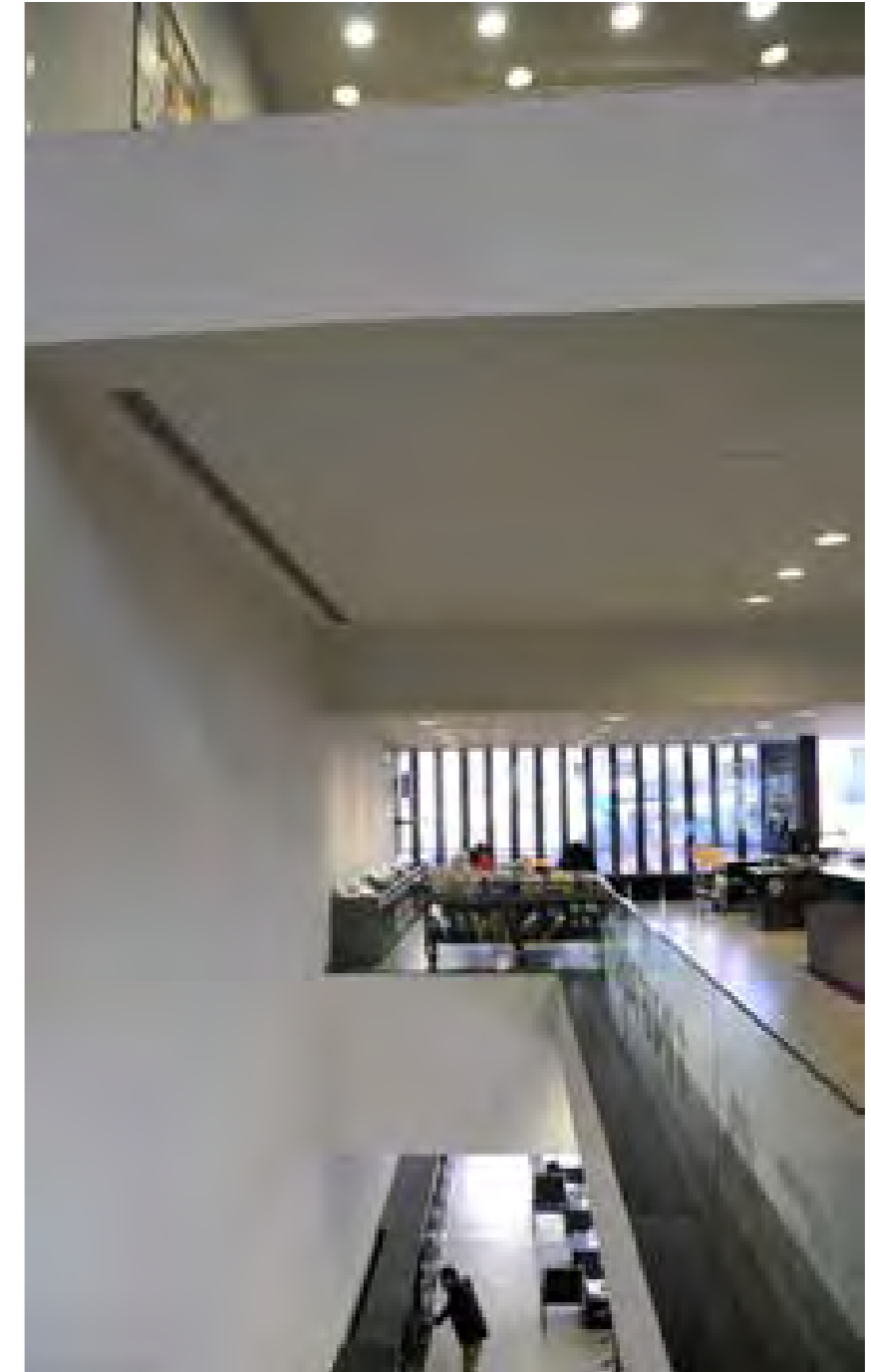




**The Wheeler School Providence Rhode Island**

“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.

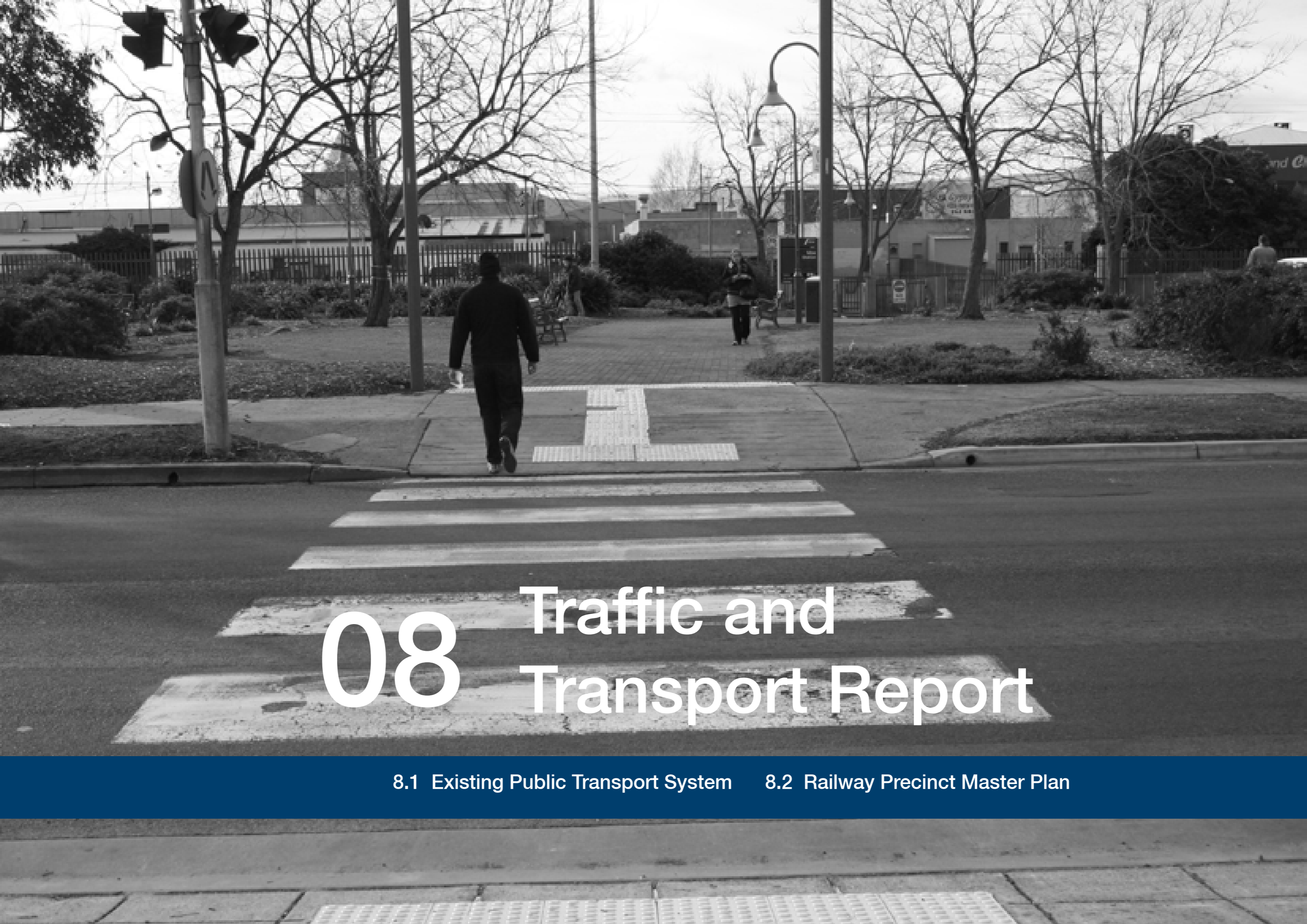
## 7.3 Detailed Design

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](http://www.lvbl.com.au))



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



### 8.1.2 V/Line Trains/Coaches

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.

### 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 2: Market Street Bus Stop



Figure 3: Anzac Street Bus Stop



Figure 4: V Line Coach Bay and New Bike Cage



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.

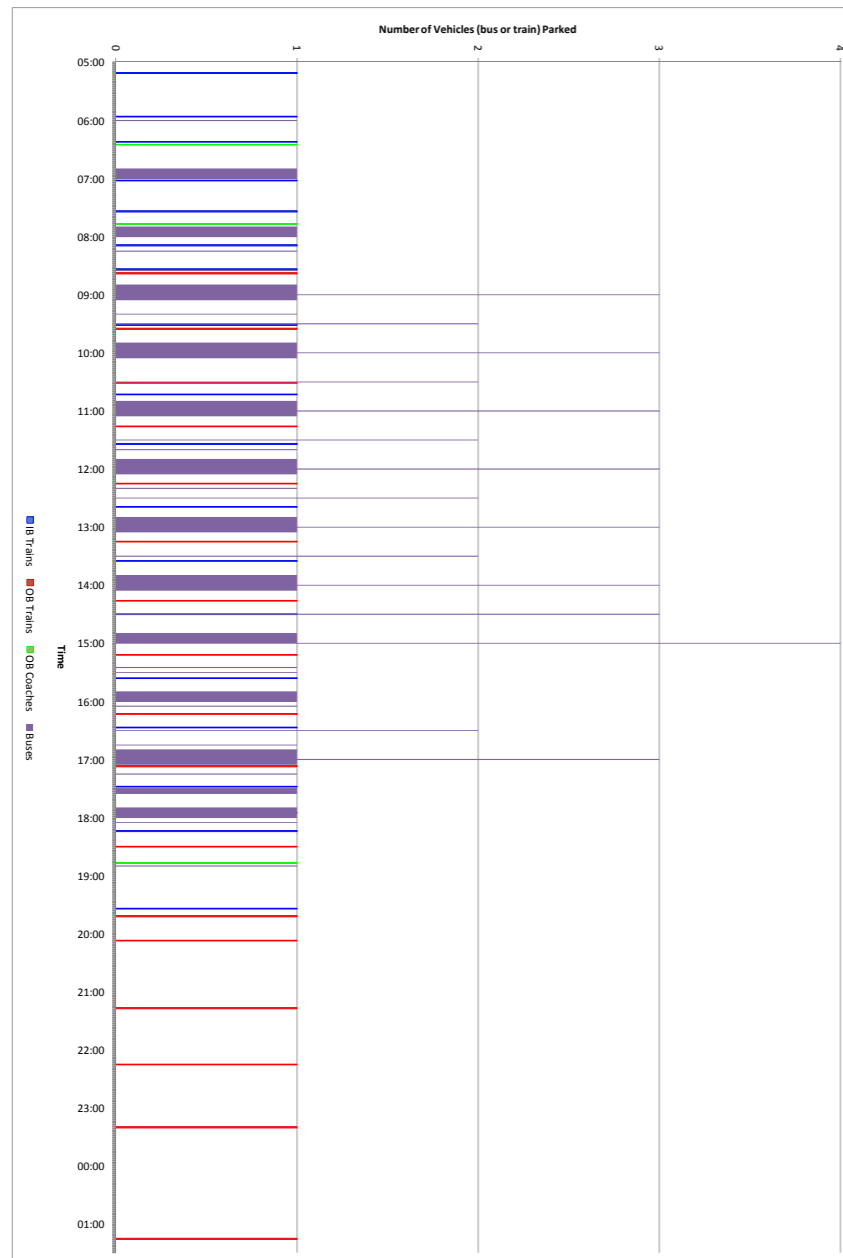


Figure 6: Distribution of Public Transport Services (Arrivals and Departures)

