



# **LATROBE CITY COUNCIL**

**AGENDA FOR THE  
SPECIAL COUNCIL MEETING**

**TO BE HELD IN MOE TOWN HALL  
ALBERT STREET, MOE  
AT 5.30PM ON  
25 MARCH 2013**

**SM403**



## *Latrobe Community* **Vision**

*"In 2026 the Latrobe Valley is a liveable and sustainable region with collaborative and inclusive community leadership."*

## *Council* **Mission**

Latrobe City continues to implement the values, corporate directions and partnerships necessary to bring reality to the Latrobe's 2026 community vision for a liveable and sustainable region with collaborative and inclusive community leadership.

## *Council* **Values**

Latrobe City Council's values describe how it is committed to achieving the Latrobe 2026 community vision through:

- Providing responsive, sustainable and community focused services;
- Planning strategically and acting responsibly;
- Accountability, transparency and honesty;
- Listening to and working with the community; and
- Respect, fairness and equity.

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**1. OPENING PRAYER**

*Our Father in Heaven, hallowed be your Name, your kingdom come, your will be done on earth as in Heaven. Give us today our daily bread. Forgive us our sins as we forgive those who sin against us. Save us from the time of trial and deliver us from evil. For the kingdom, the power, and the glory are yours now and forever.*

*AMEN*

**2. ACKNOWLEDGEMENT OF THE TRADITIONAL OWNERS OF THE LAND**

*We respectfully acknowledge that we are meeting here today on the traditional land of the Braiakaulung people of the Gunnai/Kūrnai Clan and pay our respect to their past and present elders.*

**3. APOLOGIES AND LEAVE OF ABSENCE**

**Direct and indirect interests - Section 77A(1) Local Government Act 1989**

*A relevant person has a conflict of interest in respect of a matter if the relevant person has a direct interest or indirect interest in the matter.*

**4. DECLARATION OF CONFLICT OF INTEREST****5. PUBLIC QUESTION TIME**

**ITEMS REFERRED BY  
THE COUNCIL TO THIS  
MEETING FOR  
CONSIDERATION**

**6. ITEMS REFERRED BY THE COUNCIL TO THIS MEETING FOR CONSIDERATION**

**6.1 REVIEW OF THE MOE ACTIVITY CENTRE PLAN AND MOE RAIL PRECINCT REVITALISATION PROJECT**

**Chief Executive Officer**

**For Decision**

**PURPOSE**

The purpose of this report is to present to Council the review of the Moe Activity Centre Plan and Moe Rail Precinct Revitalisation Project and to consider two related petitions.

**DECLARATION OF INTEREST**

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

**STRATEGIC FRAMEWORK**

This report is consistent with Latrobe 2026: The Community Vision for Latrobe Valley and the Latrobe City Council Plan 2012-2016.

**Latrobe 2026: The Community Vision for Latrobe Valley**

*Strategic Objectives – Built Environment*

*In 2026, Latrobe Valley benefits from a well planned built environment that is complementary to its surrounds and which provides for a connected and inclusive community.*

**Latrobe City Council Plan 2012 - 2016**

**Shaping Our Future**

Gippsland's Regional City

*Strengthening our profile*

An active connected and caring community

*Supporting all*

Attract, retain, support

*Enhancing opportunity, learning and lifestyles*

*Strategic Direction – Built Environment*

*- Integrate transit cities principles in the development of Moe, Morwell and Traralgon activity centres.*

*- Develop high quality community facilities that encourage access and use by the community.*

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- *Ensure proposed developments enhance the liveability of Latrobe City, and provide for a more sustainable community.*
- *Promote and support high quality urban design within the built environment.*
- *Promote the integration of roads, cycling paths and footpaths with public transport options and public open space networks to facilitate passive recreation and enhance the liveability and connection of Latrobe City.*
- *Promote and support private and public sector investment in the development of key infrastructure within the municipality.*

### *Strategy – Built Environment*

- *Moe Activity Centre Plan,  
Adopted 17 December 2007*
- *Moe Rail Precinct Revitalisation Project: Master Plan,  
Adopted 7 December 2009*
- *Moe Rail Precinct Revitalisation Project: Concept Design  
Adopted 9 May 2011*
- *Moe Rail Precinct Revitalisation Project Strategic Business Case  
Adopted 4 June 2012*

### *Key Strategic Actions*

*Pursue government funding opportunities to progress construction of the Moe Rail Precinct Revitalisation Project in accordance with the Moe Activity Centre Plan.*

### **BACKGROUND**

At the Ordinary Council Meeting on Monday, 17 December 2012, in response to a Notice of Motion, Council resolved:

*That the Moe Railway Revitalisation Project – Moe Activity Centre Plan (MRPRP – MACP) be brought back to Council for a full review and that no further works be commenced, external funding sought and/or Council funding allocated until such time as Council completes the review, with the exception of those projects already approved by Council and funded, namely the underground placement of powerlines, construction of public toilets and the clocktower*

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Immediately following the adoption of the above resolution, Council also resolved:

1. *That Council endorses the following review process for the MRPRP-MACP project. That Council:*
  - *Identify realistic funding opportunities and amounts for each component of the design;*
  - *Reviews each component of the MRPRP-MACP project design not yet undertaken and/or funded with regard to availability of funding and previous council submissions;*
  - *Review all previously received written public submissions made to Council on the MACP and MRPRP, including petitions;*
  - *Review the project design with reference to the Department of Transport's current 'Guidelines for Land Use and Development', and any plans involving transport which may affect the Moe railway corridor that have developed since adoption of the MRPRP-MACP Masterplan in 2009, and any finalised reports commissioned by Council and the State Government about road and rail traffic in and around Moe;*
  - *Undertake meetings in February 2013 between Councillors and Council officers with the previous public submitters to the MRPRP-MACP, and MACP written submission processes to discuss their respective submission/s.*
2. *That a report be brought back to a future Council meeting no later than the second Council meeting in March, 2013.*

At the Ordinary Council Meeting on 4 February 2013, a report was presented to Council providing the details of all previous submissions made in relation to these projects, and suggesting a process for previous submitters to engage in the review process during February 2013.

Following consideration of this report, Council resolved:

1. *That Council notes a copy of all previous submissions to the Moe Activity Centre Plan and Moe Rail Precinct Revitalisation Project, together with relevant petitions, has been provided to the Council for review.*
2. *That a Special Council Meeting is held for the purpose of hearing from previous submitters to the Moe Activity Centre Plan and Moe Rail Precinct Revitalisation Project and whether their views about their original submission have since changed, on Wednesday, 20 February 2013 at 5.30pm at the Moe Town Hall.*
3. *That Council invite written submissions from previous submitters to the Moe Activity Centre Plan and Moe Rail Precinct Revitalisation Project to address whether their views about their original submission have since changed, to be received by Friday 1 March 2013 and included in the final review report for Council consideration at the Special Council Meeting to be held on Monday, 25 March 2013 at 5.30pm at the Moe Town Hall.*



**SPECIAL COUNCIL MEETING AGENDA  
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4. *That a Special Council Meeting is held for the purpose of considering the review of the Moe Activity Centre Plan and Moe Rail Precinct Revitalisation Project, on Monday, 25 March 2013 at 5.30pm at the Moe Town Hall.*

At the Ordinary Council Meeting on 18 February 2013, a report was presented to Council with a petition requesting that *“the Moe Rail Precinct Revitalisation Project Master Plan be implemented immediately and that Council actively seek funding from both state and federal governments to ensure the completion of the project in a timely manner”*.

Following consideration of this report, Council resolved:

1. *That Council lays the petition “requesting the Moe Rail Precinct Revitalisation Project Master Plan to be implemented immediately and that Council actively seeks funding from both state and federal governments to ensure the completion of the project in a timely manner”, on the table until the Special Council Meeting to be held on Monday, 25 March 2013.*
2. *That the head petitioner be advised of Council’s decision in relation to the petition “requesting the Moe Rail Precinct Revitalisation Project Master Plan to be implemented immediately and that Council actively seeks funding from both state and federal governments to ensure the completion of the project in a timely manner”.*

In accordance with part 2 of the 4 February 2013 Council resolution, a Special Council Meeting was held on 20 February 2013 to hear from previous submitters to the Moe Activity Centre Plan and Moe Rail Precinct Revitalisation Project.

At this meeting, Council resolved:

1. *That Council notes submissions made at this meeting by previous submitters to the Moe Activity Centre Plan and/or Moe Rail Precinct Revitalisation Project, in relation to whether their views about their original submission have since changed.*

At the Ordinary Council Meeting on 18 March 2013, a report was presented to Council with a petition from the youth of Latrobe Valley requesting the Moe Rail Precinct Revitalisation Project Master Plan be implemented immediately and that Council actively seek funding from both state and federal governments to ensure the completion of the project in a timely manner. Following consideration of this report, Council resolved:

1. *That Council lays the petition “requesting the Moe Rail Precinct Revitalisation Project Master Plan be implemented immediately and that Council actively seeks funding from both state and federal governments to ensure the completion of the project in a timely manner”, on the table until the Special Council Meeting to be held on Monday, 25 March 2013.*

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2. *That the head petitioner be advised of Council's decision in relation to the petition "requesting the Moe Rail Precinct Revitalisation Project Master Plan be implemented immediately and that Council actively seeks funding from both state and federal governments to ensure the completion of the project in a timely manner".*

### **ISSUES**

The attached review document has been prepared in response to the Council resolutions of 17 December 2012, 4 February 2013, 18 February 2013, 20 February 2013 and 18 March 2013.

In addition to the issues identified by Council for review, the following issues have been raised by submitters during the review process:

- Car parking;
- Youth precinct;
- Public library; and
- Land tenure.

These issues have also been considered in preparation of the attached review.

The majority of issues raised in the submissions relate to the key aspects and components of the project design, however four submitters questioned governance processes associated with the projects since their inception. The review notes that all decisions made in respect to the MACP and MRPRP projects have been made by Council in accordance with the *Local Government Act 1989*.

To confirm that the review has been completed in accordance with the Council resolutions and that governance processes have been appropriate, an external independent review will be conducted. The findings of this independent review will be presented to a future Meeting of Council.

### **FINANCIAL, RISK AND RESOURCES IMPLICATIONS**

Risk has been considered as part of this report, with consideration given to risks around community confidence and good governance for decision making.

The *Community Engagement Plan 2010-2014* adopted by Council is a key document to ensure Council appropriately engages and considers the views of the community as part of its decision making processes. Adherence to the values and principles included in the Plan are an effective strategy to mitigate risks of this nature, and therefore were considered during the review process.

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Financial and resource implications have been considered as part of this report. Costs associated with the review have been accommodated within existing budget allocations.

**INTERNAL/EXTERNAL CONSULTATION***Engagement Method Used:*

Consultation in relation to the review has been carried out in accordance with the Council resolutions of 17 December 2012 and 4 February 2013.

Full detail and analysis of the internal and external consultation associated with the MACP / MRPRP and this review are provided in the attached review document and appendices.

**OPTIONS**

Council has the following options in relation to this report:

1. Note the review has been completed in accordance with the Council resolutions of 17 December 2012, 4 February 2013, 18 February 2013, 20 February 2013 and 18 March 2013.
2. Note that the review has not been completed in accordance with the Council resolutions of 17 December 2012, 4 February 2013, 18 February 2013, 20 February 2013 and 18 March 2013.

**CONCLUSION**

On 17 December 2012, Council resolved to undertake a full review of the Moe Activity Centre Plan (MACP) and Moe Rail Precinct Revitalisation Project (MRPRP).

The attached review provides Council with a thorough response to the resolutions of 17 December 2012, 4 February 2013, 18 February 2013, 20 February 2013 and 18 March 2013 and to other issues raised during the review.

