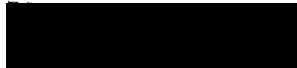


**Attachment One:
Submissions and Petitions relating to the MACP and MRPRP – received
between November 2007 and October 2011**

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Submissions

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Friday 7 December 2007

Jane Burton,
Latrobe City

Latrobe City	
- 7 DEC 2007	
Doc. No:	
Action Officer:	
Disposal Code:	
Comments:	

Submission Moe Activity Centre Plan

Dear Jane,

Whatever the council does in this area please do not even contemplate moving the library without **thoroughly** examining alternative options & particularly being completely open & transparent with ratepayers & library users about the costs & consequences of all options.

Alternative options such as expanding the existing library on its current site by extending the existing building should be openly assessed allowing for ratepayer & library user input.

Whether by design or not, up until now Latrobe City has given the appearance of a lack of openness regarding any possible proposed relocation/redevelopment of the library in the Moe Activity Centre.

Yours Sincerely

Bruce McDonald

04 December 2007

Jane Burton.
Latrobe City Council.
PO Box 264,
Morwell. Vic. 3840.

Dear Jane,

RE: DRAFT MOE ACTIVITY CENTRE PLAN.

I wish to comment favourably on the Draft Moe Activity Centre Plan.

I am currently a resident of Newborough (of 52 years) and previously ran an engineering consultancy in Moe for 17 years. I am of the strong opinion that the Moe CBD needs a focal point to revitalise the centre.

The proposed plan provides this focal point by combining many important community and visitor facilities not presently well catered for in Moe, whilst at the same time upgrading a prominent area in desperate need of beautification and improvements to amenity and security.

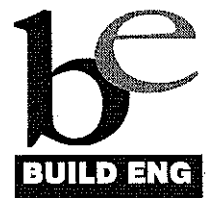
This would be a catalyst for further improvements within the CBD, providing incentive for people with businesses like mine to re-establish back into Moe.

Please register my approval for the proposal.

Yours faithfully,



Chris Brown.



REGISTERED COMPANY NO. 1023187

RESIDENTIAL
COMMERCIAL
& INDUSTRIAL
ENGINEERING
CONSULTANTS

8 QUEEN STREET,
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TONY HALLINAN

Ph: 5127 2619
Mob: 0419 885 284
Fax: 5127 8639

Domestic & Commercial

Reg No. DB-U 18818
Reg No. CB-L 18832
ABN 47 098 860 952 ACN 098 860 952

5 December 2007

Attention Jane Burton
Latrobe City Council,
PO Box 264,
MORWELL 3840
Via e-mail: janebu@latrobe.vic.gov.au

Latrobe City	
- 5 DEC 2007	
Doc. No:	
Action Officer:	
Disposal Code:	
Comments:	

Dear Ms Burton,

RE: Moe Activity Centre

I believe that Moe and in particular the people and visitors of Moe deserve an Activity Centre in the middle of the CBD that incorporates a transport station, civic square, and community services which is easily accessible.

I believe the Moe Goods yard is the perfect location for such a Centre as it is central for all locals and visitors (especially people arriving via trains).

The Moe Goods Yard is currently an eyesore for all people living and visiting the CBD.

Should you have any queries, please do not hesitate to contact me on 0419 884 974.

Kind Regards

Tim Daly
Daly Hallinan Master Builders Pty Ltd

5 December 2007

Latrobe City
141 Commercial Road
MORWELL VIC 3840

Dear Sir or Madam
re MOE LIBRARY

I wish to express my sincere interest in maintaining and developing the current library in its present location, being across the road from a school, with easy access also for the elderly and ageing population.

Knowing that this library is able to have a lift installed enabling access to the second storey makes this a **COST EFFECTIVE SOLUTION** compared with building costs of a new library. It is close to public transport and the CBD.

It is an excellent library having borrowed many history books and other learning/educational materials whilst my daughter attended our Monash Gippsland University. I have borrowed excellent educational books also for my further education.

Please acknowledge my concern for all current and future residents; and citizens of Moe, Newborough and Yallourn North and outlying areas.

To place it next to a noisy railway line I think is not a good option.

Yours sincerely
Cheryl E. Neal
Cheryl E. Neal

Latrobe City	
- 7 DEC 2007	
Doc. No:	
Action Officer:	
Disposal Code:	
Comments:	

Re Moe CAD proposal.

From Moe Branch Australian Labor Party.