### 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.

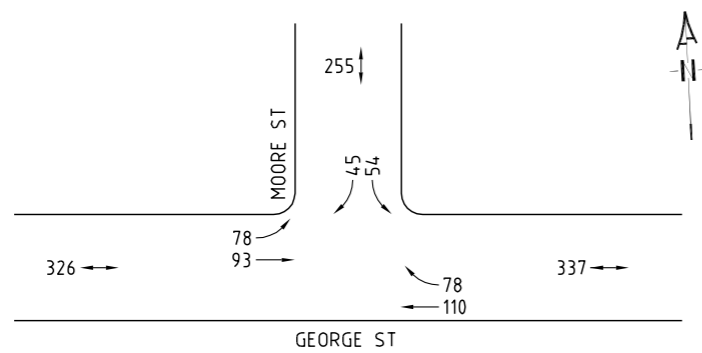
Table 3: Peak Hour Traffic and Pedestrian Volumes at the Moore Street / George Street Intersection

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:

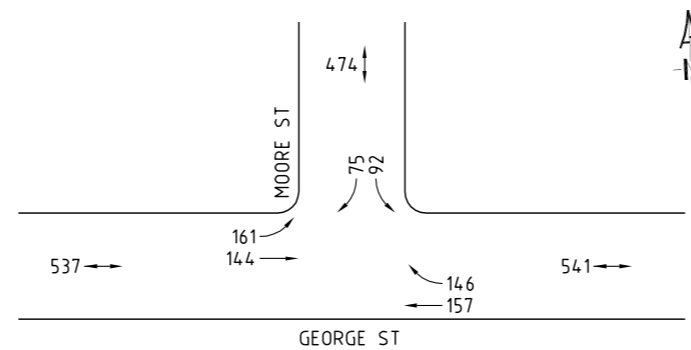
1. Peak hour periods represent combined traffic and pedestrian demand.
2. Pedestrian volumes have been factored up such that each older person counts as 2, as required by VicRoads' guidelines. Pedestrian volumes for unaccompanied primary school aged children and persons with a disability where not recorded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



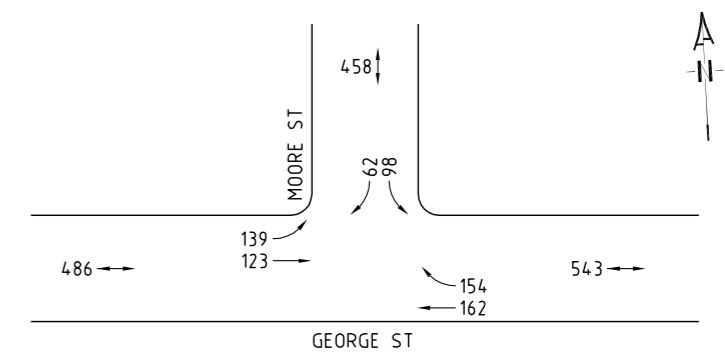
**VEHICLE VOLUMES**

NOTE: ALL UNITS ARE VEHICLES PER HOUR (vph)



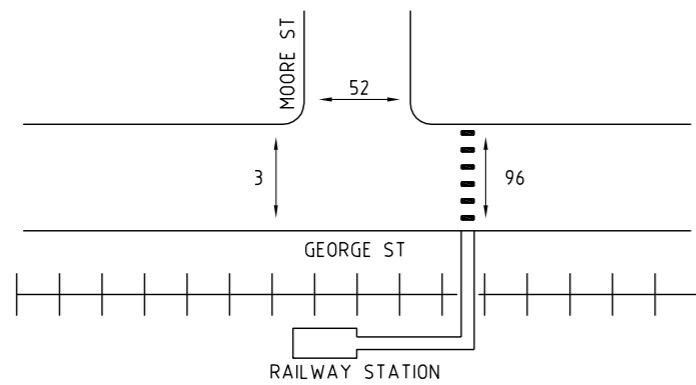
**VEHICLE VOLUMES**

NOTE: ALL UNITS ARE VEHICLES PER HOUR (vph)



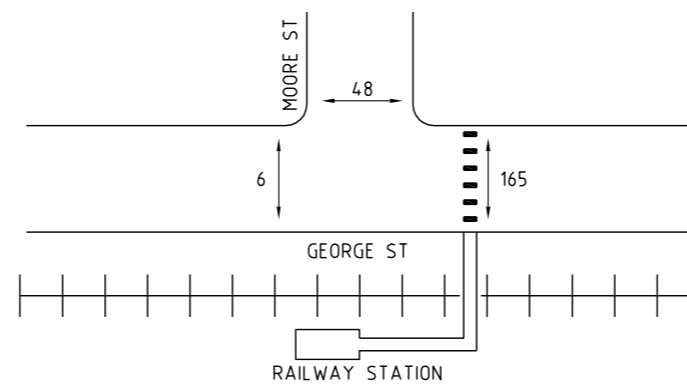
**VEHICLE VOLUMES**

NOTE: ALL UNITS ARE VEHICLES PER HOUR (vph)



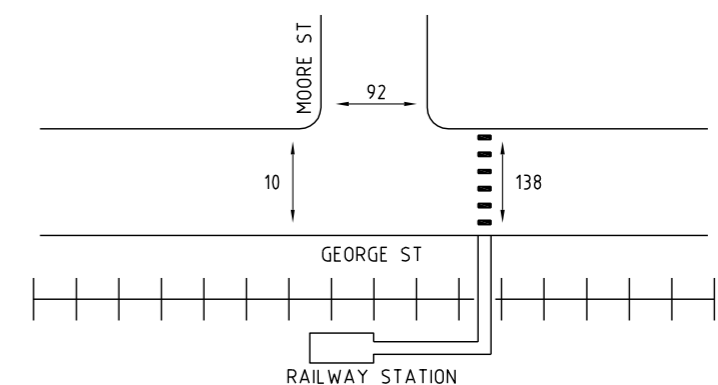
**PEDESTRIAN VOLUMES**

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.





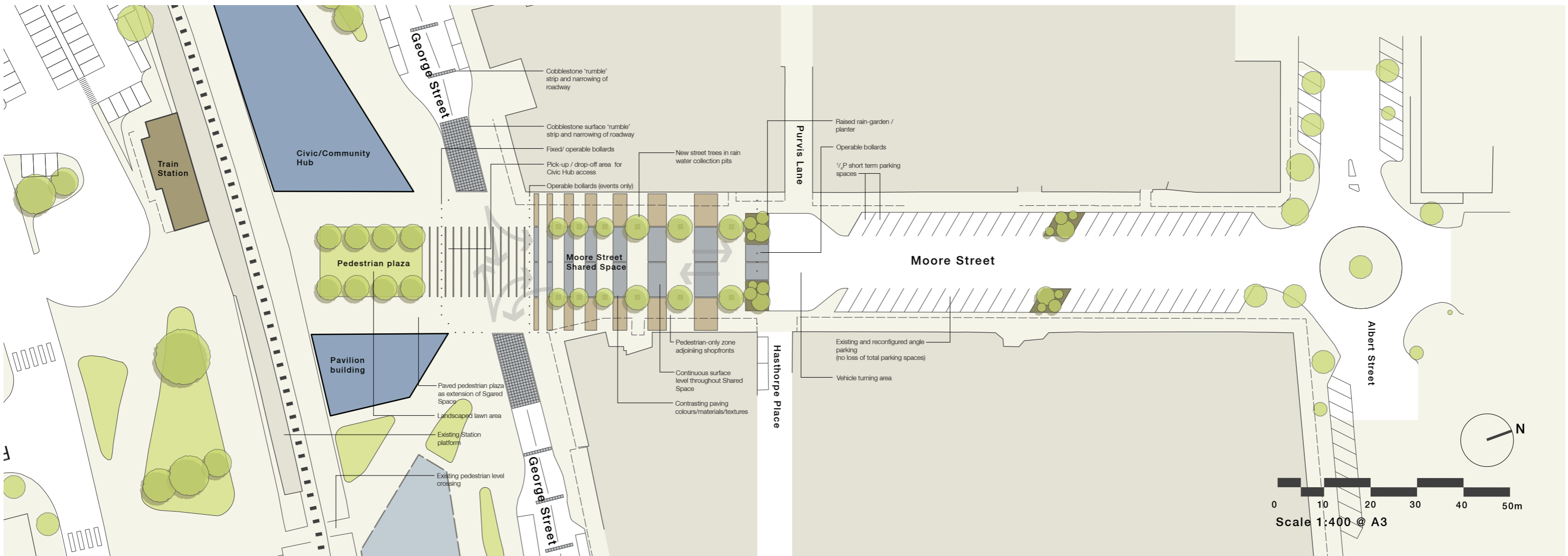


# 09 Additional Plans

## 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:

<b>Latrobe City</b>	
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

477574

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

Handwritten note at top right.

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<sup>S</sup> TO 75<sup>S</sup> WHO ARE PERPLEXED THAT THE LIBRARY MAY BE MOVED.

PLEASE PLEASE PLEASE FORGET THAT IDEA.

Latrobe City

Doc No:

Action Officer: *Hiram Blott*

Disposal Date:

Time:

*plans etc*  
*DAVID COOPE*  
*of Latrobe*

15 September 2009

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

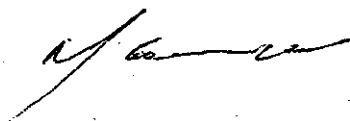
Dear Mr Buckley

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

<b>Latrobe City</b>	
28 SEP 2009	
Doc. No:	
Action Officer:	
Disposal Code:	
Comments:	

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Jane Burton

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**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* ✿

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**Jane Burton**

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**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**

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**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 1<sup>st</sup> 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.

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

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**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

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mailto: [hirenbh@latrobe.vic.gov.au](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/>

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**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  
**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](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/>

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**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 ??.