**Attachments**  
Nil

**RECOMMENDATION**

- 1. That Council note the review of the Moe Activity Centre Plan and Moe Rail Precinct Revitalisation Project has been completed in accordance with the Council resolutions of 17 December 2012, 4 February 2013, 18 February 2013, 20 February 2013 and 18 March 2013.**
- 2. That Council pursue state and federal government funding opportunities to progress the Moe Rail Precinct Revitalisation Project as per the Concept Design adopted on 9 May 2011.**
- 3. That the head petitioners of the two petitions received during the review be advised of Council's decision in relation to their petitions requesting that the Moe Rail Precinct Revitalisation Project Master Plan be implemented immediately and that Council actively seek funding from both state and federal governments to ensure the completion of the project in a timely manner.**
- 4. That the Mayor write to all submitters thanking them for their submissions and advising them of the completion of the review.**



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Review of the  
Moe Activity Centre Plan (MACP), and  
Moe Rail Precinct Revitalisation Project (MRPRP)  
March 2013

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## Executive Summary

At the Ordinary Council Meeting on Monday, 17 December 2012, in response to a Notice of Motion, Council resolved:

*That the Moe Railway Revitalisation Project – Moe Activity Centre Plan (MRPRP – MACP) be brought back to Council for a full review and that no further works be commenced, external funding sought and/or Council funding allocated until such time as Council completes the review, with the exception of those projects already approved by Council and funded, namely the underground placement of powerlines, construction of public toilets and the clocktower*

Immediately following the adoption of the above resolution, Council also resolved:

1. *That Council endorses the following review process for the MRPRP-MACP project. That Council:*
  - *Identify realistic funding opportunities and amounts for each component of the design;*
  - *Reviews each component of the MRPRP-MACP project design not yet undertaken and/or funded with regard to availability of funding and previous council submissions;*
  - *Review all previously received written public submissions made to Council on the MACP and MRPRP, including petitions;*
  - *Review the project design with reference to the Department of Transport's current 'Guidelines for Land Use and Development', and any plans involving transport which may affect the Moe railway corridor that have developed since adoption of the MRPRP-MACP Masterplan in 2009, and any finalised reports commissioned by Council and the State Government about road and rail traffic in and around Moe;*
  - *Undertake meetings in February 2013 between Councillors and Council officers with the previous public submitters to the MRPRP-MACP, and MACP written submission processes to discuss their respective submission/s.*
2. *That a report be brought back to a future Council meeting no later than the second Council meeting in March, 2013.*

Below is a summary of the review findings in respect to these resolutions:

### ***Identify realistic funding opportunities and amounts for each component of the design:***

There are several funding streams within the state and federal government budgets that present realistic opportunities for this project. In addition, there are significant opportunities through state and federal government economic transition programs that are available to Latrobe City. These have been detailed in section 6 of the report.

The state and federal government have provided financial contributions to support the preliminary works associated with this project. This provides a good indication of their support for the project. This is in addition to Latrobe City Council's financial

contribution to date and indication of future capacity to fund this project within Council's long term financial plan.

***Reviews each component of the MRPRP-MACP project design not yet undertaken and/or funded with regard to availability of funding and previous council submissions:***

The Moe Rail Precinct Revitalisation project has three distinct components which have not yet been undertaken and/or funded. They are as follows:

- Civic Building – estimated cost of \$11.47m (including estimated land value)
- External works (including Plaza, Parkland, Moore Street Shared Zone and Car parks) – estimated cost of \$8.13m, and
- The Youth Precinct – estimated cost of \$1.2m.

These components are explored in further detail in sections 4, 5 and 6 of this report, with key findings identified in each of the areas.

***Review all previously received written public submissions made to Council on the MACP and MRPRP, including petitions:***

A copy of all previous submissions and petitions relating to the MACP and MRPRP were provided to Council for review on Monday, 4 February 2013.

***Review the project design with reference to the Department of Transport's current 'Guidelines for Land Use and Development', and any plans involving transport which may affect the Moe railway corridor that have developed since adoption of the MRPRP-MACP Masterplan in 2009, and any finalised reports commissioned by Council and the State Government about road and rail traffic in and around Moe:***

An internal review of the Department of Transport's current *Guidelines for Land Use and Development* was undertaken as part of the review. This did not identify any sections or principles of the Guidelines that were considered to be inconsistent with the MRPRP Master Plan or Concept Design. Recent advice was also received from the Department to confirm they did not identify any transport requirements that are not being met by this project. It was therefore concluded that the MACP and MRPRP Master Plan, Concept Design and detailed designs satisfy the Department of Transport planning principles and requirements.

In 2010, Latrobe City Council commissioned three traffic engineering reports relating to the Moe CBD. These reports specifically examined the MRPRP, and considered any traffic impacts as a result of this development.

Whilst these reports identified improvement options for the road network of Moe, there was no direct impact on the MRPRP. Whilst outside the scope of the MRPRP project, the Moe-Glengarry Road to Waterloo Road, Moe Railway Level Crossing Traffic Engineering Report did identify short comings with this level crossing, and recommended Council consider full signalisation as the most appropriate remedy.

***Undertake meetings in February 2013 between Councillors and Council officers with the previous public submitters to the MRPRP-MACP, and MACP written submission processes to discuss their respective submission/s:***



In accordance with part 2 of the Council resolution of 4 February 2013, a Special Council Meeting was held on Wednesday, 20 February 2013 for the purpose of hearing from previous submitters to the MACP and/or MRPRP.

Of the 86 previous submitters to the projects, 18 people requested the opportunity to address Council at the special meeting. Whilst a verbatim account of the speakers was not recorded, it is noted that 14 people expressed a view of support for the project to proceed, as adopted, and 4 people raised issues with the current design of the project.

In accordance with the Council resolution of 17 December 2012, a review of the Moe Activity Centre Plan and Moe Rail Precinct Revitalisation Project has been undertaken, resulting in the following key findings. These findings are explored in detail throughout this review report:

**Community Consultation Key Findings:**

- 3.1 38.4% of people who had previously provided a submission chose to again provide a submission in response to this review.
- 3.2 Of those that chose to re-submit to the review process:
  - 27.3% of people indicated that their position from that time had not altered and they are still concerned about some components of the project.
  - 54.4% of people indicated that their position from that time had not altered and they are supportive of the project proceeding as per the MRPRP Concept design adopted by Council in May 2011.
  - 0% of people indicated that their position from that time had altered and they are wishing not to see the project proceed as per the MRPRP Concept design adopted by Council in May 2011.
  - 18.2% of people indicated that their position from that time had altered and they are wishing to see the project proceed as per the MRPRP Concept design adopted by Council in May 2011.
- 3.3 During the review, 40 submissions were received from residents who hadn't participated in past submission processes. Of those that chose to submit to the review process:
  - 2.5% of people expressed concern regarding the current concept design of the MRPRP.
  - 97.5% of people indicated their support for the project to proceed as per the MRPRP Concept design adopted by Council in May 2011.
- 3.4 Two petitions, containing 7,025 signatures, were also received during the review requesting that Council immediately implement the current MRPRP concept design, and actively seek funding from the state and federal governments.

**Concept Design - Transport Infrastructure Key Findings:**

- 4.A.1 Confirmation has been received that the designs of the MACP / MRPRP comply with the Department of Transport's current *Guidelines for Land Use and Development*.
- 4.A.2 In accordance with the requirements of the Department of Transport, the design of the MRPRP caters for the future expansion of passenger and rail freight capacity.
- 4.A.3 A review of other transport/traffic studies undertaken in relation to the Moe CBD indicates that Council should also pursue the funding and development of the full signalisation of the railway crossing and intersections of both sides of the Moe-Glengarry Road and Waterloo Road level rail crossing. The cost of the full signalisation is estimated at \$1.2 million. This does not directly impact on the MACP / MRPRP projects.

4.A.4 Traffic Engineering Reports were commissioned by Latrobe City Council for the Moe CBD. Whilst these reports identified improvement options for the road network of Moe, there was no direct impact on the MRPRP and delivery of the MRPRP will not adversely impact the wider road network.

**Concept Design - Car Parking Key Findings:**

- 4.B.1 The analysis of car parking in the MRPRP identified that a net loss of parking in the George Street / Moore Street area will occur.
- 4.B.2 The funding and development of the 82 space South Side Commuter car park on the southern side of the railway line should also be pursued by Council. The cost of this car park is estimated at \$350,000.
- 4.B.3 Council should also seek to negotiate with VicTrack the formal use of the dis-used Goods Yard site and former service station site until such time that this area is further developed which will formalise an additional 135 car spaces.
- 4.B.4 When considering future use of the dis-used Goods Yard site, consideration needs to be given by Council to the provision of parking in this area.

**Concept Design - Youth Precinct Key Findings:**

- 4.C.1 The skate component of the Youth Precinct will be developed and classified as a regional standard facility, consistent with Latrobe City Council's adopted Skate and BMX Plan.

**Concept Design - Public Library Key Findings:**

- 4.D.1 On 20 July 2009 Latrobe City Council adopted the Moe Rail Precinct Revitalisation Project: Community Engagement and Consultation Activities, Consultation Findings Report, July 2009, which recommended the inclusion of library services within the MRPRP.
- 4.D.2 On 6 June 2011, Latrobe City Council adopted the Library Plan 2011-2017. This plan confirmed Council's decision to include library services within the MRPRP, and identified an action to relocate the Moe Library to the new Moe Community Hub, when constructed.

**Land Tenure Key Findings:**

- 5.1 Within the municipality of Latrobe City, there are numerous examples where significant infrastructure has been constructed and community services are currently being provided, on land that is not owned by the Council.
- 5.2 Land tenure arrangements required for delivery of the MRPRP Master Plan, poses minimal risk to the successful delivery of this project.

**Funding Key Findings:**

- 6.1 To date, Council has been successful in obtaining funding of \$2.977 million from the Victorian Government and \$2 million from the Australian Government for project components related directly to the MRPRP.
- 6.2 Both the federal and state governments, through previous funding contributions, have demonstrated their commitment to the MACP / MRPRP projects and indicated that future opportunities for funding will present themselves and be accessible for Latrobe City Council.
- 6.3 To date, Latrobe City Council has invested \$3,727,217 of capital funds for project components related directly to the delivery of the MRPRP.
- 6.4 Latrobe City Council adopted a Ten Year Financial Plan on 16 July 2012, which indicates a future capacity to contribute \$5,000,000 towards completion of this project.

- 6.5 To deliver the MRPRP as per the Council adopted concept design and completed detailed designs, funding of \$15.8m is required from the state and federal governments.
- 6.6 In the event that design elements are altered as a result of the review process, a further detailed design process would need to be undertaken. It is highly unlikely that external funding would be able to be obtained to again undertake a detailed design process. Therefore, any re-design required would most likely result in a direct cost to Latrobe City Council.
- 6.7 The Victorian Government has recognised the MRPRP in the Latrobe Valley Industry and Employment Roadmap, its response to the Latrobe Valley Transition Committee – Report to Governments. At this point in time, a response from the Australian Government has not been received.
- 6.8 The federal government's recent announcement of \$3.35m funding from the Clean Energy Future: Regional Structural Adjustment Assistance Program for the Warragul Station Precinct Project provides an indication of the federal government's willingness to utilise this fund for infrastructure based projects with a strong revitalisation objective.

## 1. Project background

Transit Cities is a Victorian Government initiative, and one of several policy directions of Melbourne 2030. In relation to regional locations, Transit Cities establishes the following direction:

*“Policy 3.1- Promote the growth of regional cities and key towns on regional transport corridors as part of a networked cities model.”*

Transit cities are based on the principles of Transit Orientated Development. This is a form of urban development that clusters a greater mixture of land uses around a high quality transport service. The transport node, either train, light rail or bus terminus is designed to be the focus for the development and ideally becomes the community 'heart'. It is where people shop, work, meet, relax and live.

The Department of Infrastructure defined five objectives which would be used to assess and prioritise Transit Cities projects. These objectives are:

- To undertake and facilitate urban renewal that improves the amenity and design quality of the principal activity centre;
- To undertake and facilitate urban renewal that addresses issues of equity within the principal activity centre and surrounding region;
- To promote sustainable forms of urban development in the renewal of principal activity centres;
- To improve accessibility within and to principal activity centres through sustainable forms of transport;
- To attract, stimulate and leverage private investment and development within the principal activity centres.

Within this context, Latrobe City Council identified the following project drivers underpinning the need to invest in the revitalisation of Moe's town centre:

- Moe is increasingly unable to satisfy a range of comparable liveability indicators;
- Moe town centre is failing to attract a proportionate share of public and private investment and regional expenditure;
- Moe residents are dissatisfied with town amenity, connectedness and functionality.

In response to these issues, Latrobe City Council prepared the Moe Activity Centre Plan (MACP) in 2007 with support from the Transit Cities program. The MACP contains the following projects which when implemented will act as a catalyst for urban revitalisation in the Moe Activity Centre:

- Moe Rail Precinct Revitalisation Project which also includes:
  - Integrated Bus Loop and Street Upgrades
  - Moore Street Shared Zone
  - Roundabout Overpass
- Clifton Street Precinct
- Hasthorpe Place Car Park
- Southern Housing Precinct

Development of the Moe Rail Precinct Revitalisation Project (MRPRP) commenced in 2009 and included detailed stakeholder identification and extensive consultation processes. Stakeholder consultations included a context audit, a capacity building program, an intensive “Design In” workshop and a shopfront “Ideas Shop”.

An investment logic mapping workshop identified the objectives and critical success factors for the project. The resulting Investment Logic Map identified the following objectives for the project:

- To enable Moe to achieve population growth rates comparable to other regional transit cities;
- To provide the means to attract third party investment in Moe.

The benefits of the successful delivery of the investment are expected to be:

- Population growth in Moe that is greater than or equal to average population growth for provincial Victoria;
- Increased third party investment in Moe Town Centre;
- Improved performance relative to liveability indicators.

*The Moe Activity Centre Plan:*

Used as the overarching framework for the development of the MACP, the transit cities principles are:

- Creating a centre of activity around transport nodes with high urban amenity;
- Creating permeable street networks encouraging alternate transport modes;
- Provide good public transport; and
- Encourage higher density, mixed use developments with employment opportunities around transport nodes.