The Moe ALP has had the opportunity to review the Moe CAD proposal of the Latrobe City Council. We are broadly in support of the proposal providing that:

- Affected shop owners on George Street are fairly compensated for their dislocation.
- The Latrobe City Council make an adequate contribution to the project, matching the combined commitment of the State and Federal Labor Governments (\$4m)
- Discussions/negotiations over the purchase of properties should not be allowed to slow the project. — The LCC could begin (stage 1) using the vacant land on the Railway and that taken by the 'stand alone' shops (formerly Jolly's)
- Any new Library design be developed with the input of Library staff and user groups
- An advisory committee be put in place including local user groups and business development groups to participate in the final design of the project
- The LCC consider the broader implementation of the Transit Cities' document already adopted by Council in the development of the 'Community hub'

Thank you.

Debbie Camduff,
Secretary, Moe ALP.

DiaKids₂

ABN: 61 048 963 260



P O Box 921,
MOE Vic 3825
diakids@bigpond.com.au

3rd December, 2007

Dear Ms Burton

MOE ACTIVITY CENTRE PLAN

We recently viewed the Draft Moe Activity Centre Plan and are pleased to advise that we like many aspects of the draft plan.

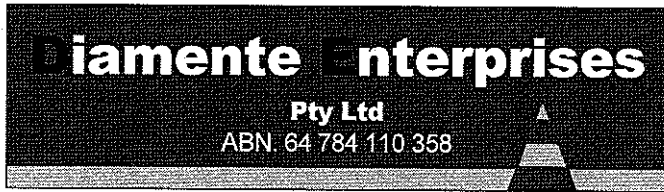
We are a local Family Consortium that owns a number of Commercial Properties in the "main" Street of Moe and we were encouraged by the "formal" structure plan that the Council intends to adopt as a long term guide to the growth and direction of Moe.

We believe that Moe is located in a perfect position in relation to Melbourne and to tourist locations and have believed in Moe's potential for many years.

We look forward to the plan being adopted and to the implementation of the changes commencing in the new year with increased momentum over the next five years.

Yours Faithfully

Anna Harris B.Sc.
For DiaKids₂ Family Consortium



Email [REDACTED]

2nd December, 2007

Hello Jane

RE: MOE ACTIVITY CENTRE PLAN

I have had a quick look at the above "draft" plan on your website and wish to encourage Latrobe City to proceed with the plan which I believe is ultimately very good for getting Moe on the move.

I would further encourage that the plan is implemented in a *timely fashion* to keep the recent new investment growth momentum going and that the plan does not simply disappear into the background & be forgotten. It is so important in this day and age to have a plan in business and it is so good to see that Latrobe City has organized such a "structured" plan for Moe. In particular, I would encourage building a new library and "hug" as planned at the Southern end of Moore Street.

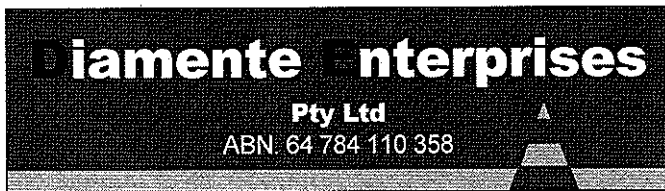
Moe still remains the Western Gateway to the Latrobe Valley and the Gateway to many tourist attractions such as Walhalla, Mt Baw Baw & Lake Narracan. *"It is a great city – one to call home!"*.....and I have lived here all my life.

Congratulations!

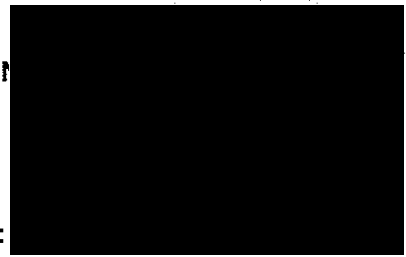
Please do not hesitate to give me a call if you have any questions.

Yours Faithfully
Diamente Enterprises P/L

Joe Diamente B.Bus.
Director



Email:



5th December, 2007.

Dear Ms Burton

RE: POTENTIAL NEW MOE LIABRARY & SERVICE CENTRE

There have been a number of media reports in recent times about a potential NEW Moe Library and Service centre.

I have lived in Moe all my life and would welcome a clean-up of the Moe Goods Yard. It really has been a disgrace for many years and is one of the first things that visitors see when they enter Moe from the West End.

I would encourage Council to pursue building a library on this site which would effectively have a two fold effect.

1. It would give Moe a new long awaited deserved modern building/library and
2. It would clean up an area of Moe that leaves a poor impression of Moe especially when coming through on a train.