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Participate in a Climate Change survey as part of The Grid Arts Project at [www.thegrid.latrobe.vic.gov.au](http://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)  
\*\*\*\*\*

Head Office



<b>To:</b> Latrobe City c/- President - CFM	<b>From:</b> Manny Gelagotis – Managing Director
<b>Fax:</b>	<b>Pages:</b>
<b>Phone:</b>	<b>Date:</b> October 5, 2009
<b>Re:</b> Moe Rail Precinct	<b>cc:</b>

Firstly congratulations on the release of the proposed ideas and plans for the new Moe Rail Precinct – the ideas and concepts look exciting overall for the town!

As the Business Owner and Property Owner of 50-54 George St Moe which includes my businesses and T M & H Hardware and Future Flicks and 46 George St and 2-10 Moore St Moe we are extremely concerned with the Car Parking scenarios under the new Revitalization Project and what it offers our customers. It is critical going forward that we have parking opportunities within close vicinity to our doors as we are in the fast service industry and people do not walk to obtain our products.

I would like to meet with the relevant people and work through some issues and concerns that we have including all my tenants. We have all made substantial investment in these locations and just want some things clarified to us and also would like to share our vision also that affects these areas going forward into the future that would be of interest to you.

I can be contacted on the above at your convenience.

Kind Regards



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

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**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.

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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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**Jane Burton**

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**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**

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**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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<b>Latrobe City</b>	
15 OCT 2009	
Doc. No:	
Action Officer:	
Dispose Code:	
Comments:	

October 14, 2009

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

Dear Ms Bhatt

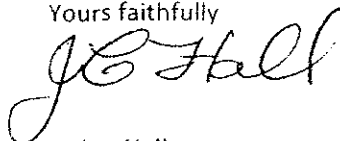
RE: Moe Rail Precinct Revitalisation Project

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.

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**Hiren Bhatt**

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**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

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**Hiren Bhatt**

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**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 were 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

4/11/2009

# 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**

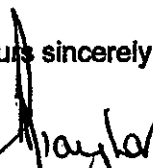
On 12<sup>th</sup> October, the Rotary Club of Moe hosted a combined Service Club meeting involving the Moe Apex Club, the Moe Lions Club and the Rotary Club of Moe.

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.

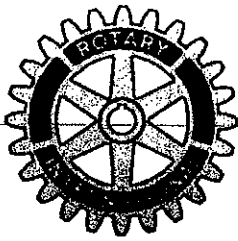
As I am sure you know, the Rotary Club of Moe has contributed to the development of Moe in a variety of ways over the years, including the Gatehouse Gardens and ongoing work at the Moe Botanic Gardens. We look forward to continuing to work with Latrobe City in these and other relevant projects to assist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

Yours sincerely

  
Roger Taylor  
President

<b>Latrobe City</b>	
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

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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

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**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

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**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**

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**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] has 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**

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**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**

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<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

<b>Latrobe City</b>	
- 2 NOV 2009	
Doc. No:	
Action Officer:	
Disposal Code:	
Comments:	

<b>Latrobe City</b>	
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 <b>central function</b> 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.

<b>Further items</b>	
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.

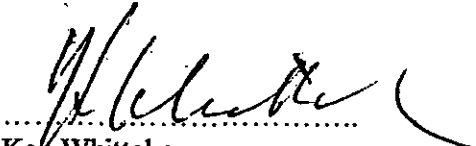
When I questioned one of your officers (Tom McQualter) at the George Street shop – public display earlier in the year as to who's idea was it to move the library, he responded that it was the Melbourne based designers that had come up with the idea, when in fact it was your office and the councilors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

Internet [www.latrobe.vic.gov.au](http://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](mailto: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.

<b>Latrobe City</b>	
- 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 Moie 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 0428596395 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.

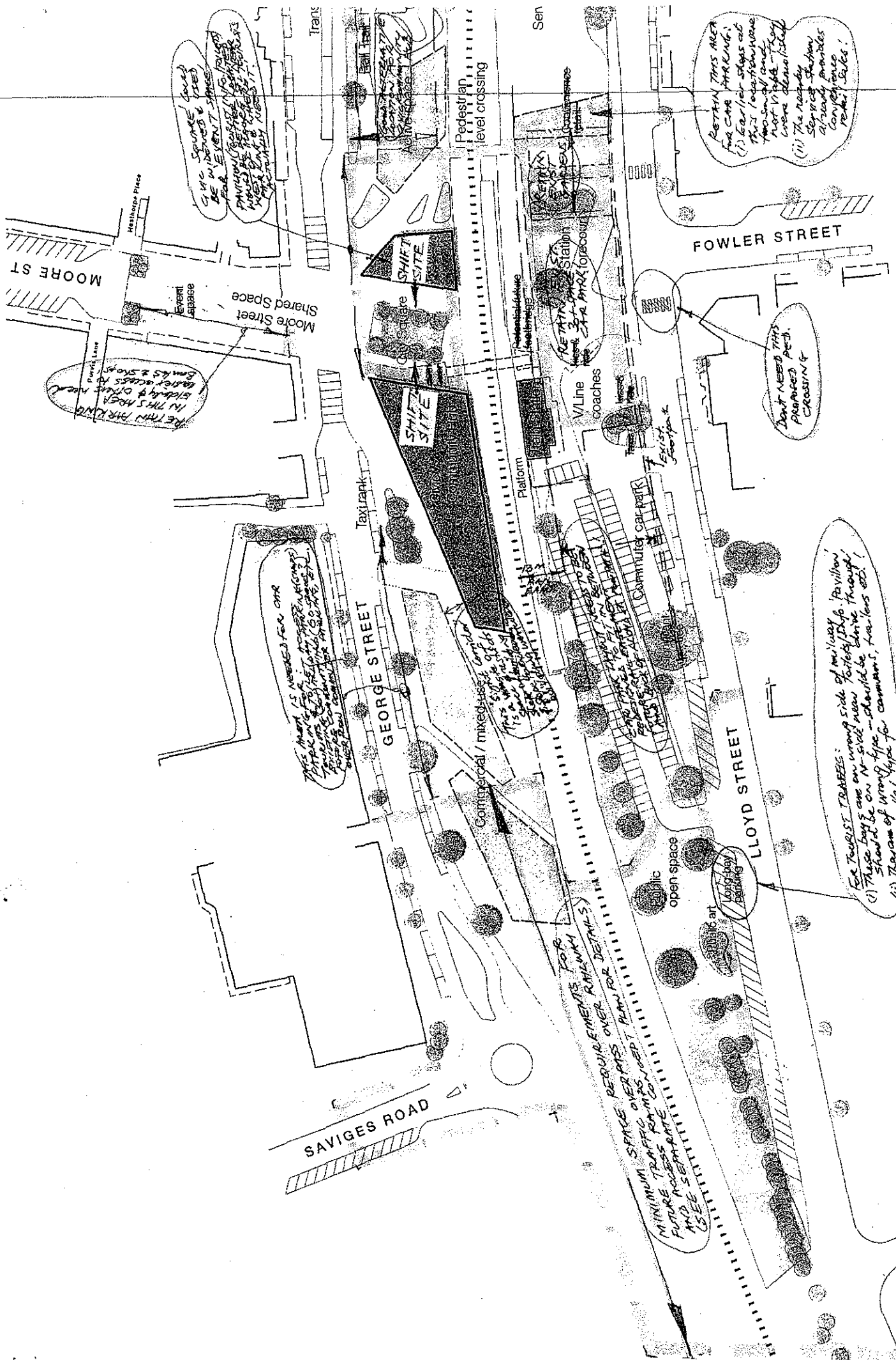
(In the present proposals the building is a three storey one, tapered in shape, some parts narrow with sharper angular corners consequently less usable space because of angular internal corners, walking / access space needed around staircases, lift wells, doors and for additional passages. The wisdom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





Sound and light  
 SMC services & used  
 BE W/ EVENT SPACE  
 PARKING (PROVIDE 150 PARKING  
 SPACES AS PROPOSED. VISIBILITY  
 MUST BE A MINIMUM OF 100M  
 FROM ANYLY ROAD 3.11.

IN THIS AREA  
 NEED  
 PARKING  
 IN THIS AREA  
 NEED  
 PARKING  
 IN THIS AREA  
 NEED  
 PARKING

THIS AREA IS NEEDED FOR CAR  
 PARKING. THE PROPOSED CAR  
 PARKING IS NOT ENOUGH. WE  
 NEED TO PROVIDE MORE CAR  
 PARKING SPACES FOR THE  
 VISITORS AND THE PUBLIC.

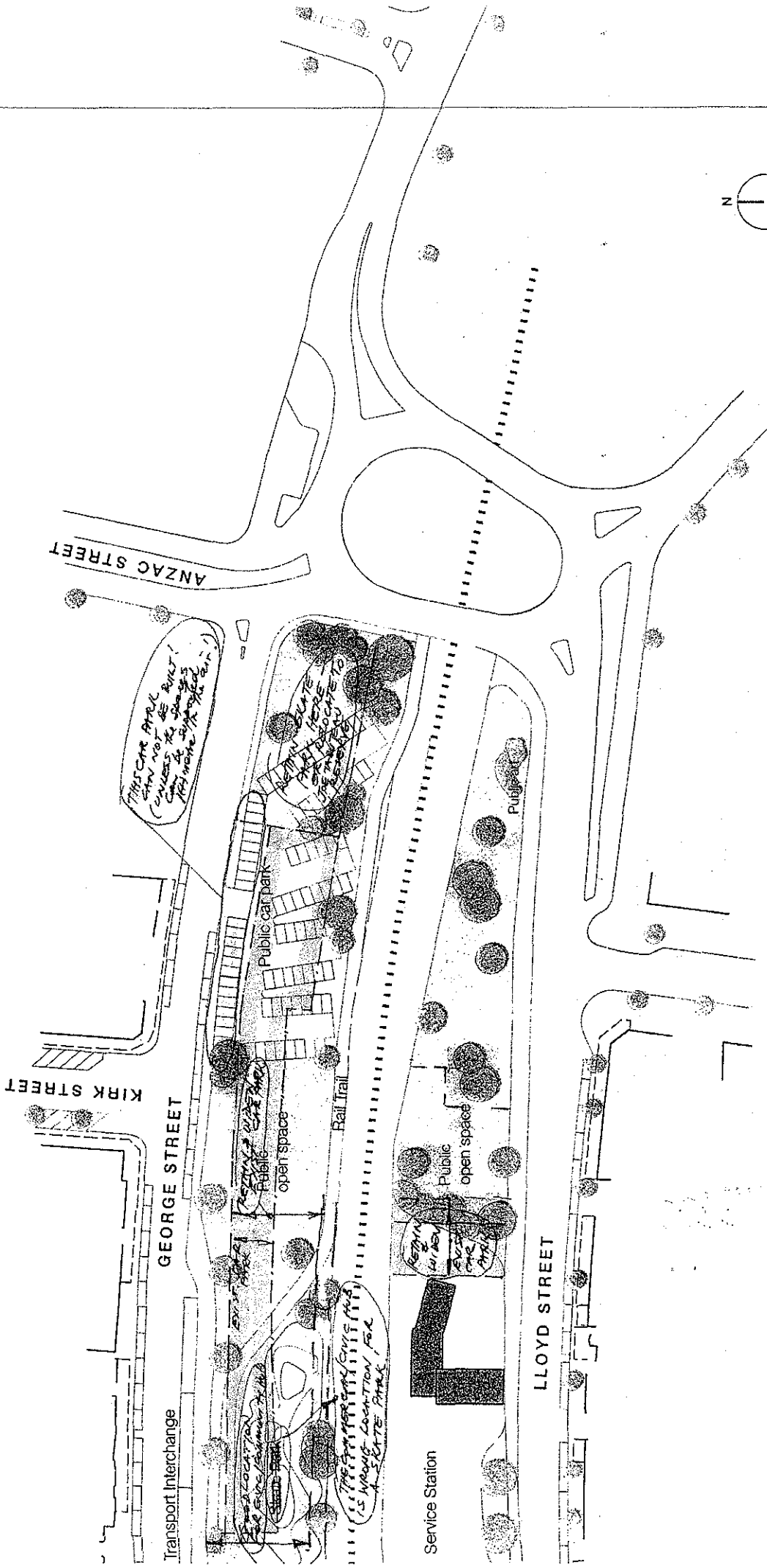
Commercial / mixed-use  
 15% of the site  
 15% of the site  
 15% of the site