Latrobe City Council adopted the Moe Activity Centre Plan (MACP) in December 2007. The MACP provides a framework for the urban revitalisation of the Moe Town Centre, which when implemented, will deliver the Transit Cities principles of creating a vibrant, safe and active town centre.

The MACP includes a range of infrastructure and public realm improvements designed to act as a catalyst to attract new private sector investment within the activity centre.

The MACP contains seven individual projects that have been designed to drive the urban revitalisation of the Moe Activity Centre.

The seven projects are:

1. Moe Train Station Precinct
2. Integrated Bus Loop & Street Upgrades
3. Moore Street Shared Zone
4. Clifton Street Car Park
5. Hasthorpe Place Precinct
6. Roundabout Overpass
7. Southern Precinct Housing

In order to progress the MACP, in September 2008 Latrobe City Council resolved to acquire the George Street properties.

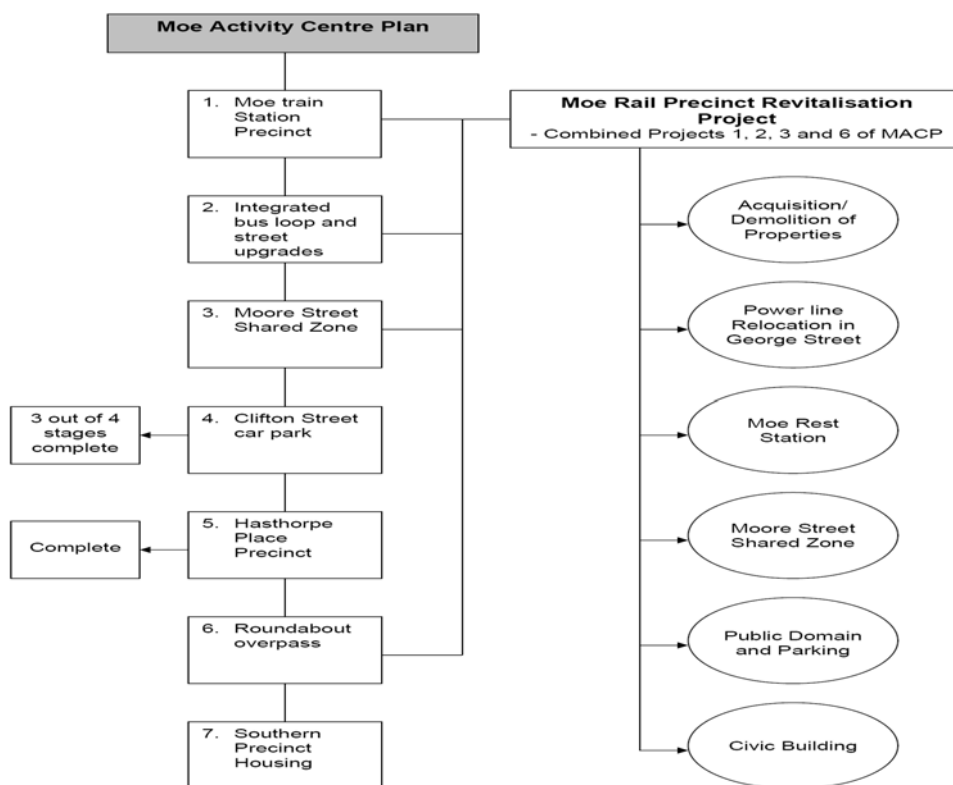
Latrobe City Council adopted Amendment C62 to the Latrobe Planning Scheme in November 2009. Following Council adoption, this amendment was formally approved by the Minister for Planning, and gazetted to form part of the Latrobe Planning Scheme on 14 January 2010. Amongst other things, amendment C62 provided an updated Structure Plan for Moe/Newborough, which incorporated the Moe Activity Centre Plan and the Latrobe City Council Transit Centred Precinct Report for Moe.

The Moe Rail Precinct Revitalisation Project:

In order to undertake a whole of precinct approach to the future development of Moe, a number of the MACP projects were combined to create the Moe Rail Precinct Revitalisation Project (MRPRP). The projects combined include:

- Project 1 – Moe Train Station Precinct
- Project 2 – Integrated Bus Loop and Street Upgrades
- Project 3 – Moore Street Shared Zone, and,
- Project 6 – Roundabout Overpass

The projects and their interrelationships are detailed in the following diagram:



Latrobe City Council adopted the Moe Rail Precinct Revitalisation Project: Master Plan in December 2009. A diagram of the master plan has been included as an appendix to this report (Appendix I).

In May 2011, Council adopted the concept design of the MRPRP and launched the design to the community and stakeholders in June 2011; a copy of this presentation has been included as an appendix to this report (Appendix II). The concept design has since been progressed to a fully integrated detailed design for the precinct (completed in October 2012).

In 2010, Council secured a \$2m grant from the federal governments Better Regions Program. This funding has been used to undertake detailed design of the MRPRP (\$1.355m).

When adopting the MRPRP Master Plan in December 2009, Council resolved to authorise the Chief Executive Officer to prepare a business case incorporating a proposed funding

model for all project components in the Master Plan, and that this business case be considered by Council prior to the construction of any project components in the MRPRP.

In June 2012, Latrobe City Council resolved to adopt the MRPRP Strategic Business Case, provide an allocation within the 2012/13 capital budget for underground power lines in George Street, commence construction of the bus/taxi shelter, public toilets and town clock, and continue to pursue funding opportunities through a staged project delivery approach.

The MRPRP Master Plan and subsequent Concept Design proposed an enhanced, pedestrian focused experience along Moore Street and George Street. To achieve this it was considered necessary to underground the powerlines that front George Street. In September 2010, Latrobe City Council successfully secured \$977K in grant funds from the state governments Power Line Relocation Committee for this project. This funding was matched by a contribution from Council of \$1.6m, which was subsequently included in the 2012/13 budget process.

Commencement of the bus/taxi shelter, public toilets and town clock on George Street, Moe (with \$645K federal funding), and the power line relocation in George Street (with \$977K state funding and Council contribution), were contingent on Council's consideration of the MRPRP business case adopted in June 2012.

To date, progress of the MRPRP Master Plan has included:

- property acquisition and demolition of shops in George Street,
- detailed design work for the public realm elements (such as the public open space and civic building),
- construction of bus/taxi shelter, public toilets and town clock,
- commenced works to underground power lines in George Street, and
- commenced discussions with state and federal government regarding suitable funding opportunities.

An image of the adopted concept design is attached on the following page.



Overall Masterplan - Not to Scale

\* MRPRP Concept Design, adopted in May 2011.



## 2. Review mandate

At the Ordinary Council Meeting on Monday, 17 December 2012, in response to a Notice of Motion, Council resolved:

*That the Moe Railway Revitalisation Project – Moe Activity Centre Plan (MRPRP – MACP) be brought back to Council for a full review and that no further works be commenced, external funding sought and/or Council funding allocated until such time as Council completes the review, with the exception of those projects already approved by Council and funded, namely the underground placement of powerlines, construction of public toilets and the clocktower*

Immediately following the adoption of the above resolution, Council also resolved:

1. *That Council endorses the following review process for the MRPRP-MACP project. That Council:*
  - *Identify realistic funding opportunities and amounts for each component of the design;*
  - *Reviews each component of the MRPRP-MACP project design not yet undertaken and/or funded with regard to availability of funding and previous council submissions;*
  - *Review all previously received written public submissions made to Council on the MACP and MRPRP, including petitions;*
  - *Review the project design with reference to the Department of Transport's current 'Guidelines for Land Use and Development', and any plans involving transport which may affect the Moe railway corridor that have developed since adoption of the MRPRP-MACP Masterplan in 2009, and any finalised reports commissioned by Council and the State Government about road and rail traffic in and around Moe;*
  - *Undertake meetings in February 2013 between Councillors and Council officers with the previous public submitters to the MRPRP-MACP, and MACP written submission processes to discuss their respective submission/s.*
2. *That a report be brought back to a future Council meeting no later than the second Council meeting in March, 2013.*

At the Ordinary Council Meeting on 4 February 2013, a report was presented to Council providing the details of all previous submissions made in relation to these projects, and suggesting a process for previous submitters to engage in the review process during February 2013.

Following consideration of this report, Council resolved:

1. *That Council notes a copy of all previous submissions to the Moe Activity Centre Plan and Moe Rail Precinct Revitalisation Project, together with relevant petitions, has been provided to the Council for review.*
2. *That a Special Council Meeting is held for the purpose of hearing from previous submitters to the Moe Activity Centre Plan and Moe Rail Precinct Revitalisation*

*Project and whether their views about their original submission have since changed, on Wednesday, 20 February 2013 at 5.30pm at the Moe Town Hall.*

3. *That Council invite written submissions from previous submitters to the Moe Activity Centre Plan and Moe Rail Precinct Revitalisation Project to address whether their views about their original submission have since changed, to be received by Friday 1 March 2013 and included in the final review report for Council consideration at the Special Council Meeting to be held on Monday, 25 March 2013 at 5.30pm at the Moe Town Hall.*
4. *That a Special Council Meeting is held for the purpose of considering the review of the Moe Activity Centre Plan and Moe Rail Precinct Revitalisation Project, on Monday, 25 March 2013 at 5.30pm at the Moe Town Hall.*

In accordance with part 2 of the above resolution, a Special Council Meeting was held on 20 February 2013 to hear from previous submitters. At this meeting, Council resolved:

1. *That Council notes submissions made at this meeting by previous submitters to the Moe Activity Centre Plan and/or Moe Rail Precinct Revitalisation Project, in relation to whether their views about their original submission have since changed.*

Written submissions have since been received from previous submitters and other members of the public, for consideration within the review process.

### 3. Community Consultation

#### Special Council Meeting – Wednesday, 20 February 2013

In accordance with the resolution of Council adopted on 4 February 2013, a Special Council Meeting was held on Wednesday, 20 February 2013 for the purpose of hearing from previous submitters to the MACP and/or MRPRP.

Of the 86 previous submitters to the project, 18 people requested the opportunity to address Council at the special meeting. Whilst a verbatim account of the speakers was not recorded, it is noted that 14 people expressed a view of support for the project to proceed, as adopted, and 4 people raised issues with the current design of the project.

#### Written Submissions

Following the resolution of Council on 17 December 2012, which provided for a review of the MACP and MRPRP, the following submissions have been received in relation to the projects:

Correspondence Type	Number
Written submissions to the review of the MACP and MRPRP, from previous submitters	33
Written submissions to the review of the MACP and MRPRP, from new submitters	40
Petitions to the review of the MACP and MRPRP	2 (Total of 7025 signatures)

*\* Where multiple submissions were received from the one submitter, these were counted as one submission for statistical purposes. However, all written submissions were included in the review, presented to Council and are attached in the appendices.*

Note: Correspondence was received from four community members, questioning the need for the review. As Council had resolved to undertake the review, these queries/complaints were responded to outside the scope of this review, and have not been included as submissions to the review process.

A summary of the 77 written submissions received has been included as an appendix to this report (Appendix IV). Copies of all written submissions and petitions received have also been included in the appendix to this report (Appendix V and Appendix VI).

Through the written submission process, several members of the community have requested further information be provided, in relation to a range of aspects. An overview of questions posed with a response to each, has also been included as an appendix to this report (Appendix VII).

The following points provide an outline of submissions received through the various formal consultation processes, and the level of engagement with this project:

- Prior to the review, 100 submissions from 86 submitters had been received in response to the various formal consultation processes for these projects.
- Of the 86 previous submitters to these projects, 33 chose to re-submit as part of the review process in 2013.
- In addition to the previous submitters, an additional 40 members of the community who had not previously made a submission in relation to these projects chose to make a submission to the review process. This produced a total of 77 submissions from 73 submitters, received as part of the review process.

- In total Latrobe City Council has now received 173 submissions from 126 submitters through the various formal consultation processes associated with these projects.

From the 73 submitters to the review process, seven of these were representing community groups, whilst the remaining 66 were made as an individual or business submission.

The below table provides an outline of support and opposition to the current design of the project, as articulated through the 2013 review submissions process:

Previous Submitters	Views have not changed	
	Support the current design	Oppose the current design
	18	9
	54.5%	27.3%
	Views have changed	
	Support the current design	Oppose the current design
	6	0
	18.2%	0%

Previous Submitters	<b>Previous Submitters Summary:</b>	
	Support the current design	Oppose the current design
	24	9
	72.7%	27.3%

New Submitters	<b>New Submitters Summary:</b>	
	Support the current design	Oppose the current design
	39	1
	97.5%	2.5%

Through the written submission process, the following issues have been raised in relation to the current Moe Rail Precinct Revitalisation Project concept design:

- Transport infrastructure
- Car parking
- Youth precinct, and
- Public library.

Other issues raised through the submission process in relation to these projects, related to:

- Land tenure, and
- Funding.

The six areas identified above have been explored in further detail in the following sections of the report.