Renovating the existing building would simply be that, a renovation and the "old" Moe Goods Yard would still remain an eyesore for the township

Yours Faithfully
Diamente Enterprises P/L

Joe Diamente B.Bus.
Director

From: Fiona Xuereb [REDACTED]
Sent: 05/12/2007 09:22:39 AM
To: <janebu@latrobe.vic.gov.au>
Subject:

Hi Jane I would like to support of the proposed plan for the Moe Activity Centre. The development of such a "Hub" will not only improve accessibility to community services in the Moe CBD, but it will also link nicely with the transport interchange planned for the township through Transit Cities. The site proposed by Council has long been an eyesore when entering Moe's CBD and this will provide an opportunity to attract the attention of rail and road visitors who travel through the township, potentially bringing additional tourism and business to the town. The community deserve improved centralised facilities, easily accessible by residents both north and south of the railway line, and the site proposed is an ideal opportunity to do this. Yours sincerely, FIONA XUEREB [REDACTED] Listen now! New music from the Rogue Traders.

Friends of Latrobe City Libraries
c/o Jill Beck



1/12/2007

C.E.O. Paul Buckley
Latrobe City Council
P O Box 264
MORWELL 3840
C.C: (by Australia Post) to Jane Burton
Mayor Councillor Tony Zimora
Councillor Lisa Price
Councillor Sandie Kam

Latrobe City	
- 4 DEC 2007	
Doc. No:	
Action Officer:	
Disposal Code:	
Comments:	

Dear Paul

The Friends of Latrobe City Libraries are pleased to have the opportunity to respond to the Draft Moe Activity Centre Plan and to library development in Moe.

Friends of Latrobe City Libraries value all libraries and want the very best use of resources for all communities within Latrobe City. During the past five years our volunteer group has worked alongside Council as the community voice representative of the user group – the library members. We were directly involved in the redevelopment of the Traralgon library. Our endeavours have provided immense financial assistance in adding to the Library Service resources.

Friends of Latrobe City Libraries have been approached on numerous occasions by users of the Library Service and Community groups about the recommendation in the Draft Moe Activity Centre Plan to relocate the Moe library to the railway site. We are now aware Council had previously hired architects to develop concept plans for such library without any public input. Having considered the Draft Moe Activity Centre Plan we have considerable reservations about this potential relocation and wish to be consulted from this point on.

The Draft Moe Activity Centre Plan could provide another Civic Hub for the town of Moe. However relocating the library to the proposed George St site would remove it from the existing Civic Hub, further away from the Civic Hall, Post office, Regional Education Centre, Albert St Primary School, elderly accommodation and importantly from the significant car parking capacity in the vicinity of the current library location. The amount of car parking capacity within the vicinity of the proposed George St development site appears to be limited even now (particularly on Moe Race Club days), without any new development in this location.

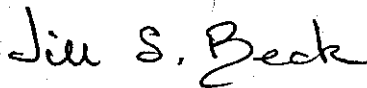
Friends of Latrobe City Libraries wish to suggest Council refer to the location pointers in the internationally recognised *People Places – A Guide for Public Library Buildings in N.S.W.* which can be viewed at www.sl.nsw.gov.au This document includes many highly valuable points re developing and planning for a new library.

The Friends of Latrobe City Libraries request that all options for locating and improving the library facilities be reviewed openly and transparently including input from library users and that one of these options include the upgrading and extending of the library at its existing location.

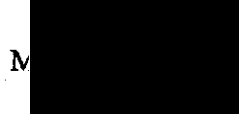
Within the core values and related behaviours formally adopted by Council in the *Values and Behaviours Charter* the Friends of Latrobe City Libraries consider they should be included in future consultations.

Therefore the Friends of Latrobe City Libraries would appreciate the opportunity to review and discuss the options with the appropriate Council Officers and Councillors.

Yours Sincerely



Jill S. Beck
Secretary/Treasurer
Friends of Latrobe City Libraries



6th December, 2007

Paul Buckley
CEO
Latrobe City Council
PO Box 264
MORWELL, Vic. 3840

Latrobe City	
- 7 DEC 2007	
Doc. No:	
Action Officer:	
Disposal Code:	
Comments:	

Dear Paul,

Re: Moe Activity Centre Plan (MACP) project

Please find attached a response to the MACP project document.

It is important to note that this response is the result of an on-going conversation between a diverse range of people living in the Moe-Newborough area about the MACP project document.

While Cheryl Wragg is the principal writer, the 'author' of this response is, more accurately, the range of people who have participated in that conversation over the last month. As indicated in the response document methodology these include family, friends, neighbours, associates, shop keepers, civic leaders, senior citizens, community organisations and others: in total, a diverse array of people with a keen interest and commitment to Moe, its community and its built environment.