MINIMUM SPACE REQUIREMENTS FOR  
 FUTURE TRAFFIC PATTERNS (DEPT PLAN)  
 AND ACCESS RAMPING  
 USE SEPARATE  
 USE SEPARATE

RETAIN THIS AREA  
 FOR CAR PARKING.  
 (i) Car / car stops at  
 this location were  
 most of and  
 most of and  
 were demolished  
 (ii) The nearby  
 Station  
 already provides  
 a ready source  
 of parking spaces.

DON'T NEED THIS  
 PROPOSED PED.  
 CROSSING

FOR TOURIST TRAVEL:  
 Pavillion  
 (i) These bays are on wrong side of the 'Pavillion'  
 Show of wrong type - should be drive through  
 (ii) They are of wrong type for 'commuters', too less  
 or parallel type for 'commuters', too less



THIS CAR PARK  
SHOULD NOT BE BUILT!  
(VALUES AS HIGH AS  
ANYWHERE ELSE IN THE AREA)

AS MIN. EXISTING  
PLANTING TO BE  
MAINTAINED TO  
PROTECT THE SITE

KIRK STREET

GEORGE STREET

Transport Interchange

Public car park

Rail line

Service Station

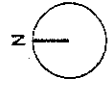
LLOYD STREET

Public

Public open space

Begin  
at 11:00  
AM  
END  
at 1:00  
PM

RE-PLANTING TO BE  
MAINTAINED TO  
PROTECT THE SITE  
IS A MAJOR CONCERN FOR  
THE SITE

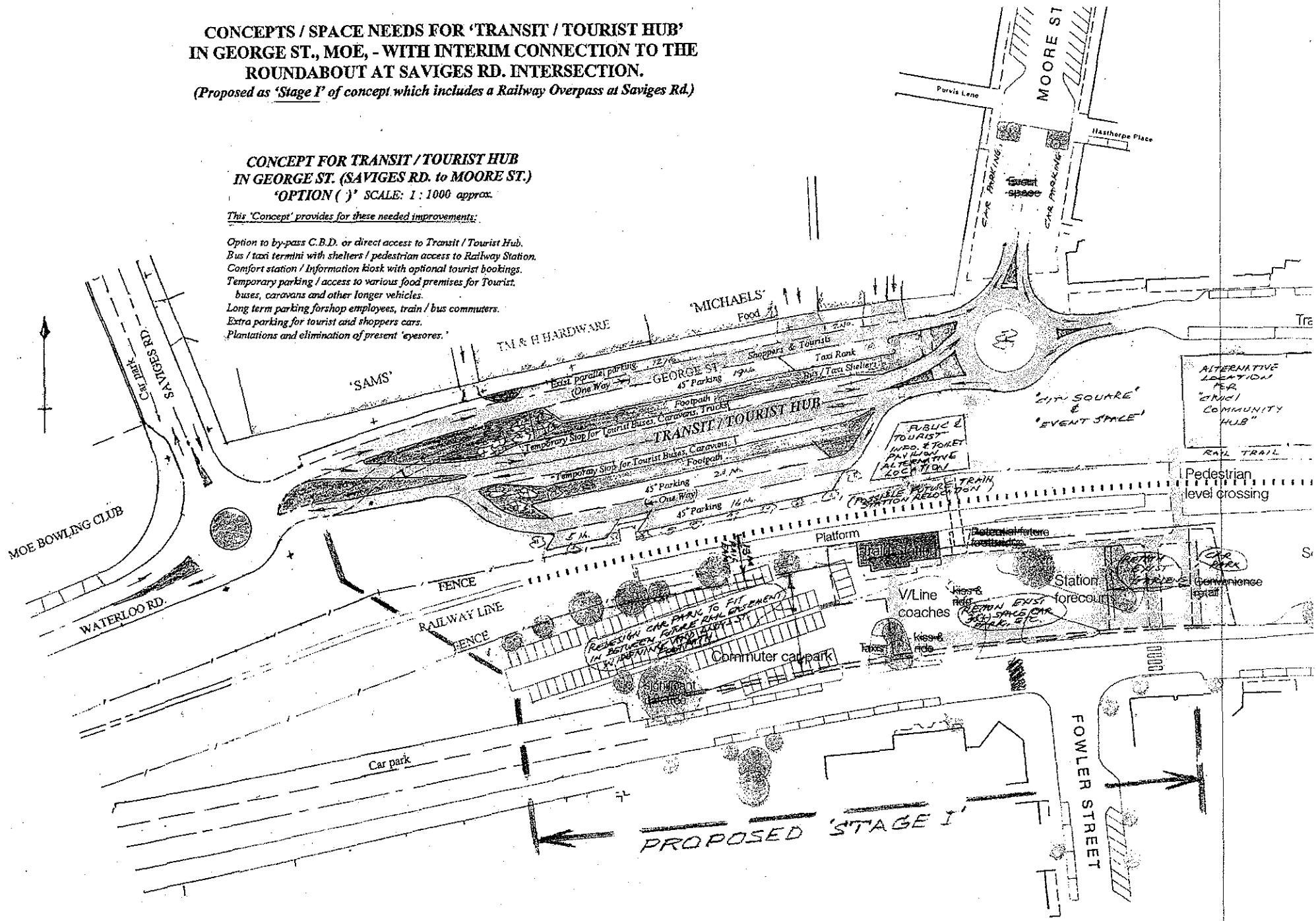


**CONCEPTS / SPACE NEEDS FOR 'TRANSIT / TOURIST HUB'  
IN GEORGE ST., MOE, - WITH INTERIM CONNECTION TO THE  
ROUNDBOUT AT SAVIGES RD. INTERSECTION.**  
(Proposed as 'Stage I' of concept which includes a Railway Overpass at Saviges Rd.)

**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.'



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

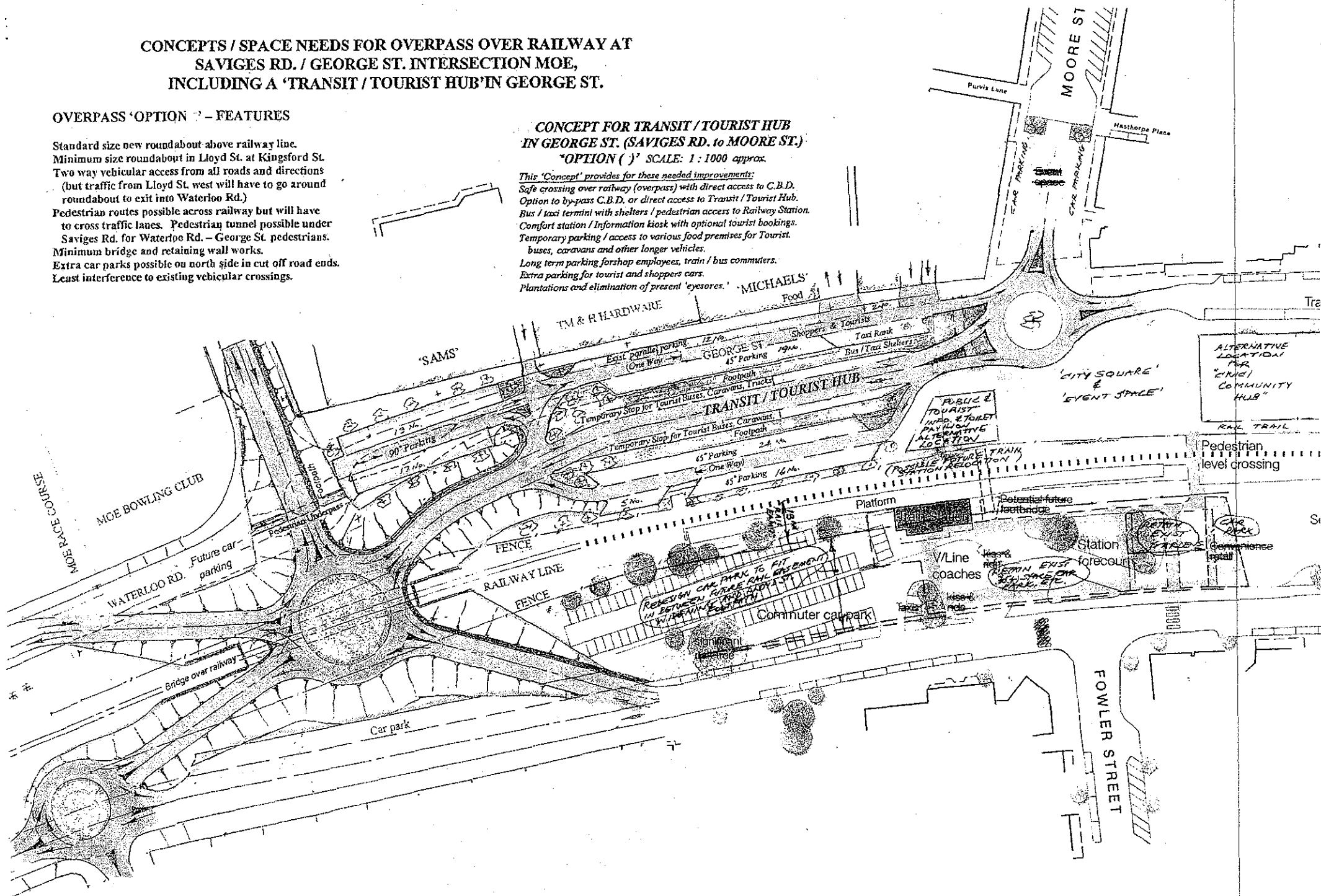
**OVERPASS 'OPTION 2' - FEATURES**

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](#)

"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 m<sup>2</sup> – 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 2<sup>nd</sup> 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 m<sup>2</sup> of library space.