#### Petitions Received

A petition containing 6,644 signatures was received at the Ordinary Meeting of Council on 4 February 2013. The petition requested that the Moe Rail Precinct Revitalisation Project Master Plan be implemented immediately and that Council actively seeks funding from

both state and federal governments to ensure the completion of the project in a timely manner.

The petition was presented to the Ordinary Meeting of Council on 18 February 2013, at which time Council resolved:

- 1 *That Council lays the petition “requesting the Moe Rail Precinct Revitalisation Project Master Plan to be implemented immediately and that Council actively seeks funding from both state and federal governments to ensure the completion of the project in a timely manner”, on the table until the Special Council Meeting to be held on Monday, 25 March 2013.*
- 2 *That the head petitioner be advised of Council’s decision in relation to the petition “requesting the Moe Rail Precinct Revitalisation Project Master Plan to be implemented immediately and that Council actively seeks funding from both state and federal governments to ensure the completion of the project in a timely manner”.*

Subsequently, an additional 201 signatures to this same petition was provided to Council on 18 February 2013.

On 1 March 2013 a second petition was received by Latrobe City Council containing 180 signatures from ‘the youth of the Latrobe Valley’. The petition also requested that the Moe Rail Precinct Revitalisation Project be implemented immediately and that Council actively seeks funding from both state and federal governments to ensure the completion of the project in a timely manner. The petition was presented to the Ordinary Meeting of Council on 18 March 2013, at which time Council resolved:

- 1 *That Council lays the petition “requesting the Moe Rail Precinct Revitalisation Project Master Plan be implemented immediately and that Council actively seeks funding from both state and federal governments to ensure the completion of the project in a timely manner”, on the table until the Special Council Meeting to be held on Monday, 25 March 2013.*
- 2 *That the head petitioner be advised of Council’s decision in relation to the petition “requesting the Moe Rail Precinct Revitalisation Project Master Plan be implemented immediately and that Council actively seeks funding from both state and federal governments to ensure the completion of the project in a timely manner”.*

The adoption of the Moe Rail Precinct Revitalisation project master plan by Council in December 2009 was followed by the adoption by Council of the Concept Design in May 2011. At the Special Council Meeting on 20 February 2013, clarification was sought of the Head Petitioner (of the petition containing 6,644 signatures) in respect to the intent of the date included in the petition. The response by the Head Petitioner at this time indicated the intent of the petition was for the project to proceed as per the Council adopted concept design.

#### Independent review of governance aspects

The majority of issues raised in the submissions relate to the key aspects and components of the project design, however four submitters questioned governance processes associated with the projects since their inception. The review notes that all decisions made in respect to the MACP and MRPRP projects have been made by Council in accordance with the *Local Government Act 1989*.

To confirm that the review has been completed in accordance with the Council resolutions and that governance processes have been appropriate, an external independent review will be conducted. The findings of this independent review will be presented to a future Meeting of Council.

**Community Consultation Key Findings:**

- 3.1 38.4% of people who had previously provided a submission chose to again provide a submission in response to this review.
- 3.2 Of those that chose to re-submit to the review process:
- 27.3% of people indicated that their position from that time had not altered and they are still concerned about some components of the project.
  - 54.4% of people indicated that their position from that time had not altered and they are supportive of the project proceeding as per the MRPRP Concept design adopted by Council in May 2011.
  - 0% of people indicated that their position from that time had altered and they are wishing not to see the project proceed as per the MRPRP Concept design adopted by Council in May 2011.
  - 18.2% of people indicated that their position from that time had altered and they are wishing to see the project proceed as per the MRPRP Concept design adopted by Council in May 2011.
- 3.3 During the review, 40 submissions were received from residents who hadn't participated in past submission processes. Of those that chose to submit to the review process:
- 2.5% of people expressed concern regarding the current concept design of the MRPRP.
  - 97.5% of people indicated their support for the project to proceed as per the MRPRP Concept design adopted by Council in May 2011.
- 3.3 Two petitions, containing 7,025 signatures, were also received during the review requesting that Council immediately implement the current MRPRP concept design, and actively seek funding from the state and federal governments.

## 4 Concept Design

### A. Transport infrastructure

#### Stakeholder Engagement with the Department of Transport

The important relationship with the Department of Transport as a key stakeholder in the delivery of the MACP and MRPRP was identified at the project's inception. Accordingly, Latrobe City Council has actively worked to engage and obtain the participation of the Department of Transport throughout each stage of the project's development. This was achieved through their participation on the Project Control Group for the Moe Activity Centre Plan.

Through the ongoing involvement of the Department of Transport in the planning and design stages of this project, correspondence was received by the Department on 12 March 2009 (Appendix VIII), in relation to the potential duplication of rail infrastructure along the eastern rail corridor from Melbourne to Traralgon. The purpose of this communication was to advise Latrobe City Council of any potential impact this may have on the Moe Activity Centre Plan.

Subsequently, during development of the Concept Design in 2010, the Department indicated a preference for the provision of future rail infrastructure to the north of the existing rail line. On this basis, the inclusion of an appropriate easement and building set back was accommodated within the Concept Design to adequately cater for future expansion of passenger and rail freight capacity. Should this requirement shift to the south of the existing rail line for any reason in the future, this could also be accommodated within the current plans for the precinct.

Additional information provided by the Department of Transport in their correspondence of March 2009, included advice of future public transport infrastructure needs in and around the precinct, as follows:

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

The future public transport infrastructure needs, as advised by the Department of Transport, were incorporated into the MRPRP Master Plan, and subsequent Concept Design.

Further correspondence was received from the Department of Transport, on 28 February 2013 (Appendix VIII). This advice has specifically been provided in response to the resolution of Council on 17 December 2012, relating to the review of current *Guidelines for Land Use and Development*, and confirms the Department's position in relation to the project as follows:

*As a member of the Project Control Group DOT's representation was in part to ensure that the MACP was developed in accordance with the Public Transport Guidelines for Land Use and Development.*

*DOT is unaware of any State Government or Council transport planning reports developed since adoption of the Moe Rail Precinct Revitalisation Project in 2009 that would alter DOT's position regarding the project.*

### Review of the Guidelines for Land Use and Development

In accordance with the resolution of Council, an internal review of the Department of Transport's current *Guidelines for Land Use and Development* (Appendix IX) were undertaken. The following comments are provided as a result of this review.

- The design intent of the MRPRP Master Plan and subsequent detailed design is to adhere to the over arching principles set out in the Guidelines. Development of the Concept Design was undertaken in accordance with the principles set out in the Guidelines.
- The Guidelines require Integrated Transport Plans to be produced for all new major residential, commercial and industrial developments. As the MRPRP is a civic development being carried out by the local Council, with the specific intent of meeting the principles set out in the guidelines (integrated transport hub, improved connectivity between modes of transport, high quality transport infrastructure etc) an Integrated Transport Plan is not required to be prepared for this project.
- The Guidelines highlight the importance of providing connections to the Principal Public Transport Network (PPTN). By relocating the bus terminal to George Street as proposed in the MACP and MRPRP, the ease of connection between the PPTN and the local bus transport network will be greatly improved. The provision of high quality amenities and waiting areas for taxis in close proximity to the train station (already built) will also satisfy this requirement of the Guidelines.
- The Guidelines make several mentions of improving safety, security and amenity for pedestrians, transport users, bicyclists etc. The MRPRP Master Plan and subsequent detailed design satisfy these criteria. This can be demonstrated by:
  - Disability Discrimination Act (DDA) access to all areas has been designed at best practice levels to deliver legible, smooth and uncluttered, no step access from the train station to Moore Street and the bus and taxi interchange for all pedestrians;
  - Lighting has been designed for security and legibility;
  - Light poles in external areas designed with capacity to incorporate CCTV (if required in the future); and
  - Connection to the Moe Yallourn rail trail greatly improved to provide better access and encourage bike usage.
- Section 2.4 of the Guidelines makes specific reference to activity centre plans. The MACP and MRPRP Master Plan and detailed designs are consistent with the principles outlined in this section of the Guidelines, shown below.



- *Encouraging public transport use by providing convenient, prominent and active environs around railway stations and interchanges;*
  - *Providing high quality amenity for passengers (lighting, seating, shelter);*
  - *Providing safe, attractive and direct pedestrian and cycle access to railway stations, interchanges and transit stops;*
  - *Minimising the potential dividing effect and urban form impacts of railway corridors;*
  - *Supporting the reduction in the need for car parking where appropriate.*
- Section 2.4.2 of the Guidelines makes specific reference to structure plans. The MRPRP Master Plan and detailed designs are consistent with the principles outlined in this section of the Guidelines. Those of most relevance, all of which are considered compliant, are shown below.
    - *Surround railway stations, transit stops and interchanges with active, ground level uses;*
    - *Integrate transit stops and interchanges into the design and layout of the activity centre, and locate them centrally;*
    - *Prioritise pedestrian access in the activity centre and to the public transport modal interchange whilst also facilitating easy movement of public transport facilities;*
    - *Recognises that the public transport interchange is the “gateway” to the activity centre;*
    - *Design for minimal access by private motor vehicles in to the modal interchange to reduce competition for road space, remove conflict between buses, cars, pedestrians and cyclists and maintain reliability of public transport services.*
  - Other key sections of the Guidelines that are considered most relevant to the MACP and MRPRP Master Plan and Concept Design are:
    - Section 2.6.5 “Park and Ride” Facilities.
    - Section 2.7 Disability Discrimination Act (DDA) Compliance.
    - Section 3.0 Buses.
    - Section 5.0 Trains.
    - Section 6.0 Modal Interchanges.

Officer review of these sections has determined the Master Plan and Concept Design is consistent with the principles outlined in the Guidelines. Particular points of interest from these sections that support the current design approach are:

- *s2.6.5 Park and Ride Facilities: “excessive car parking at railway stations in the key activity centres may compromise the successful functioning of the centres, lessen the focus on the station as a key element of the activity centre and be unattractive.”*
- *S3.0 Buses:” Provide public transport and pedestrian access at and within key destinations such as modal interchanges and activity centres that is suitable for high volume and high frequency passenger movements.*

- *S5.0 Trains: “Design principles include:*
  - *Ensuring car parks are located in areas where active edges provide natural surveillance and enhance the perception of safety for pedestrians*
  - *Ensuring paths to and from car parks provide appropriate lighting, signage, CCTV surveillance, landscaping and clear sightlines*
  - *Private vehicles should not obstruct access to the station for buses, pedestrians and cyclists”*
  
- *S6.0 Modal Interchanges: “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*
  - *Minimise walking distances within the interchange and to nearby attractors.”*

In addition, in relation to s2.7, it is worth noting that a Disability Access Consultant was engaged to advise the lead architect to ensure best practice design elements that support disability access, were incorporated into the detailed designs. This was in addition to Latrobe City Council’s Rural Access Officer’s contribution through the project governance arrangements.

*Moe - Glengarry Road / Waterloo Road Railway Level Crossing*

In relation to section 5.0 Trains, the Guidelines include the following principle regarding level crossings:

*“Development proposals which will generate significant volumes of traffic in the road network around an existing level crossing, should endeavour to direct traffic away from the level crossing by creating alternative access / egress points.”*

Through the written submission process undertaken in February 2013, safety concerns were raised by some submitters in relation to the Moe - Glengarry Road / Waterloo Road level crossing.

Whilst it is noted that the level crossing is outside the geographical boundaries of the MACP and MRPRP, this principle would need to be considered, if it is determined that:

- development of the rail precinct will generate significant volumes of traffic, and
- the increase in traffic would impact on the nearby existing level crossing.

Concerns regarding this level crossing were previously raised in earlier consultation activities relating to the MACP, MRPRP and Latrobe Planning Scheme Amendment c62. As a result of these concerns, Latrobe City Council commissioned the *Moe CBD Traffic Study - Traffic Engineering Report* and *Moe – Glengarry Road to Waterloo Road, Moe Railway Level Crossing Traffic Engineering Report* that were completed in 2011. Further information regarding the findings of these reports, are provided in the following section ‘Traffic Reports’.

With respect to the principle outlined in the Guidelines, the Traffic Reports reviewed potential traffic impacts as a result of the Moe Rail Precinct Revitalisation Project. Neither of these reports identified any significant increase in traffic volume as a result of the future development, nor any impact on the Moe - Glengarry Road / Waterloo Road level crossing. Therefore, after additional scrutiny of this principle, the MRPRP design is considered to be consistent with this aspect of the Guidelines.

### Traffic Reports

In 2010, Latrobe City Council commissioned three traffic engineering reports relating to the Moe CBD. The following reports were provided in June 2011, and are included as an appendix to this report (Appendix X):

- Moe CBD Traffic Study
- Moe-Glengarry Road to Waterloo Road, Moe Railway Level Crossing
- Heavy Transport Routes Study, Moe

Amongst other things, the above reports specifically examined the Moe Rail Precinct Revitalisation Project, and considered any traffic impacts as a result of this development.