We believe our response is a highly considered document that can and should make a valuable contribution to the MACP project and, hopefully, encourage a more participative approach by Latrobe City Council in the project, going forward.

In the first instance, any queries about the response should be directed to Cheryl.

On behalf of the conversation participants,

Peter Gibbons

Sharon Gibson

Cheryl Wragg

Craig McIver

Attach.

A Critique of the Moe Activity Centre Plan (MACP)

Methodology used in this critique

In the preparation of this submission, the principal writer read Volumes 1 and 4 of the LTCP Report (David Lock and Associates 2004) and Volumes 2 and 3 as they pertain to Moe. Other relevant documents have been sourced and read including the *Library Strategy Plan 2005-2009*, the *Council Plan/s 2005-2010 and 2006 – 2011*, *Latrobe 2021* document, *Latrobe Structure Plans – Moe and Newborough* (2007) as well as scanning other Council reports and Minutes for relevance to the MACP.

Telephone contact has been made with the appropriate LCC officer as well as Tract Consultants seeking information and clarification about the MACP. Further, the principal writer has observed Councillor discussion and release of the MACP report at the 5th November Council meeting, placed a question on notice about Moe Library at the 19th November Council meeting, and placed a series of related questions about the MACP public submission evaluation process, and the consultative period at the 3rd December November Council meeting. These appear in appendix 1 along with Council responses.

Importantly, the principal writer, Cheryl Wragg, has been part of a larger 'conversation' about the MACP project involving family, friends, neighbours, associates, shop keepers, civic leaders, senior citizens, community organisations and others: in total, a diverse array of people with a keen interest and commitment to Moe, its community and its built environment. This conversation has informed the content appearing in this critique. Use of the term 'the author' not only identifies Cheryl's voice as the writer but also alludes to the larger number of people who have informed the content of this critique document.

The approach used in developing this critique is based on the view that the management of important projects like the MACP requires robust, strategic and responsive processes. In part, this critique is a 'diagnostic' of some of LCC's processes relating to the MACP. It includes some quite detailed observations about the author's first hand experience of seeking to access and utilise Council processes pertaining to the MACP project. Where processes have been found lacking, recommendations contained in this critique seek, in part, to address some of the more important deficiencies.

List of Recommendations

Recommendation 1:

That Council acknowledge the importance of the MACP document and its contents for Moe and its citizenry by recognising the overall inadequacy of the public release and response process including its limited duration, lack of facilitated processes, lack of transparency and accountability regarding the public submission evaluation process, and the consequence of neglecting to ensure continued operation of the Moe Town Centre Committee. In response, that Council extend the MACP public release and response period until mid February, 2008 during which time Council takes the following actions:

- i. re-establish the Moe Town Centre Committee, improving and increasing representation on the Committee and, at its first meeting after reestablishment, having a briefing about the MACP report from Tract Consulting no later than the end of January 2008;
- ii. provide a public briefing in Moe that enables Tract Consulting to explain and clarify the MACP document and take questions;
- iii. invite people who have made public submissions to meet with Tract Consulting and LCC representatives to discuss their submissions;
- iv. publicly reassure Moe's senior citizens that Council is receptive to their needs and views about the future of Moe Library and hold some discussion sessions with Moe's senior citizenry, particularly those who live in close proximity to the library;
- v. develop and upload a focused interactive survey tool on the LCC website about key features of the MACP document;
- vi. extend the time period for making a decision at Council level about implementation of the MACP to the end of May, 2008 after completing the facilitated consultation processes detailed above, evaluating the responses received, recirculating an amended draft and seeking public responses with a 5-6 week final public response period.

Recommendation 2:

- i. To include an additional objective in the MACP project objectives that positions the interest of Moe's community at the centre of the MACP project.
- ii. That the objective added to the MACP project reads thus:
 - a. To ensure the ongoing active involvement of Moe's community throughout the MACP project formulation and implementation process;
 - b. To maximize the social, economic, cultural, employment, vocational training and physical infrastructure benefits experienced by Moe's community from the MACP project;
 - c. To minimize possible disadvantage, dislocation, isolation, loss or other negative impacts experienced by Moe's wider community and those sections of Moe's community bearing a direct impact from the MACP project formulation and project implementation processes.

- iii. That the MACP project processes, frameworks and implementation projects be audited and duly adjusted to ensure achievement of 2ii a), b) and c) shown above;
- iv. That the achievement of the Moe community benefits objective be used as a key performance indicator (KPI) in all aspects of the MACP implementation process to maximize the number and types of benefits and to minimise dis-benefits for the wider community flowing from the MACP project.
- v. That the Moe community benefits KPI, be unpacked or broken down into tangible performance goals and action steps across the various implementation stages of the project. That these, in turn, be tracked and documented to reveal the quantitative and qualitative benefits achieved in the Moe community from the MACP project.