- We are being presented with 600 m<sup>2</sup> 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 m<sup>2</sup> 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 m<sup>2</sup> – 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 2<sup>nd</sup> 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 m<sup>2</sup> of library space.

- We are being presented with 600 m<sup>2</sup> 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 m<sup>2</sup> 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 utmost consideration based on our large invested interests which only compliments this project.

Kind Regards

Jeff Hitchins..... Michael Gotis.....

**Hiren Bhatt**

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**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 ascetics 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.**

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## **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

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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

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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

28<sup>th</sup> 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](http://www.committeeformoe.com).***

# COMMITTEE FOR MOE

ABN: 97 322 745 090

Latrobe City

- 5 NOV 2009

2<sup>nd</sup> November, 2009

Doc. No:

Action Officer:

Disposal Code:

Comments:

Mr Hirem Bhatt,  
Latrobe City Council,  
PO Box 264,  
MORWELL 3840

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
  - 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.
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  - Entrance to Purvis Plaza must have a pedestrian path access

Brad Law, Secretary, Committee for Moe  
Ph: 0

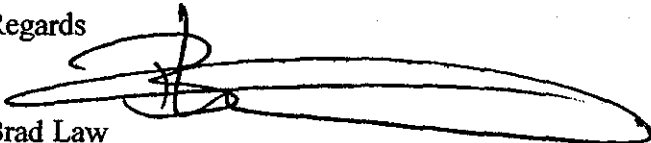
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Moe really needs a central green space - a town square – a happy, vibrant and safe CBD where people [locals and visitors] can meet, sit and talk in peace – it is really important that we strike the balance between business and community needs - in fact if we really think about it the two are inseparable.

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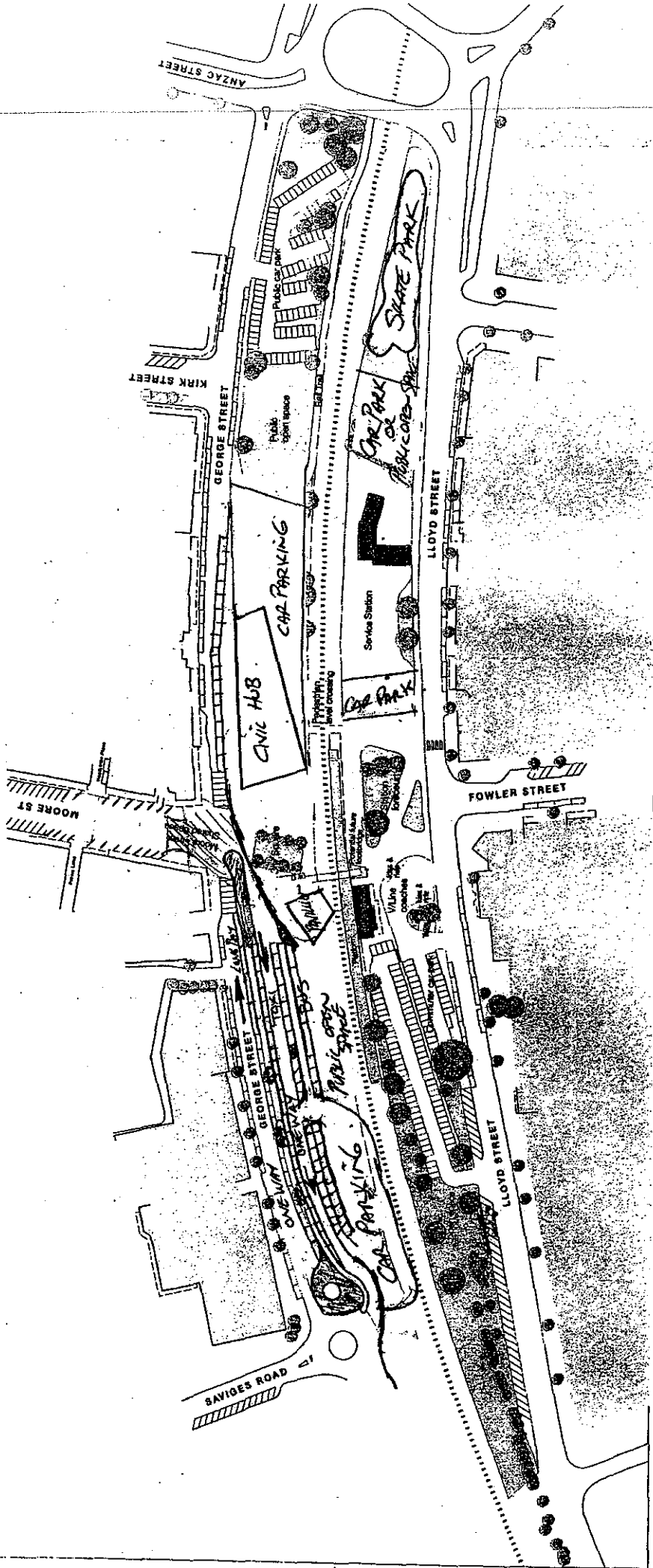
Please find enclosed a copy of plan with amendments.

Regards



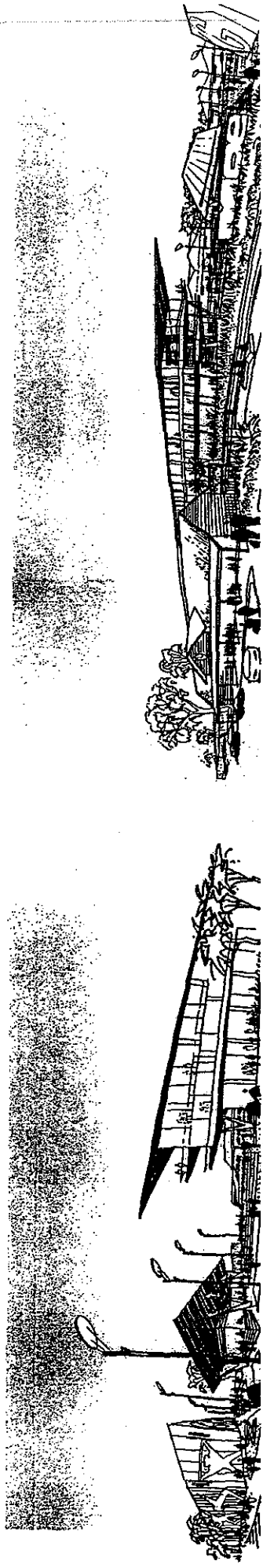
Brad Law  
Secretary  
Committee for Moe Inc.

*Information about the Committee for Moe can be found on our website  
[www.committeeformoe.com](http://www.committeeformoe.com).*



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# Moe and District Residents Association Inc.

No. A0052091G

3<sup>rd</sup> 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.*

3<sup>rd</sup> 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.

<b>Latrobe City</b>	
- 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.<sup>1</sup> 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

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<sup>1</sup> 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.<sup>2</sup>

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*

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<sup>2</sup> 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)

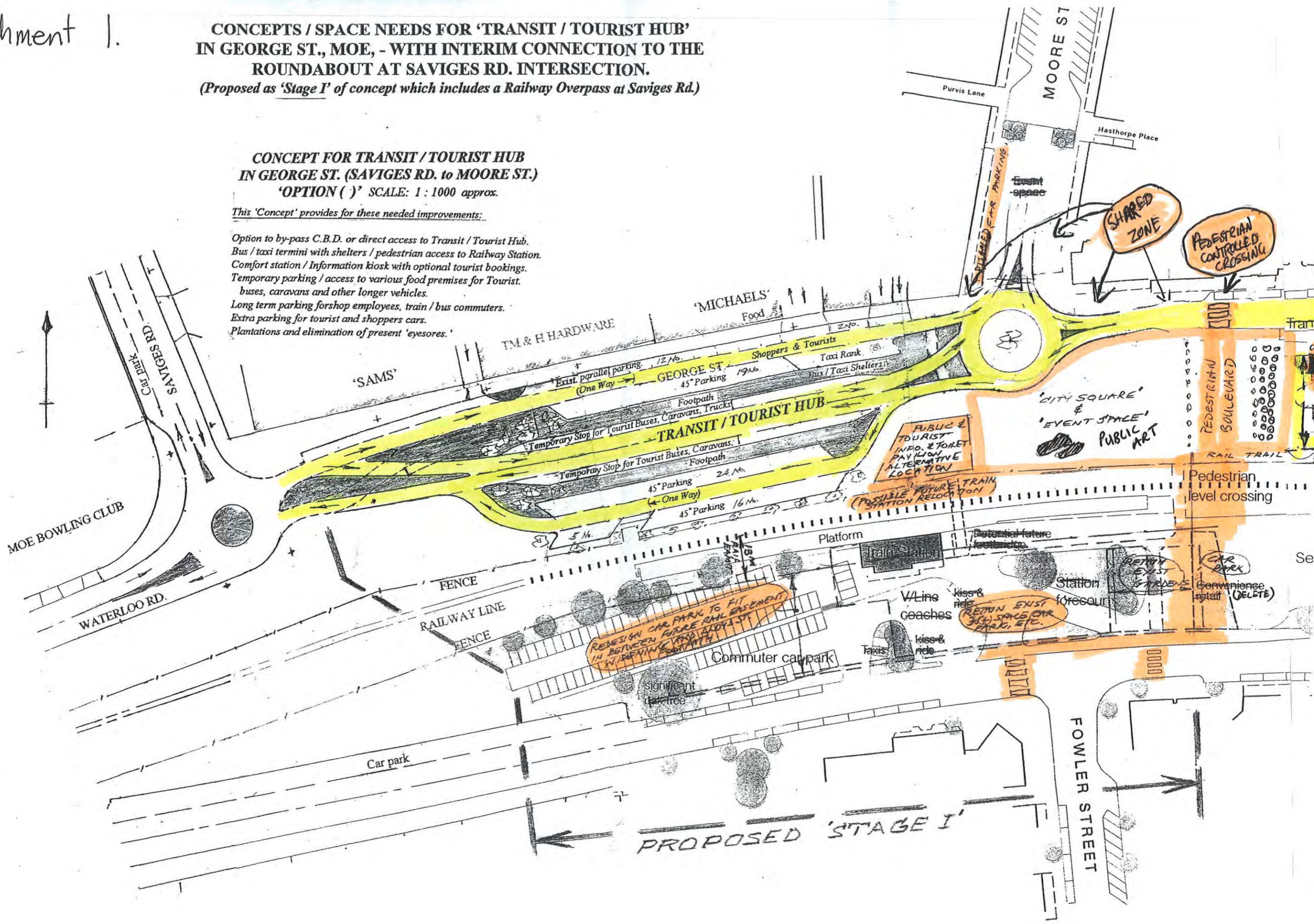
**Attachment 3:** Excerpt from the *Moe Precinct Concept Plan* (LCC, 2006) – Albert Street redevelopment – renovating and extending the Moe Library and Council Service Centre