The Moe CBD Traffic Study and Heavy Transport Route Study proposed a range of changes and improvements across the Moe road network, however there were no recommendations made that suggest changes to the Moe Rail Precinct Revitalisation Project Master Plan would be necessary.

The Moe-Glengarry Road to Waterloo Road, Moe Railway Level Crossing Traffic Engineering Report looked at options to improve the safety and operation of the level crossing. This report found:

*The review of the traffic operation of the railway level crossing indicated that 'short stacking' of semi trailers while waiting at the intersection of Moe – Glengarry Road intersection was the major problem.*

*The traffic operation of the intersection of Moe – Glengarry Road and Waterloo Road was operating satisfactory.*

*Four options were prepared for upgrading the railway level crossing to address the 'short stacking' of the large vehicles which are detailed as follows:*

- *Option A - Metered signals linked to the train operation to clear the vehicles from the crossing.*
- *Option B - Change in priority at intersection of Moe – Glengarry Road and Waterloo Road.*
- *Option C - Large roundabout at railway crossing.*
- *Option D - Full signalisation of the railway crossing and intersections on both sides.*

*The full signalisation of the intersection would increase the traffic queues on the approaches. This proposal is considered to be the best long term option for the upgrading of the intersection and railway crossing.*

At the time the traffic report was provided to Latrobe City Council, the estimated costs associated with implementation of Option D – Full Signalisation was

\$1,087,950. An internal assessment of these works indicates that the estimated current cost of these works is \$1.2m.

**Concept Design - Transport Infrastructure Key Findings:**

- 4.A.1 Confirmation has been received that the designs of the MACP / MRPRP comply with the Department of Transport's current *Guidelines for Land Use and Development*.
- 4.A.2 In accordance with the requirements of the Department of Transport, the design of the MRPRP caters for the future expansion of passenger and rail freight capacity.
- 4.A.3 A review of other transport/traffic studies undertaken in relation to the Moe CBD indicate that Council should also pursue the funding and development of the full signalisation of the railway crossing and intersections of both sides of the Moe-Glengarry Road and Waterloo Road level rail crossing. The cost of the full signalisation is estimated at \$1.2 million. This does not directly impact on the MACP / MRPRP projects.
- 4.A.4 Traffic Engineering Reports were commissioned by Latrobe City Council for the Moe CBD. Whilst these reports identified improvement options for the road network of Moe, there was no direct impact on the MRPRP and delivery of the MRPRP will not adversely impact the wider road network.

**B. Car parking**

Several submissions have been received, previously and as part of the current review, in relation to impacts on car parking provisions contained in the MRPRP. The key issues raised within the submissions are:

- Loss of car parking spaces, and
- Inadequate commuter car parking provisions.

The below table outlines the change in car parking provisions that would result upon implementation of the MRPRP Master Plan:

Location	Current	MRPRP	Change
George Street	59	44	-15
North Side Commuter	64	67	+3
Moore Street	17	9	-8
Bus stops	0	4	+4
Long bays	0	2	+2
Staff	0	6	+6
South Side Commuter	29	82	+53
<b>Total:</b>	<b>169</b>	<b>214</b>	<b>+45</b>
<b>Other informal parking opportunities</b>			
South side (near gum tree)	40	40	0
South side (service station)	0	60	+60
North side (dis-used Goods Yard)	120	75	-45

Based on the information provided above, (and after the bus stops and long bays are excluded) the long term concept for the rail precinct includes a net gain of 39 spaces. However, this could be potentially misleading, as the current scope of

works for detailed design of the MRPRP only included development to the north of the rail line. Design elements to the south, being the station forecourt, taxi rank and the commuter car park, are currently proposed for future development.

Therefore, by excluding the change to the South Side Commuter car park (which provides an additional 53 spaces to the precinct), which is not included within the current project scope, implementation of the MRPRP would result in a net loss of 14 spaces. In their March 2009 correspondence, DoT requested 100 spaces dedicated to commuter parking. The current scope of works will deliver 96 dedicated car spaces for commuter parking. Whilst this is short of their requested allocation, informal long term parking on both the northern and southern sides of the station is expected to remain available for the short to medium term.

In response to the community concerns regarding loss of car parking, it would be reasonable for Latrobe City Council to consider, either:

- inclusion of the South Side Commuter car park within the current scope of the MRPRP implementation plans; or
- inclusion of the South Side Commuter car park within Council's Capital Works Budget, in the near future.

As this car park is not included in the current scope of works, detailed design has not been formally undertaken, therefore precise costing is not known. However, a reasonable estimate for development would be approximately \$350K.

Another consideration for commuter car parking is the current and potential informal parking provisions in the vicinity of the station.

Land on the south of George Street, the dis-used Goods Yard Site, is owned by VicTrack. This land is currently earmarked for 'future commercial and mixed use zone' within the MRPRP design; however no immediate development to this area is included within the current scope of works. It is acknowledged that this land is currently used on an informal basis by the community, for car parking purposes. With close proximity to public transport services, and adjoining the pocket park of the MRPRP, formalising the permitted use of this land for a car park, would appear to be a practical remedy for the interim shortage of commuter car parking that would provide approximately 75 car spaces, pending development of the South Side Commuter car park.

Through the current review process, a question was also raised in relation to the lease arrangements associated with the service station that currently operates from leased VicTrack land, to the south of the rail line on Lloyd Street, Moe. Written confirmation has been provided by VicTrack that the lessee of this land was offered a new lease but declined the offer, having advised VicTrack of their intention to vacate the site. This site presents another opportunity for additional short term commuter parking, through the formalisation of an arrangement with VicTrack, which would provide approximately 60 additional car spaces in the short term.

Both of these short term remedies for commuter car parking provisions would be consistent with the Department of Transport's *Guidelines for Land Use and Development* principles of locating car parks on the active edge of the rail precinct. Latrobe City Council Officers have enquired to VicTrack in respect to their

willingness to formally lease this space to Latrobe City Council. Initial advice received is that this would be supported by VicTrack.

On analysis of the information provided above, it is noted that short term parking in Moore Street and George Street will be reduced through implementation of the MRPRP. This is a result of the plan's assumed objective to create a community hub that is geared towards pedestrian and public transport users, by reducing private vehicle traffic in the area, thereby increasing the opportunity for design elements of amenity, integration and safety to feature.

#### **Concept Design - Car Parking Key Findings:**

- 4.B.1 The analysis of car parking in the MRPRP identified that a net loss of parking in the George Street / Moore Street area will occur.
- 4.B.2 The funding and development of the 82 space South Side Commuter car park on the southern side of the railway line should also be pursued by Council. The cost of this car park is estimated at \$350,000.
- 4.B.3 Council should also seek to negotiate with VicTrack the formal use of the dis-used Goods Yard site and former service station site until such time that this area is further developed which will formalise an additional 135 car spaces.
- 4.B.4 When considering future use of the dis-used Goods Yard site, consideration needs to be given by Council to the provision of parking in this area.

### **C. Youth precinct**

Submissions have been received, previously and as part of the current review, in relation to the inclusion of a skate park / youth precinct within the MRPRP. In addition to the submission process, a petition was previously received on 22 December 2010, with 90 signatures proposing Apex Park as the proposed location for the Skate Park (Appendix III).

Whilst past submissions regarding the skate park were predominantly focussed on the most appropriate location for this activity type, the sentiment of current submissions focused more on Latrobe City Council's ability to provide for a 'regional facility' within the community.

On 20 April 2009, Council adopted the Latrobe City Skate and BMX Plan (Appendix XVI). Within this plan, the following table is included and defines the hierarchy of regional, district and local facilities for skate and BMX provision.

## 6. Facility hierarchy

Hierarchy	Definition
Regional: Skate / BMX Approximate establishment cost \$500,000	<p>A regional facility for skaters and BMX riders would cater for a large number of users and would occupy a significant sized site. This type of facility would accommodate a bowl and street course, comfortably addressing the needs of both skaters and BMX riders. A regional facility would attract users from across the municipality and perhaps attract visitation from other municipalities.</p> <p>Location of a regional facility would give regard to factors including:</p> <ul style="list-style-type: none"> <li>Accessibility to the target population</li> <li>Cost of establishment</li> <li>Available and suitable sites</li> <li>Amenity</li> <li>Proximity to established residential areas</li> </ul>
District: Skate / BMX Approximate establishment cost \$250,000	<p>A district level facility would cater for participants across the immediate and surrounding townships and would occupy a reasonable space within a site. This type of facility would accommodate a smaller range of facilities, primarily focussed on street course components suitable for both skater and BMX riders.</p>
Local: Skate / BMX Approximate establishment cost \$100,000	<p>A typical local skate facility might be co-located with a play space and would include stand alone items like a small mini-ramp or a small scale skate space. These facilities would cater for local users and generally would not attract visitation from outside the area. Elements that are of a mobile nature could be moved between these parks to offer variety and change for users. The development and ongoing maintenance of local level facilities will be guided by the level of community support for the facility.</p>
Local: BMX (dirt) Approximate establishment cost \$15,000	<p>A typical local BMX dirt track would be developed in a park with good passive surveillance. Mounds may vary in shapes, heights and difficulty and can be altered for variety and interest.</p>

The Youth Precinct design that has been incorporated into MRPRP concept design, is intended to be an active extension of the civic plaza which can facilitate a diverse range of public activities. It connects directly to George Street and the Rail Trail and is embedded in the design of the linear park form. The precinct is envisaged to be a multi programmed space that enables skating, scooters, rollerblading, BMX, basketball, events, seating, art and park lawn spaces.

The BBQ and play area to the East will provide for families and younger children and to the west the plaza area has space and a variety of finishes to accommodate a wide range of activities. Innovations and high quality urban design within the precinct are intended to be an attraction to all age groups to provide for a healthy, active and vibrant precinct in the heart of Moe.

Latrobe City Council's Skate and BMX Plan facility hierarchy does not specify a size, other than to say that a regional facility "*would occupy a significant sized site*". The Youth Precinct that has been included in the MRPRP Concept Design is approximately 1145m<sup>2</sup> (Appendix XVII). Therefore, based on the facility hierarchy, the youth precinct / skate park component of the Moe Rail Precinct Revitalisation Project will be classed as a regional standard facility in accordance with Latrobe

City Council's Skate and BMX Plan. The design includes multi-functional skate/bike elements and material variation to increase legibility of elements. Some of the features of the skate park include:

- Bowl framed by seating to encourage participation of other users in the precinct
- Feature elements such as "whoopys" differentiate the precinct from surrounding skate parks
- Continuous timber edge provides a seating edge for large youth-focused events.

The final designs of the youth precinct were informed by a consultation workshop held in Moe in November 2011 with a group of year 7 to year 10 students from Lowanna and Lavalla Secondary Schools. The total cost of the youth precinct is estimated at \$1.2m as per the finalised detailed designs. In accordance with the definition in Council's Skate and BMX Plan, the youth precinct / skate park will act as a regional facility and it is reasonable to assume that this facility would attract users from across and outside of the municipality.

Further detail of what is included in the Youth Precinct and its integration with the whole precinct is best demonstrated by the Moe Youth Precinct Developed Design Presentation July 2012 that has been included as an appendix to this report (Appendix XI).

#### **Concept Design - Youth Precinct Key Findings:**

4.C.1 The skate component of the Youth Precinct will be developed and classified as a Regional standard facility consistent with Latrobe City Council's adopted Skate and BMX Plan.

#### **D. Public library**

Submissions have been received, previously and as part of the current review, in relation to the inclusion of library services in the MRPRP. In addition to the submission process, two petitions were previously received on 21 November and 18 December 2007 (Appendix III). The first, with 1,441 signatures, was seeking Council to reject any proposal to include the library within the MACP. The second, with 18 signatures was seeking Council to proceed with the MACP, with the inclusion of a new library within the plan.

One of the issues raised through the current review process relates to previous Council decisions to relocate the library within the MRPRP.

Adopted at the Ordinary Meeting of Council on 19 June 2006, the Library Plan 2006-2011 included an action to *investigate options for future development of Moe Library and Service Centre*.

At its Ordinary Meeting of Council on 4 February 2008, Council considered the two petitions that had been received in relation to the Moe Library / Service Centre. As a result, Council resolved:

1. *That Council considers the location of the Moe Library and Service Centre within the context of the Moe Activity Centre Plan.*



2. *That Council undertakes community consultation, in accordance with Council's Community Engagement Policy and Strategy, regarding any project identified in respect to the Moe Library Service Centre."*

Subsequently, at its Ordinary Meeting of Council on 20 July 2009, Council considered the outcomes of community consultation regarding the Moe Rail Precinct Revitalisation Project.