**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.'

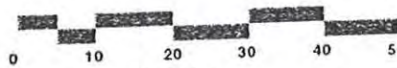


REDESIGN CAR PARK TO FIT  
IN BETWEEN FUTURE RAIL EASEMENT  
W/ DEEPENING FOOTPATH

PUBLIC & TOURIST  
INFO. & TOILET  
PAVILION  
ALTERNATIVE  
LOCATION

RETAIN EXIST  
SARVIS 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:

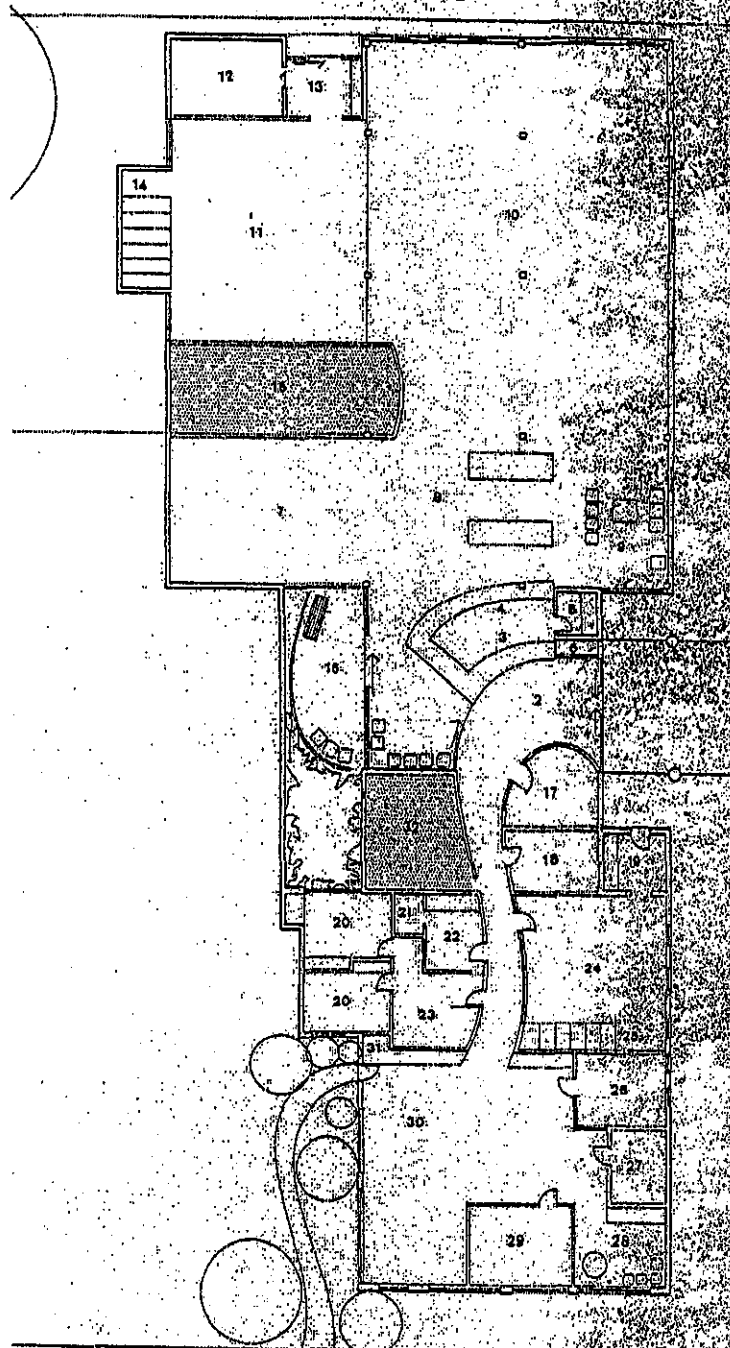
- Maximise passenger and public transport vehicle capacity;
- Maximise quality, safety and security of the passenger and operating environment;
- Minimise the potential for conflict between passenger, cyclist and vehicle movements, and
- Minimise walking distances within the interchange and to nearby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

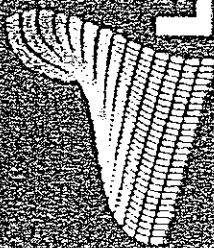
Parents Room

M&CH PRECINCT CONCEPT PLAN  
ALBERT ST. RE-DEVELOPMENT

North

ADDUM PEDERSEN Architects  
65 ALBERT STREET TRARALGON  
TEL: 03 9411 4052 FAX: 03 9411 4053

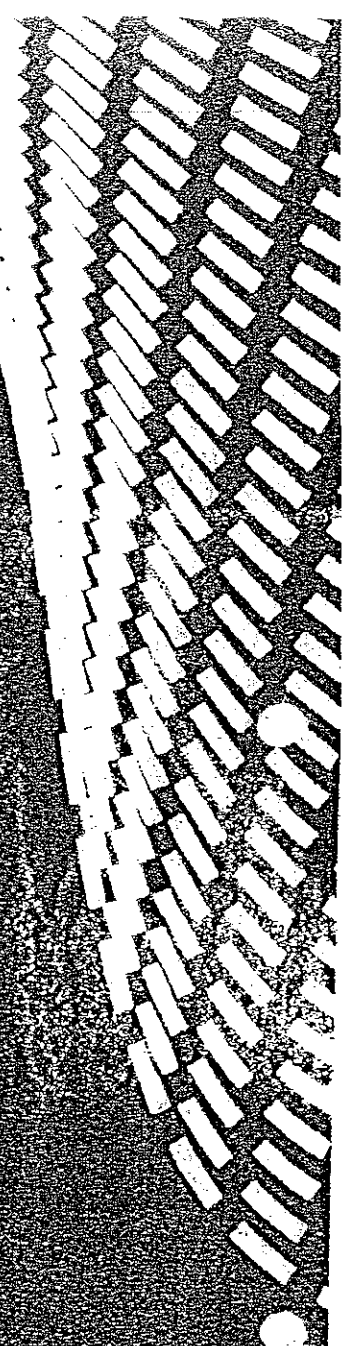
ALBERT STREET



**LatrobeCity**

*a new energy*

ANALOGICAL TELEVISION



2/11/09

<b>Latrobe City</b>	
- \$ 1000	
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



<b>Latrobe City</b>	
11 NOV 2009	
Doc. No:	
Action Officer:	
Disposal Code:	
Comments:	

RS:tw

14<sup>th</sup> 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

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**Jane Burton**

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**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

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Head to the Daily Blob on Windows Live [For more of what happens online](#)

**Jane Burton**

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**From:** Vaughan Speck [mailto:vaughan@traralgon.vic.gov.au]  
**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



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**Jane Burton**

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**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.

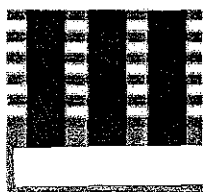
What I find disgraceful is that the very same people whose behavior & alleged misconduct in illegally obtaining confidential council documents, an issue they were roundly criticized for in the VCAT judgment, was never reported in the local press to expose them or action taken against them. These very 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](mailto: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:

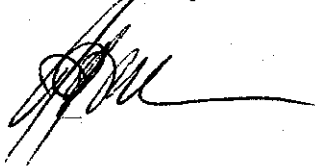
- There is no dedicated parking for visitors to the library.
- Parking is too remote for elderly and disabled members and visitors.

- 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 14<sup>th</sup> 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