The following excerpt from the Moe Rail Precinct Revitalisation Project: Community Engagement and Consultation Activities, Consultation Findings Report, July 2009 indicates the core themes that emerged throughout the consultation:

<b>'function' themes</b>	<b>Transportation hub services</b> – a clear non-negotiable for the revitalisation of the area is that the rail precinct remains a transport hub.
	<b>Car parking facilities</b> – while contested with respect to the best design for delivering it (e.g. on or off site or a mix), there does appear to be a majority view that more car parking needs to be provided...
	<b>Library services</b> – while still contested, our consultations have illustrated a significant majority view favouring the relocation and redevelopment of the library...
	<b>Lifestyle/entertainment oriented activity</b> – people's ideas for cafes/restaurants, artwork, passive recreation, greenery and the like all pointed to an aspiration for a space that could satisfy people's lifestyle needs...
	<b>Youth and child friendly facilities</b> – many were concerned that there is appropriate, supervised and healthy activity for children and young people...
	<b>Community services and facilities</b> – in addition to the types of services mentioned above, people were interested in having shopfront-type facilities for key community services...
<b>'form' themes</b>	<b>Integration/connection</b> – working creatively to link existing and new facilities, services and programs...
	<b>Safety and amenity</b> – people had various ideas aimed at reducing crime and fear of crime in and around the precinct and for promoting safe and well designed (for day and night) public spaces and buildings...
	<b>Image</b> – many people responded to the opportunity that the site represents in creating a new, fresh, modern and well appointed gateway or welcome to Moe...

As a result, Council resolved:

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.*

In 6 June 2011, Latrobe City Council adopted the Library Plan 2011-2017 (Appendix XII). This plan includes an action to *relocate the Moe Service Centre and Library into the Moe Community Hub when constructed* in accordance with the earlier decision of Council to include library services in the Moe Rail Precinct Revitalisation Project Master Plan. At the time the draft plan was presented to Council, 14 submissions were received. Of these, 3 referenced the proposed action to relocate the library. Two submissions requested Council to abandon this approach, instead investing in the expansion of the existing library. One submission provided support for the relocation of the library to the Moe Community Hub, as identified in the plan.

There were minimal reservations presented through the current review process pertaining to the design aspects of the library that have been included in the MRPRP concept design. This was limited to concerns regarding potential noise as a result of the close proximity to rail services.

With respect to potential noise issues, acoustic engineers (Arup) were engaged as part the project team for the detailed design of the civic hub building. Arup's role was to advise on design measures to ensure that the building meets the following objectives:

- A controlled acoustic environment in which to carry out activities, with minimum disturbance from simultaneous activities in adjacent areas
- Appropriate acoustic privacy between private offices, meeting rooms and classrooms
- Good speech intelligibility is provided for in meeting rooms, presentation spaces and classrooms
- Control of intermittent (e.g. trains) and continuous (e.g. plant and equipment) noise ingress, and
- Control of background noise levels.

Design measures have been included as part of the structural and architectural design of the building, to eliminate issues associated with noise.

**Concept Design - Public Library Key Findings:**

4.D.1 On 20 July 2009 Latrobe City Council adopted the Moe Rail Precinct Revitalisation Project: Community Engagement and Consultation Activities, Consultation Findings Report, July 2009, which recommended the inclusion of library services within the MRPRP.

4.D.2 On 6 June 2011, Latrobe City Council adopted the Library Plan 2011-2017. This plan confirmed Council's decision to include library services within the MRPRP, and identified an action to relocate the Moe Library to the new Moe Community Hub, when constructed.

## 5. Land Tenure

The parcel of land subject to the Moe Rail Precinct Revitalisation Project Master Plan, as identified on the Moe Activity Centre Plan, is made up of three property titles, owned by three entities (Appendix XIII). As per the attached drawing, these parcels of land are owned as follows:

- Parcel A and Parcel B (location of previous George Street Shops): Latrobe City Council
- Parcel C (parallel to railway line): VicTrack
- ROAD (road reserve separating the two titles mentioned above): Crown land (controlled by the Department of Sustainability and Environment).

Latrobe City Council has worked in close consultation with VicTrack in relation to this project, since its inception. This has included extensive discussions regarding land ownership, during which VicTrack has conveyed its willingness to sell the land to Latrobe City Council. However formal negotiations to finalise this process are not planned to commence until such time as government funding has been received for the project. In the interim, Officers have commenced discussions with VicTrack to seek a Memorandum of Understanding in relation to the future purchase of this land. Latrobe City Council has also had extensive discussions with the DSE regarding land ownership, and similarly, it is anticipated that the land transfer could be expedited upon funding becoming available.

It is the intention of Latrobe City Council to acquire the land on which the MRPRP Master Plan is to be delivered, with provisions made in the project budget for this purpose. However, it is worth noting that it is quite common for a local government authority to construct significant infrastructure on land in which it does not own. Therefore should the process to purchase the land be inhibited or delayed for any reason, this would not necessarily impact Latrobe City Council's ability to deliver the project. In this situation Council could negotiate and enter into a lease with the land owners to secure the site, enabling construction of the designed infrastructure as outlined in the Concept Design.

Within the municipality of Latrobe City, there are numerous examples where significant infrastructure has been constructed and community services are currently being provided, on land that is not owned by the Council. Some of these examples include:

- Apex Park All Abilities Playground, Waterloo Road, Moe
  - (land owned by the Crown)
- Ted Summerton Reserve – Moe P.L.A.C.E., South Street, Moe
  - (land owned by the Crown)
- Moe Skate Park and Car Park, George Street, Moe
  - (land owned by VicTrack)
- Latrobe City Council Corporate Headquarters Rear Car Park and 185 to 221 Commercial Road Rear Car Park, Commercial Road, Morwell
  - (land owned by VicTrack)
- Visitor Information Centre, Princes Highway, Traralgon
  - (land owned by VicTrack)
- Part Victory and Newman Park – Sound Shell, Model Railway and Playground
  - (land owned by the Crown)

The examples provided above also highlight the familiar occurrence of VicTrack, in developments located in close proximity to rail infrastructure. It may be helpful to clarify this relationship further by outlining the corporate function of VicTrack.

A State Owned Enterprise, VicTrack's purpose is clearly defined by the *Transport Integration Act 2010*, to first and foremost support public transport and secondly to support broader government priorities, by operating commercially. Articulated through their corporate publications, VicTrack achieves this by working closely with other agencies and departments, rail and tram operators and local councils and community groups to support transport, government and community priorities. It is a commercial organisation that funds its own operations through the delivery of services and by leasing land and buildings within its large property portfolio. Although the legal owner of Victoria's railway and infrastructure, it has no active role in delivering public transport or rail freight services.

As one of the largest land owners in Victoria, it manages more than 1,800 leases, and devotes considerable resources towards the management of its large property portfolio. One of the four 'core services' identified by the organisation, the Property Department's responsibilities include (among other things):

- Business, community and other leasing
- Transport-oriented projects that deliver improvements to safety, security, amenity and access around transport nodes
- Licensing third parties to access land within the rail corridors
- Sales and acquisitions.

**Land Tenure Key Findings:**

- 5.1 Within the municipality of Latrobe City, there are numerous examples where significant infrastructure has been constructed and community services are currently being provided, on land that is not owned by the Council.
- 5.2 Land tenure arrangements required for delivery of the MRPRP Master Plan, poses minimal risk to the successful delivery of this project.

## 6. Funding

In accordance with the resolution of Council, an internal review of realistic and available funding opportunities to support implementation of this project has been undertaken.

In addition, submissions received as part of the current review process raised concerns in relation to obtaining funding to ensure the successful completion of the project. Issues raised in these submissions related to:

- Articulating disappointment in the Council decision to stop pursuing funding opportunities for this project whilst the review is undertaken
- Confusion and dissatisfaction that funding had not already been sought/received to enable delivery of the project, and
- Concerns of Council's ability to secure the full level of funding required to deliver the project in its entirety.

The following information provides an outline of the \$8,704,217 financial contribution that has been committed to the Moe Rail Precinct Revitalisation Project to date. It also identifies the timeframes in which funding has been successfully secured through state and federal government funding streams.

Source	Amount	Details	Timeframe
Latrobe City Council	\$1,961,217	Acquisition & demolition of George Street shops	2009/10 Budget allocation
	\$1,766,000	George Street power line relocation	2012/13 Budget allocation
Victorian Government	\$2,000,000	Acquisition of George Street shops	June 2009
	\$977,000	George Street power line relocation	May 2012
Australian Government	\$1,355,000	Detailed design of MRPRP	February 2010
	\$645,000	Construction of Moe Rest Station	February 2010
<b>\$8,704,217</b>		<b>Total funding committed</b>	

The following information provides an estimated breakdown of the \$20.8m required to fund implementation of the MRPRP project:

Project cost summary – forward projection based on Quantity Surveyors Report. These figures assume the project is executed in a coordinated and continual program and is competitively tendered.			
Element	Status	Cost:	Comment
Civic Building including fixtures, fittings and equipment.	Detailed design complete.	\$10,871,250	Includes allowance for Consultant's fees and construction contingency. No allowance for cost escalation.
External Works including Plaza, Parkland, Moore Street Shared Zone and Carparks	Detailed design complete.	\$8,128,750	Includes allowance for Consultant's fees and construction contingency. No allowance for cost escalation.
Youth Precinct	Detailed Design Complete	\$1,200,000	Includes allowance for Consultant's fees and construction contingency. No allowance for cost escalation.
Purchase of Land for Civic building.	Land parcel survey drawings complete.	\$600,000	Subject to negotiation with VicTrack and Valuer General.
<b>Total:</b>		<b>\$20,800,000</b>	

### Staged approach to funding

It is feasible that the MRPRP could be delivered through a staged approach, based on the following sub projects:

- Civic hub building and Plaza
- Moore Street Shared Zone
- Youth Precinct, Rail Trail, Parkland area, and Eastern Car Park

However, it is important to note that from its inception, the detailed design of the Moe Rail Precinct Revitalisation Project has been carried out as an integrated and holistic body of work. Advice from the Geoff Croker, Principal, Francis Jones Morehen Thorpe is provided by way of explanation:

*“Care has been taken to design a precinct that is interconnected and fully resolved. The public realm is as much a critical part of design as is the civic hub building and youth precinct, with both passive and active recreation spaces associated with the project. Underground services and infrastructure have for the sake of efficiency been designed to be delivered as a whole and grading and retaining walls designed to work at a precinct level to ensure storm water is effectively controlled on the site. The project interfaces with both the rail station and George/Moore Streets across the entire precinct.*

*Delivering separable portions of the project in stages may be necessitated by the funding environment. For efficiency, the design has proceeded on the basis that the project is funded as a whole. Without prior knowledge of the precise amounts and timing of funding available it is not sensible to attempt to break the project into portions pre-emptively. If funding becomes available for separate elements of the project, the design will be assessed and adjusted as required.”*

The following project milestones are provided to demonstrate the suitable periods in which funding projections were formalised and applications were and could be submitted:

Time frame	Project milestone
December 2009	The Moe Rail Precinct Revitalisation Project: Master Plan was adopted by Council.
February 2010	Following an application process, Latrobe City Council received funding from the Australian Government’s Better Regions Program to complete the detailed designs for the MRPRP.
May 2010	Following a tender process that concluded in March, Latrobe City Council engaged FJMT Architects to undertake the concept design and detailed designs of the MRPRP.
May 2011	The MRPRP concept design was completed, and subsequently launched to the community in June 2011.
July 2011	FJMT Architects commenced work on the detailed designs of the MRPRP.
June 2012	Following completion of the MRPRP concept design, a Strategic Business Case was prepared and adopted by Council. The purpose of this document was to propose a funding model for completion of the project.
	Completion of the MRPRP concept design, and subsequent Strategic Business Case identified that approximately \$20,036,800 funding is required to complete the project.

July 2012	Latrobe City Council adopted a Long Term Financial Plan, identified Council's capacity to borrow \$5,000,000 to support completion of this project, with the remaining \$15,036,800 required to be secured through state and federal government streams.
August 2012	Latrobe City Council met with the Hon Simon Crean, Federal Minister for Regional Development Australia and Local Government. Presented MRPRP project for consideration of federal government structural adjustment funding ( <i>further information provided below in Economic Transition – Political Advocacy section</i> ).
October 2012	Detailed design of the MRPRP completed and returned to Latrobe City Council, identified that approximately \$20.8m funding is required to complete the project.
November 2012	Latrobe City Council considers MRPRP as a potential project to be submitted through the RDAF application process, MRPRP is not adopted as preferred project.
December 2012	Council decisions to review the MACP and MRPRP. In accordance with the resolution of Council, funding opportunities are not able to be pursued until such time as the review process has been completed.

As noted above, Latrobe City Council successfully secured a grant of \$1.355m through the federal government's Better Regions Program, for the purpose of preparing the detailed designs of the Moe Rail Precinct Revitalisation Project. These designs were completed and returned to Latrobe City Council in October 2012.

In the event that design elements are altered as a result of the review process, a further detailed design process would need to be undertaken. It is highly unlikely that external funding would be able to be obtained to again undertake a detailed design process. Therefore, any change in the adopted concept design would most likely result in a direct cost to Latrobe City Council for redesign.