Moore Street  
Public Space

Hastings Place

Event space

CIVIC HUB

PUBLIC OPEN SPACE

Civic /  
Community Hub

Commercial / mixed-use

Taxi rank

Pedestrian  
level cross

Platform

Train Station

Potential future  
footbridge

5m UNDERPASS

10 KISSOBS BIDE

Station  
forecourt

Convenience  
retail

2 TAXI  
BUSES / TAXI  
COACHES

30 CAR SPACES

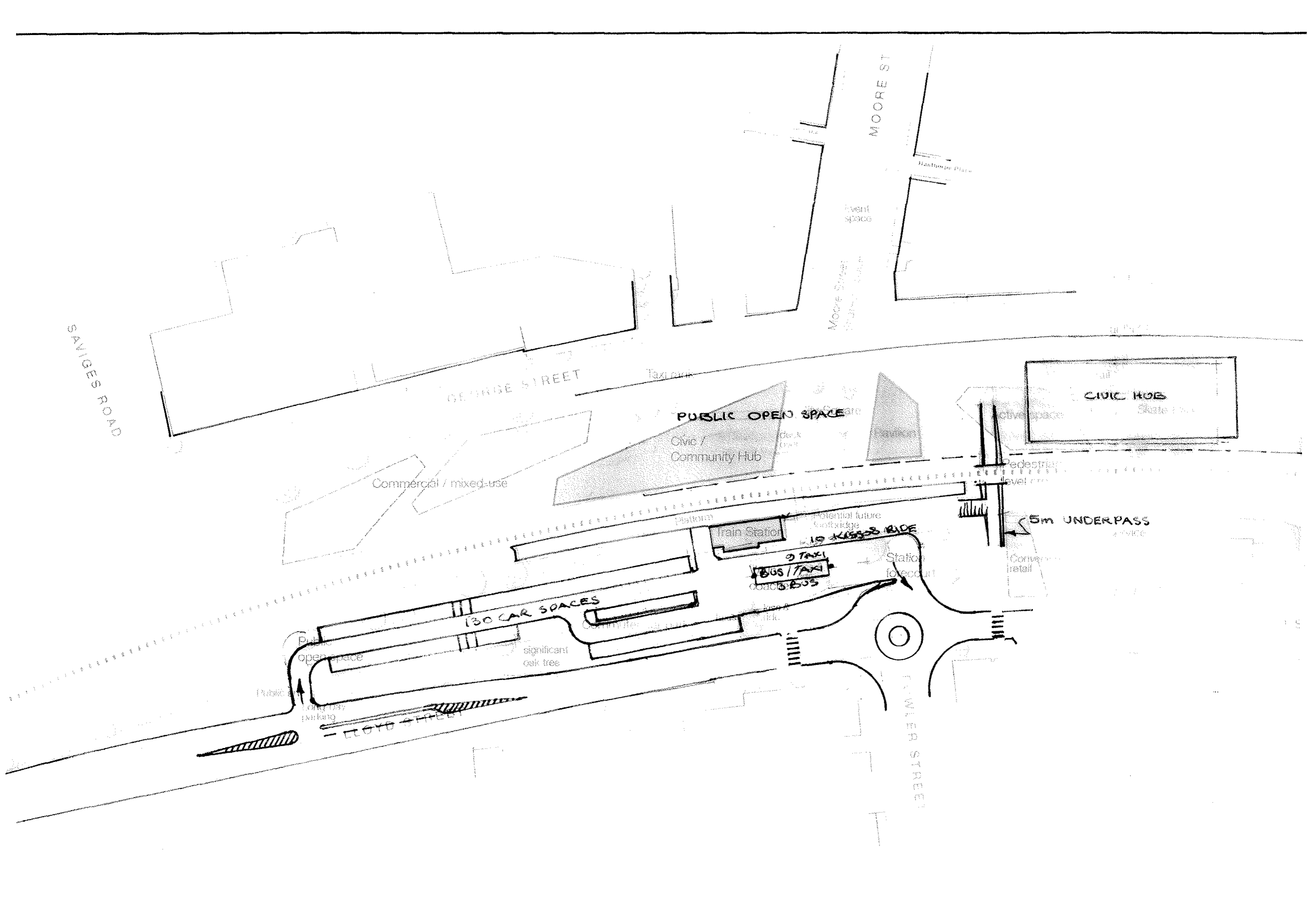
Public  
Open space

significant  
oak tree

Public  
long day  
parking

CLOYD STREET

FRIMMER STREET



MOORE ST

Moore Street Shared Space

11.5m

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

2 TAXI  
BUS/TAXI  
3 BUS

Station forecourt

Convenience retail

5m UNDERPASS

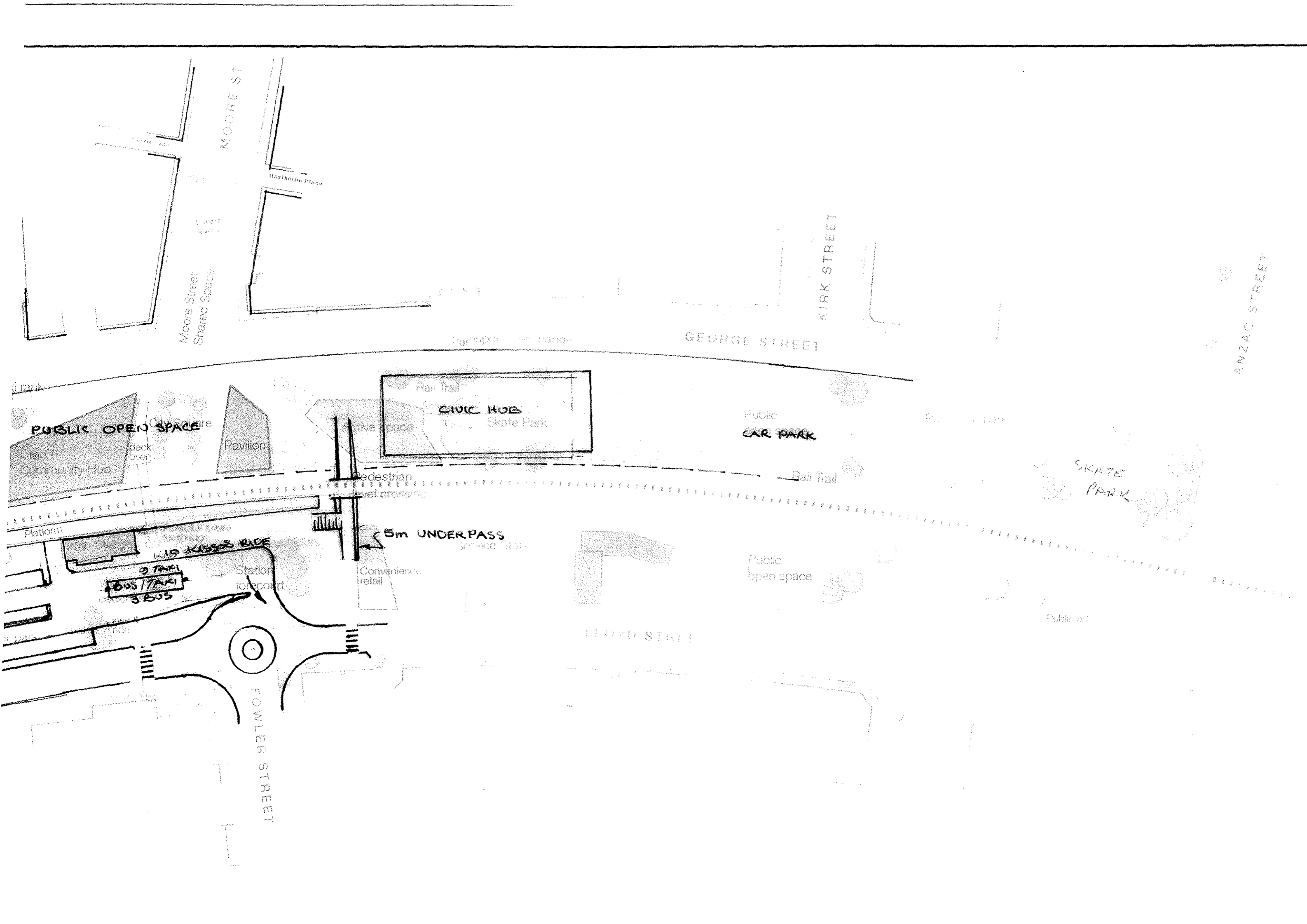
Pedestrian level crossing

Bail Trail

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.

RELOCATION / VISIBILITY FROM POLICE STATION

#### 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.

'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.



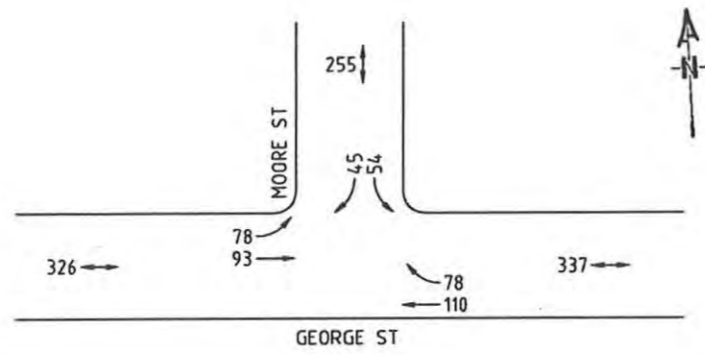
Shared Space, Bendigo

#### 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)

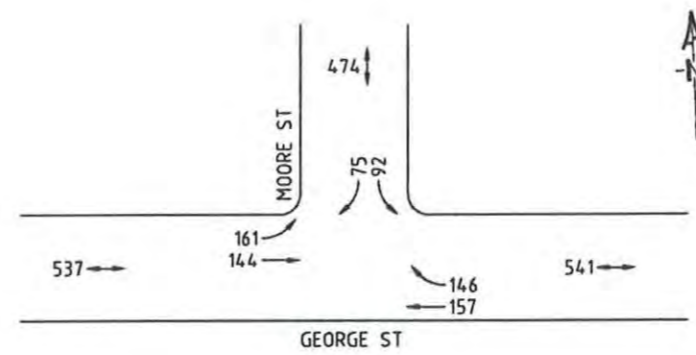
- The primary philosophy of Shared space is to not define spaces, but keep it all consistent/ill-defined/continuous
- Slowing vehicles down is the most important thing  
Bluestone cobbles on approach provide warning to vehicles (vibration) and to pedestrians (acoustic), and slows the vehicles down  
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



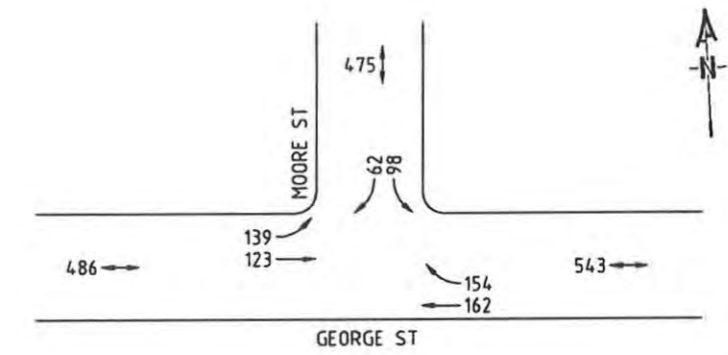
**VEHICLE VOLUMES**

NOTE: ALL UNITS ARE VEHICLES PER HOUR (vph)



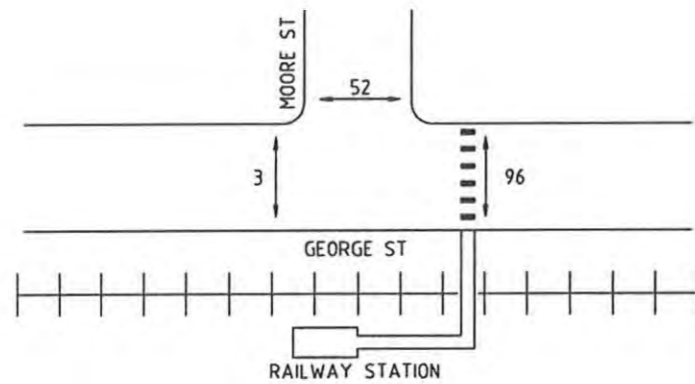
**VEHICLE VOLUMES**

NOTE: ALL UNITS ARE VEHICLES PER HOUR (vph)



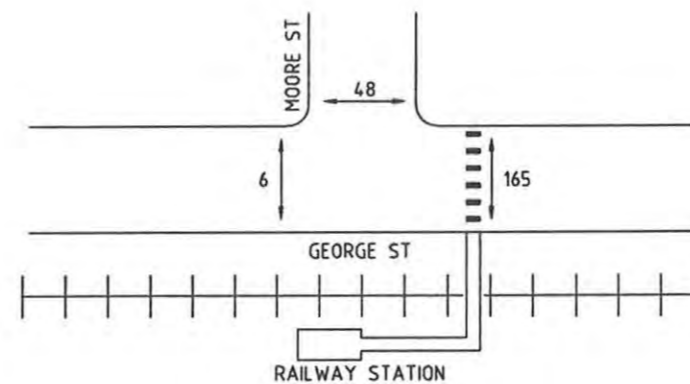
**VEHICLE VOLUMES**

NOTE: ALL UNITS ARE VEHICLES PER HOUR (vph)



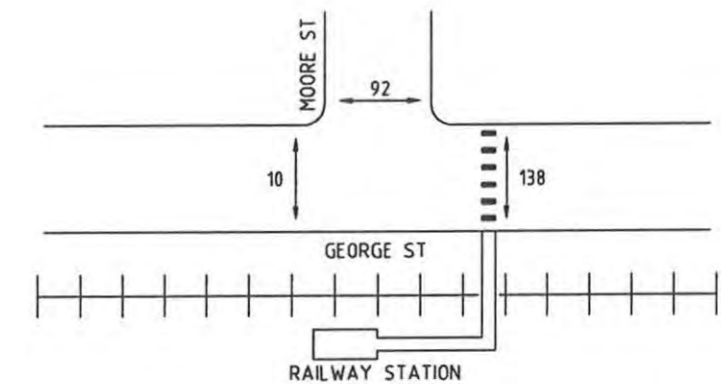
**PEDESTRIAN VOLUMES**

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.

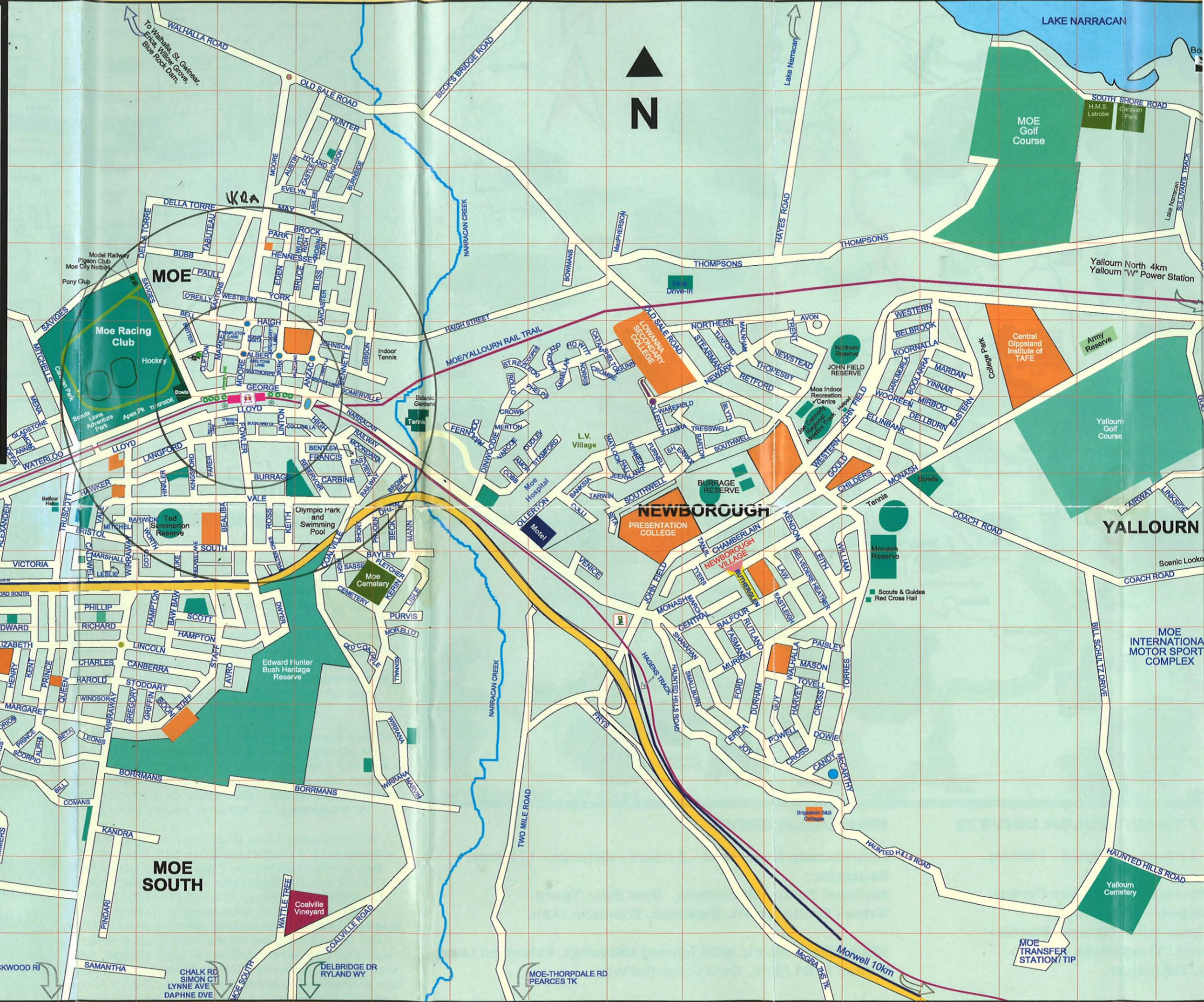
The existing car park egress located on the northern side of the Lloyd Street / Fowler Street intersection is in a prohibited location (according to Australian Standards - AS2890.1:2004) and is proposed to be removed / relocated as part of the Master Plan development. This will improve safety and capacity 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	N3 Moe-Thorpdale Rd	N12 Service Rd South	H5
L8 High St	H10 Mofist St	F8 Shannon St	J14
E13 High St	G8 Monash Rd	H14 Shannon Ct	E14
H8 High St	E13 Monash Ct	F8 Short St	F10
E13 High St	B10 Moondarra St	E9 Skollons Ln	E9
K16 Hunter St	B10 Moore St	E9 Smallburn Av	E14
F12 Hyland St	J- Moore St	J11 Somerville Ct	E10
E17 James St	G14 Murrey Ct	G4 South St	E10
F17 Jerningham Av	H5 Murrey Rd	J15 Southwell Av	K8
C8 John St	H5 Murrey Rd	J4 Staff St	K7
G4 John Field Dr	H14 Nardine St	F10 Stamford St	F13
F12 Johnson St	E10 Nardine Dr	J5 Stearns St	E13
K16 Johnson St	K15 Nardine St	E15 Streetfield Rd	E12
G11 Joyce St	C10 Newark Av	E16 Stirling St	J5
F13 Joyce St	-K Newark Av	E13 Stoddart St	J7
K15 Joyce St	L7 Newlands St	G9 Sullivan Track	C21
E19 Joyce St	G9 Northern Av	E15 Sullivan Track	D21
F10 Kendon St	G18 O'Brien Ln	F8 -T-	G14
F18 Kennell Dr	J11 Old Coalville Rd	J10 Tabouca Rd	C8
H18 Kennedy Ct	F14 Old Sale Rd	B10 Tambo Rd	M4
D9 Kent St	J8 O'Brien Av	G15 Tangi St	G15
J6 Kerin St	H11 O'Brien Av	G12 Tams Ct	F14
J5 King St	K5 O'Reilly Ct	D8 Tarwin Cr	G13
F17 Kingfield St	G8 Orion Ct	K6 Tarnan St	K8
E9 Kingfield St	E9 Orion Ct	K6 Tarnan Wy	E9
K16 Koornalla St	E17 Palasley St	J16 Templeton Ln	E10
C9 Lancaaster St	D10 Parer Av	F8 Thompsona Rd	D14
G20 Langford St	F8 Parer Cr	C9 Thorsley St	E15
C10 Law St	H10 Parer St	H6 Thorpe St	F17
F12 Leith St	H16 Paul Ct	D8 Timmer Rd	L6
H11 Leona Ct	K7 Phelans Ln	H8 Tovell St	J16
H4 Leslie Ct	H7 Philip St	E13 Tronham St	J6
K15 Liba Ct	K6 Philip St	H7 Trent St	E16
F9 Lincoln St	J8 Pinder Av	M7 Traveall Av	F15
F10 Linka Rd	C18 Powell St	K16 Trinity Ln	E10
K13 Linka Ct	G21 Prince St	J6 Thucott Rd	G7
F14 Linton Av	F9 Princes Freeway	H2 Tuckford St	E15
H5 Lloyd St	H4 Princes Freeway	J13 Two Mile Road	K12
E9 Lloyd St	H8 Princes St	E9 -V-	H15
E10 Lloyd St	H8 Princes St	H11 Varcoe Ct	G7
E10 Lloyd St	H8 Princes St	J7 Venico St	F12
E21 McCarthy Rd	K17 Queen St	-R-	H13
G1 McDonald Ct	E19 -R-	G10 View St	F10
G16 McGrath Tk	N18 Rawley Cr	J5 Walshfield Ct	F14
G4 McKenna Ct	E13 Rawley Cr	J7 Walhalla Rd	A8
K7 MacPherson Rd	D14 Reservoir Rd	H15 Walhalla Rd	H4
D9 Maley Ln	E10 Reservoir Rd	G14 Watsons Rd N	L4
K9 Maltham Cr	E15 Richard St	E12 Watsons Rd S	M9
E14 Marn St	G11 Rita Ct	G8 Watte Tree Rd	D9
K16 Marn St	H15 Roberts St	G5 Western Av	E17
K14 Margaret St	K6 Robinson St	J15 Western Av	F18
E9 Marlet St	H7 Roos Av	H15 Williams St	H17
H9 Marshall Av	H7 Roos Av	N7 Windsor Av	J7
F14 Marvin St	L11 Rutland St	N7 Windsor Av	K8
F16 Mason St	J16 Rutland Rd	N17 Winaway St	L11
J8 Matlock St	J7 Samatha Av	E6 Wooreen St	F12
J7 May St	K12 Saxe Ct	D8 Worth Cr	G8
K16 Meadow Ln	F6 Savages Rd	D9 Wulderich St	D10
J14 Merion St	F12 Saxons Dr	K9 Yinnar St	D9
G7 Maryn St	G5 Scherman Ln	E6 York St	D8
C16 Mirboo St	F18 Scorpio Dr	E6 York St	D9
H16 Mitchell Ct	G7 Scott Av	E6 York St	D9
D9 Mitchell Rd	E6 Scott Av	E6 York St	D9



SCALE  
500 1000  
METRES



**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

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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



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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**

<b>Latrobe City</b>	
- 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 25<sup>th</sup> 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