### **A. The Gateway Review Process**

The Gateway Review Process was part of the (then) Victorian Government's initiative to improve infrastructure and project development and delivery across government. Administered by the Expenditure Review Committee, the aim of the process was to help government departments and agencies ensure that their investment is well spent, meets business and government strategic objectives and achieves value for money outcomes. There are six 'gates' that a project must pass through as part of the process.

Under the government of the day, any project seeking significant Victorian Government funding was required to pass through the Gateway Review Process to be considered for funding. Therefore, to provide the best opportunity of securing considerable funding, the Gateway Review Process was used to guide the Moe Rail Precinct Revitalisation Project.

In accordance with the requirements of the Gateway Review Process, when Council adopted the MRPRP Master Plan on 7 December 2009, the Council resolution

outlined the requirement for a Strategic Business Case to be completed and presented to Council for consideration, before construction could progress.

Following the Victorian Government election in November 2010, a change in government led to the discontinuation of the Gateway Review Process. However, the Strategic Business Case was still required prior to any construction, to fulfil the earlier decision of Council. Latrobe City Council adopted the Strategic Business Case on 4 June 2012, this has been included as an appendix to this report (Appendix XIV).

## B. State and Federal Government Funding Stream Future Opportunities

The following table provides a summary of funding opportunities which are not aligned to a specific component of the precinct design:

Funding Name (Grant/Fund etc)	Funding Source (State/Federal Government)	Amount Available (Maximum allowable)	Commentary
Local Government Infrastructure Program	Victorian Government (RDV)	\$2m	Recurrent program
Putting Locals First Program	Victorian Government (RDV)	\$500K	Now open
Economic Infrastructure Program	Victorian Government (RDV)	Not capped	Now open
Regional Development Australia Fund	Australian Government (DRA, LG, AS)	\$15m	Round Four closed, awaiting information on Round Five.
Clean Energy Future: Regional Structural Adjustment Assistance Program	Australian Government (DRA, LG, AS)	Not capped	Funding will support regional communities on a case-by-case basis.

The following table provides a summary of funding opportunities that support specific components of the precinct design:

Funding Name (Grant/Fund etc)	Funding Source (State/Federal Government)	Amount Available (Maximum allowable)	Precinct component	Commentary
Living Libraries Infrastructure Program	Victorian Government (RDV)	\$750,000	Civic Building (Library)	Annual Program: Opened on 14 February 2013 and closes on 5 April 2013
Community Facility Funding Program (Major Facilities)	Victorian Government (DPCD)	\$650,000	Youth Precinct	Annual Program: A further round of funding likely to be announced in July 2013



### Regional Growth Fund (Regional Development Victoria)

The objective of the Regional Growth Fund (RGF) is to provide \$1 billion over eight years to build strong vibrant cities and country communities. It will support major strategic infrastructure and community-led local initiatives that improve both the competitiveness and liveability of regional and rural Victoria, creating more jobs and better career opportunities. The RGF has two main components:

- The 'Strategic Initiatives' component of the fund supports major projects of regional and state-wide significance which will strengthen the economic base of communities and generate opportunities for new jobs.
- The 'Local Initiatives' component funds local projects and plans, as prioritised by regional and rural communities and local councils with the assistance and support of the five non-metropolitan Victorian Regional Development Australia Committees.

The 'Local Initiatives' component of the RGF will provide \$200m through two programs:

- The 'Local Government Infrastructure Program' (LGIP) has the flexibility to support a range of local council initiatives including roads, bridges, new community assets such as halls and theatres, sporting grounds, pools, libraries, and upgrading existing facilities.
- The 'Putting Locals First Program' (PLFP) has been designed to realise the Victorian Government's policy of supporting the development of local solutions to address gaps in services and infrastructure in regional communities.

Another component of the RGF is the Economic Infrastructure Program. This program aims to improve the productive potential of regional Victoria by strengthening regional industries, supporting and growing local economies, and providing opportunities for regional Victoria through investment in enabling strategic infrastructure. This program has four sub-programs:

- Growing and sustaining regional industries and jobs
- Transforming and transitioning local economies
- Building strategic tourism and cultural assets, and
- Energy for the regions.

By investing in enabling strategic infrastructure, the 'transforming and transitioning local economies' sub-program aims to create new community or business opportunities in regional Victoria that strengthen the regional economy, while also building on significant community assets. It has a broad focus, and projects of regional significance that can demonstrate a transformational impact on the region, including improved economic viability, will be given priority.

### Living Libraries Infrastructure Program (Regional Development Victoria)

The Living Libraries Infrastructure Program is designed to improve Victorian public library infrastructure, and make libraries more accessible and meet the changing needs of communities. The program will assist regional libraries and local government to provide high-quality and accessible public library infrastructure that meets the changing needs of communities. The program aims to:

- Provide new or improved public library infrastructure
- Support the role of public libraries in strengthening communities and encourage opportunities for community participation
- Encourage and create lifelong learning opportunities for Victorian communities

- Facilitate free access to information and reading resources.

Latrobe City Council was previously successful in obtaining a \$400K grant under this program for the MRPRP, however this funding was returned due to Council's inability to expend the funds within the designated timeframes. Advice of the Victorian Government at the time indicated that a future application from Latrobe City Council for this project would be welcomed at the appropriate time.

This fund has successfully been accessed by Latrobe City Council, for library upgrades at its current libraries in Traralgon, Morwell and Churchill.

This annual program provides grants of up to \$750,000 The current program opened on 14 February 2013 and closes on 5 April 2013.

*Community Facility Funding Program (Department of Planning and Community Development)*

The Community Facility Funding Program helps provide high quality, accessible community sport and recreation facilities across Victoria by encouraging:

- increased sport and recreation participation
- increased access to sport and recreation opportunities
- better planning of sport and recreation facilities
- innovative sport and recreation facilities
- environmentally sustainable facilities
- universally designed facilities.

The Community Facility Funding Program provides grants for planning and building new and improving existing facilities where communities meet, interact and participate in sport and recreation in the following categories:

- Better Pools
- Major Facilities
- Seasonal Pools
- Minor Facilities
- Soccer Facilities
- Planning

The category that would be best suited to the MRPRP is the major facilities category. This annual program currently provides grants of up to \$650K; however the current program is now closed. The next program is expected to be announced in July 2013.

*Regional Development Australia Fund (Department of Regional Australia, Local Government, Arts and Sport)*

The Regional Development Australia Fund (RDAF) is a national infrastructure program supporting the needs of regional Australia. The program funds capital infrastructure projects which are identified as priorities by local communities. Round Four of the RDAF provided \$175m for strategic infrastructure projects in regional Australia, with the maximum grant being \$15m. Round Four opened on 26 October 2012 and closed for Expressions of Interest on 6 December 2012.

Latrobe City Council considered four projects, including the MRPRP, against the RDAF criteria at the Ordinary Meeting of Council on 19 November 2012. At this meeting, Council resolved:

*That Council endorse the development of the Gippsland Regional Aquatic Centre as its priority project for the Regional Development Australia Fund Round Four and authorise the Chief Executive Officer to submit an Expression of Interest for this project.*

The current federal government have announced that there is expected to be a Round Five of the RDAF program for strategic projects in regional Australia, however no details of this round are currently available.

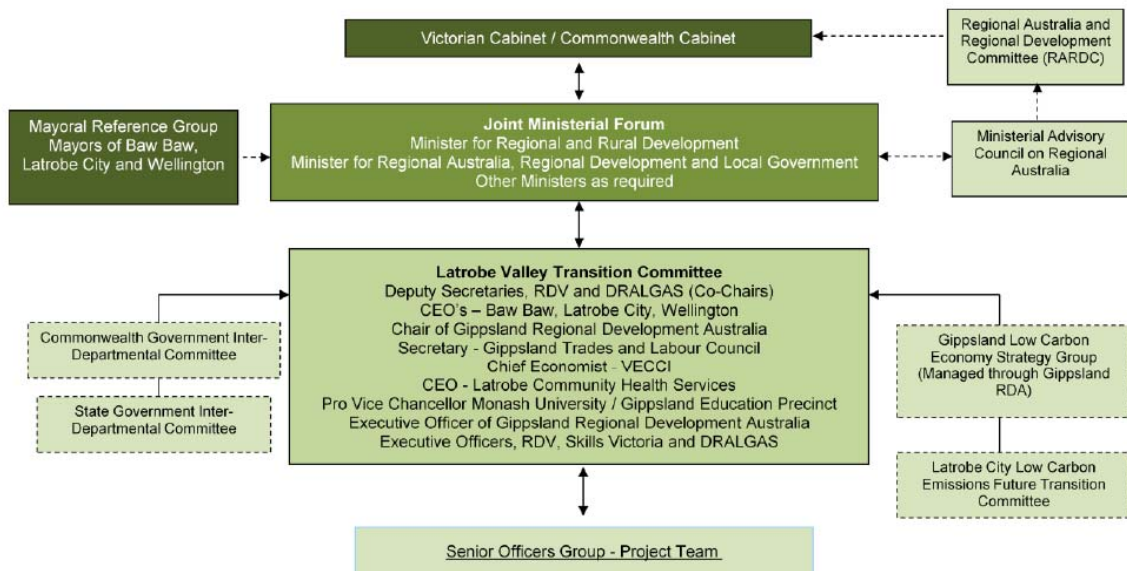
### C. Economic Transition of the Latrobe Valley – State and Federal Government Commitments

#### Latrobe Valley Transition Committee

The Latrobe Valley Transition Committee was established on 13 December 2011, by the signing of an agreement between the Australian and Victorian Governments. Its role was to develop a community-informed plan to guide cooperative effort, minimise economic disruption in the region and help grow its industry base and workforce.

The following diagram outlines the governance arrangements supporting the cooperative arrangement for the Gippsland region:

Figure 1: Governance arrangements supporting the Cooperative Arrangements for the Gippsland Region



Following 14 months of research and an extensive consultation process, the Latrobe Valley Transition Committee finalised their advice to Government in June 2012.

In the Council endorsed submission (Appendix XV), adopted on 7 May 2012, Council recommended that actions needed to be supported to achieve an additional

direction of Liveability. One of those actions was the Moe Civic Precinct project, as outlined in the following extract from Council's submission:

## *7.2 Moe Civic Precinct Project*

### *Context*

*This urban renewal project will deliver significant beneficial change to the Moe Activity Centre and rail precinct. The project will see the creation of a civic precinct comprising of a library learning hub and will provide much needed high quality public realm improvements for the town centre. Adjacent to this building is the civic plaza which is designed as a multipurpose public place, this will feature a café breakout area and a broad ranging youth designated space, as well as family picnic and play areas. The project once implemented will provide the Moe community with a safe, attractive, vibrant town centre.*

### *Action*

*The Moe Civic Precinct Project is an innovative response to increase social connectivity and offer a facility that will allow for leading edge service provision. It is a significant program of new public infrastructure development within the Moe Activity Centre that will act as a catalyst for investment and development and will provide a world class civic space that encourages social inclusion and community participation.*

*Total Project Cost: \$25 million. Government Funding Sought: \$20 million*

The Latrobe Valley Transition Committee Report to Governments was provided to the Hon Peter Ryan, Victorian Minister for Regional and Rural Development and the Hon Simon Crean, Commonwealth Minister for Regional Australia, Regional Development and Local Government on 21 June 2012. This report contains several recommended actions to be considered by the state and federal governments to assist with structural adjustment in the Latrobe Valley. Key actions that are considered relevant to support funding opportunities for this project include:

- *Investment facilitation programs – establish a process for fast-tracking major investment facilitation and approvals in the Latrobe Valley to ensure business enterprises and major projects can be implemented within a simplified regulatory environment.*
- *Well planned communities – provide specific planning resources to help Latrobe Valley local governments plan for urban growth, particularly in urban growth corridors around the main towns.*
- *Immediate improvements to liveability – prioritise the realisation of community infrastructure improvements proposed by the region's local government.*

Further information contained in the 'Strategic Direction Six – Enhancing Liveability' section of the report, states:

*“What should happen?”*

*Governments and regional stakeholders should develop programs to enhance the liveability of townships and regional centres. This includes supporting current proposals for precinct revitalisation in the Latrobe Valley's main population*

*centres, additional land for housing and strengthening the region's health, education and community service sectors."*

In section '5. Addressing Barriers to Growth and Diversification' the report, the Committee provides the following information in relation to funding:

*"Funding support*

*A final barrier to the region's growth is the need for stronger funding support from governments in response to regional strategy development and planning. In preparing for transition, the region has undertaken extensive strategic planning processes which outline a wide range of investments to support the regional economic growth and diversification.*

*Feedback received by the committee noted that the failure of these planning processes to lead to substantial new investments in infrastructure and services has generated cynicism in the local community concerning the value of these processes and plans, and the level of Victorian and national support to help the region move ahead.*

*While the LVTC understands the current funding difficulties facing the Victorian and Commonwealth governments, it believes each should make clear long term commitments to supporting the region's transition. Such commitments may include specific funding to support structural adjustment programs, and prioritising the Latrobe Valley region within its broader grant programs aimed at regional development, infrastructure provision, industry development and educational and health systems. Within these grants it must be acknowledged that the ability to match funding differs from council to council, but this factor should not be allowed to disadvantage or advantage one local government authority over another."*

In July 2012, the Victorian Government released *The Latrobe Valley Industry and Employment Roadmap*, based on the framework and advice of the Latrobe Valley Transition Committee. The Roadmap is the Victorian Government's long-term plan to assist the Latrobe Valley grow and diversify its industry base, as it transitions its economy in response to a national price on carbon. This document sets the long-term strategic framework for guiding future investment and collaboration with the region's local governments, businesses and communities.

It contains six strategic directions, these are:

- Transitioning business and workers
- Strengthening the workforce
- Infrastructure for growth
- Strengthening innovation and competitiveness
- Attracting and facilitating investment
- Enhancing liveability

In the section 'Strategic Direction Six: Enhancing Liveability' the report states:

*"Through the \$1 billion Regional Growth Fund, the Victorian Government has also invested \$11 million in major strategic infrastructure and community initiatives in the region to improve liveability. These initiatives range from community projects targeting business development, recreational, sporting and*

*tourism events, to infrastructure investment in leisure centres, sporting field rehabilitation, swimming pools, libraries and art gallery facilities.*

*The government will support new community initiatives to enhance the liveability of the region including:*

***Moe Civic Precinct*** – *The Victorian Government will continue to work with Latrobe City Council to progress the project which aims to improve social connectivity and community participation through an innovative community space. The project has the potential to attract investment and development in the area.”*

To date, a formal response to the Latrobe Valley Transition Committee – Report to Government has not been received by the federal government. However, Latrobe City Council has been advocating to government representatives for this response, particularly in relation to the applicability of the Clean Energy Future: Regional Structural Adjustment Assistance Program that was announced by the federal government in July 2011, to support the report’s recommendations.

#### *Federal Government Transition Funding*

The Clean Energy Future: Regional Structural Adjustment Assistance Program was announced by the Australian Government on 10 July 2011. The \$200m fund is to be used to provide structural adjustment to support workers, regions and communities that remain strongly affected by carbon pricing after other forms of assistance have been provided. For identified regions, structural adjustment assistance will be delivered through arrangements that engage state, territory and local governments, community groups and unions, including through place-based investment and service delivery approaches. Funding will support regional communities on a case-by-case basis.

On 22 February 2013, the Hon Simon Crean, Commonwealth Minister for Regional Australia, Regional Development and Local Government announced \$3.35m funding from the Clean Energy Future: Regional Structural Adjustment Assistance Program for the Warragul Station Precinct project. This announcement provided the first clear indication of the federal government’s willingness to utilise this fund for infrastructure based projects with a strong revitalisation objective.

#### *Political advocacy*

Latrobe City Council has actively pursued ongoing discussions with Victorian Government ministers, local parliamentarians and bureaucrats in relation to future funding support of the state government. These conversations have consistently provided an indication from the Department of Planning and Community Development that support would be provided to Latrobe City Council to assist with the funding application process, to identify the most appropriate funding sources available.

On 13 August 2012, Latrobe City Council met with the Hon Simon Crean, Commonwealth Minister for Regional Australia, Regional Development and Local Government. During this meeting, the Moe Rail Precinct was presented for funding consideration of the federal government.

Latrobe City Council outlined this was a significant program of new public infrastructure that will encourage investment and provide a world class civic space in Moe to facilitate greater social inclusion, community confidence and encourage investment in the broader Latrobe Valley.

Latrobe City Council noted that the Moe Rail Precinct is identified as a priority in the *Latrobe Valley Industry and Employment Roadmap* and is also consistent with the policy objectives and strategic directions of the *Latrobe Valley Transition Committee – Report to Government*. It was advised that detailed designs for the project were close to completion, and the project would be ready for construction in late 2012.

During this meeting, Latrobe City Council explicitly requested the Australian Government to prioritise this project and provide funding of \$20m without delay so that work could commence in late 2012.

#### **D. Federal Government Election Opportunities**

On 30 January 2013, the Prime Minister announced that a federal election is scheduled to occur on 14 September 2013. The timing of pre-election campaigning presents an opportunity for Latrobe City Council to lobby the major parties, in an effort to secure a pre-election commitment of funding support for this project.

#### **E. Latrobe City Council Future Financial Contribution**

Through completion of the MRPRP concept design, and subsequent adoption of the Strategic Business Case in June 2012, it was identified that approximately \$20,036,800 funding is required to complete the Moe Rail Precinct Revitalisation Project.

Latrobe City Council adopted a Ten Year Financial Plan on 16 July 2012, which indicates a future capacity to contribute \$5,000,000 towards completion of this project, with the remaining \$15,036,800 required to be secured through state and federal government streams, under a joint funding model.

The Long Term Financial Plan identifies that Council's contribution would be sourced from borrowings, and acquitted over a three year period, with \$2m allocated in 2013/14, a further \$2m in 2014/15 and \$1m in 2015/16.

#### **Funding Key Findings:**

- 6.1 To date, Council has been successful in obtaining funding of \$2.977 million from the Victorian Government and \$2 million from the Australian Government for project components related directly to the MRPRP.
- 6.2 Both the federal and state governments, through previous funding contributions, have demonstrated their commitment to the MACP / MRPRP projects and indicated that future opportunities for funding will present themselves and be accessible for Latrobe City Council.
- 6.3 To date, Latrobe City Council has invested \$3,727,217 of capital funds for project components related directly to the delivery of the MRPRP.
- 6.4 Latrobe City Council adopted a Ten Year Financial Plan on 16 July 2012, which indicates a future capacity to contribute \$5,000,000 towards completion of this project.

- 6.5 To deliver the MRPRP as per the Council adopted concept design and completed detailed designs, funding of \$15.8m is required from the state and federal governments.
- 6.6 In the event that design elements are altered as a result of the review process, a further detailed design process would need to be undertaken. It is highly unlikely that external funding would be able to be obtained to again undertake a detailed design process. Therefore, any re-design required would most likely result in a direct cost to Latrobe City Council.
- 6.7 The Victorian Government has recognised the MRPRP in the Latrobe Valley Industry and Employment Roadmap, its response to the Latrobe Valley Transition Committee – Report to Governments. At this point in time, a response from the Australian Government has not been received.
- 6.8 The federal government's recent announcement of \$3.35m funding from the Clean Energy Future: Regional Structural Adjustment Assistance Program for the Warragul Station Precinct Project provides an indication of the federal government's willingness to utilise this fund for infrastructure based projects with a strong revitalisation objective.



**7. Appendix**

# Appendix I:

Moe Rail Precinct Revitalisation Project: Master Plan 2009 Diagram

# Appendix II:

Moe Rail Precinct Revitalisation Project: Concept Design 2011,  
Presentation Launch

# Appendix III:

Previous submissions and petitions to the MACP and MRPRP

# Appendix IV:

Summary of submissions received to the Review of the MACP and MRPRP,  
February & March 2013

## Appendix V:

### Submissions received to the Review of the MACP and MRPRP, February & March 2013

1. D. A. (Tony) Paul, received 30 January 2013
2. Cheryl Wragg, MADRA, received 10 February 2013
3. D. A. (Tony) Paul, received 11 February 2013
4. Cheryl Wragg, MADRA, received 12 February 2013
5. Ken Whittaker, received 12 February 2013
6. Maree Hall, received 12 February 2013
7. Chris Thornton, Insulmet Pty Ltd, received 14 February 2013
8. Jon Hall, received 14 February 2013
9. Pam Varekamp/Thornton, received 14 February 2013
10. P. G. Aboltins, A. P. G. & Associates Consulting Services, received 15 February 2013
11. Graham Scott, received 18 February 2013
12. Brian Auger, MADRA, received 20 February 2013 (amended 21 February 2013)
13. Don Coupe, received 22 February 2013
14. Alix Williams, received 22 February 2013
15. John Mutsaers, received 22 February 2013
16. Jeff Hitchins, Moe Traders, received 25 February 2013
17. Joe Diamente, received 25 February 2013
18. Alan Barnard, Family Life Ministries Moe, received 26 February 2013
19. David Power, Davine Fitzpatrick Solicitors, received 26 February 2013
20. Sally Tyburski, received 26 February 2013
21. Vicki Hamilton, received 26 February 2013
22. Ian Grant, received 26 February 2013
23. Minnie Grant, received 26 February 2013
24. Harmonie Smith, Regal Jewellers, received 26 February 2013
25. Diana Stagg, received 27 February 2013
26. Manny Gelagotis, received 27 February 2013
27. E & M Gotis Pty Ltd, received 27 February 2013
28. Simon May, received 27 February 2013
29. Sue & Chris Abbott, received 27 February 2013
30. Sue Abbott, Committee for Moe, received 27 February 2013
31. Mr Jonathan Cowley, Bryas Café, received 27 February 2013
32. Ms Kate Collings, received 27 February 2013
33. Chris Savage, received 27 February 2013
34. Cheryl Wragg and Craig McIver, received 27 February 2013
35. Debra De Carli, received 27 February 2013
36. Craig Adams, received 28 February 2013
37. Matthew McNamara, Maccas Megasports & Inland Surf, received 28 February 2013
38. Brad Law, Invest Moe, received 28 February 2013
39. Daryl Larsen, Larsen's Jewellers, received 28 February 2013
40. Brad Law, Law Somerville Industries, received 28 February 2013
41. Sue Broadbent, Moe Traders Association, received 28 February 2013
42. Christine Waterhouse, Furniture Beds and More, received 28 February 2013
43. Wilhelm Koppe, Latrobe Valley Village Inc, received 28 February 2013
44. John & Jeanette Lawson, received 28 February 2013
45. Julie Myrteza, received 28 February 2013
46. Tom Hayes, received 28 February 2013

47. Tony Price, received 28 February 2013
48. Wendy Farmer, received 28 February 2013
49. Pearse Morgan, RGM Accountants & Advisors, received 28 February 2013
50. Roger Taylor, Rotary Club of Moe, received 28 February 2013
51. Jenny Jackeulen, received 1 March 2013
52. Rodney Lloyd, received 1 March 2013
53. Steve McIntosh et al, received 1 March 2013
54. Gwen Brown, received 1 March 2013
55. Robert Sim, John Kerr & Associates Real Estate, received 1 March 2013
56. Dr Vaughan Speck, Tanjil Place Medical, received 1 March 2013
57. Chris Brown, Build Eng, received 1 March 2013
58. Brendan Jenkins, Moe ALT, received 1 March 2013
59. John Hutchinson OAM RFD ED FIE Aust, received 1 March 2013
60. Jenny Jones, received 1 March 2013
61. Debbie Yeomans, received 1 March 2013
62. Anna Henley, received 1 March 2013
63. B Johnson, received 1 March 2013
64. Jill Beck, Friends of Latrobe City Libraries, received 1 March 2013
65. Irene Ballard, received 1 March 2013
66. Bruce McDonald, received 1 March 2013
67. Andrew and Kate Corrigan, Frame by Frame, received 1 March 2013
68. Rob Geisler, received 6 March 2013
69. Tamara Kennedy, received 6 March 2013
70. Brett Kennedy, received 6 March 2013
71. Peter Wyntjes, received 6 March 2013
72. Val Hemmings, received 6 March 2013
73. Lynette Blunt, received 6 March 2013
74. Colette Beck, received 6 March 2013
75. Miriam Aquilina, received 6 March 2013
76. Trevor Hemmings, received 6 March 2013
77. Michael Fozzard, Gippsland Heritage Park, received 7 March 2013

## Appendix VI:

### Petitions received to the Review of the MACP and MRPRP, February & March 2013

- a. Save Moe's Future, 6,644 signatures, received 4 February 2013  
(Head Petitioner Mr Manny Gelagotis, Committee for Moe)
- b. Save Moe's Future, 201 signatures, received 18 February 2013  
(Head Petitioner Mr Manny Gelagotis, Committee for Moe)
- c. Latrobe Valley Youth on MRPRP Master Plan, 180 signatures, received 1 March 2013  
(Head Petitioner Ms Virginia Gratton)



# Appendix VII:

Questions and Answers – from submissions to the review,  
February & March 2013

## Appendix VIII:

Correspondence from Department of Transport,

Received 12 March 2009

Received Feb 2013

**Appendix IX:**  
Guidelines for Land Use and Development, Department of Transport

Appendix X:  
Moe Traffic Reports

# Appendix XI:

Moe Youth Precinct Developed Design Presentation, July 2012

**Appendix XII:**  
Library Plan 2011-2017

**Appendix XIII:**  
Land titles, George Street, Moe

**Appendix XIV:**  
Strategic Business Case for the MRPRP



# Appendix XV:

Latrobe City Council Submission – Directions for a Latrobe Valley Transition Discussion Paper

**Appendix XVI:**  
Skate and BMX Plan, April 2009

# Appendix XVII:

## Youth Precinct Plan