Recommendation 3:

- i. That LCC position the MACP project as part of a larger economic recovery initiative for Moe in response to the damage caused by restructuring of the power industry and the loss of other local employment and economic drivers such as Moe hospital;
- ii. That LCC take a leadership role in developing a consortium approach involving community representatives, organisations, businesses and strategic others such as local state and federal MPs to lobby the State and Federal governments to fully fund implementation of the MACP project, provide in-kind support and through life funding of the project;
- iii. That the LCC consortium seek decentralisation of some State and Federal government functions to Moe to help populate the proposed commercial facilities in the community hub and generate economic activity and employment in Moe.

Recommendation 4:

That LCC use a strategic approach in managing the MACP project by removing those features that do not enjoy the broad support of the Moe community and which have the capacity to damage and derail the MACP project. On this basis, that the proposed relocation/redevelopment of Moe Library is removed from the MACP project and that any improvements and extensions to the Moe Library occur at its current site.

Recommendation 5:

That LCC lead a process in partnership with Latrobe Valley community organisations and representatives that identifies their accommodation, infrastructure and resource needs and seeks to meet these needs in the community hub building proposed in the MACP. Once defined this may become the 'catalyst' project for the community hub aspect of the MACP project.

Recommendation 6:

- i. That LCC develop a staged and timetabled plan showing the funding requirements and sources (both actual and potential) needed to deliver the MACP project to completion *and* to share this information with Moe's community.

- ii. That LCC bring Moe's community into the management of MACP budget processes.

Recommendation 7:

- i. LCC invite interested members of the public to meet with Tract Consultants to do a walk-around of the CBD areas described in the document so that Tract may explain their plan and field questions from the participating members of the public.
- ii. Both Tract Consulting and LCC adopt the valuing and promotion of our indigenous flora in the MACP as one of the important ways to improve the environmental performance, sustainability and aesthetic of Moe's open space management.
- iii. That the plan for the western end of the Service Station site be changed to a garden area of local indigenous species planted up to embrace the landmark heritage value gum tree on the site and to both demarcate its drop line and protect any extended surface root structure from disturbance. We would recommend that a specialist and sympathetic arborist be engaged to assess the tree and advise on its needs for continued healthy growth.

Recommendation 8:

Arising out of time constraints caused by the limited public release and response period, this critique could not be completed and is missing assessment of the important last two sections of the MACP document. As a result this recommendation reiterates part of Recommendation 1 (above) that the public response period for this draft of the MACP report be extended to February, 2008 to enable this response (and in more likelihood, others) to be completed.

1. Public consultation about the MACP report and the public release period

Overall, while the document looks good, with interesting pictures and good graphics, the text is difficult. (A selected range of difficult MACP terms appears in Appendix 2.) The language is, at times, inaccessible, in part because it uses a range of specialist technical terms and concepts.

Unfortunately, attempts to obtain a glossary of terms through the responsible Latrobe City Council (LCC) officer were unsuccessful with the request (and caller) being treated poorly. This led to the author initiating contact with Tract Consulting directly to seek their assistance. The Tract officer was extremely helpful, interested in hearing feedback about the MACP and in discussing some of its conceptual underpinnings and themes.

There are some distinct problems associated with releasing an important document for public scrutiny and comment when the document requires specialist knowledge, including an understanding of specialist terminology and concepts. This problem is further compounded in the MACP document because it also deals with quite specialist and convoluted public policy including reports and documents, and refers to a whole litany of government departments, authorities and entities. The 'bar is lifted' even higher when it is the expectation of the publisher, in this case LCC, that members of the public will understand the document's contents, and then prepare and submit considered responses in a short period of time.

Given the nature of the MACP document in its current format, it would seem that LCC decided not to have the document translated into clear, simple English – a more appropriate format for community consultation and feedback purposes. It is a given when dealing with matters of literacy and jargon that most people, adults in particular, are reluctant to admit what they don't know and/or don't understand. On that basis, when a document like the MACP is circulated publicly and the publishers know it requires a high level reading and comprehension ability, as well as some specialist technical knowledge, the range of responses is automatically limited and their content subject to distortion as people seek to avoid dealing with those areas they don't know and to hide their lack of understanding. The effect is to limit both the number of people who will make a response and the depth of the responses provided.

As indicated above, trying to obtain clarification about technical terms used in the MACP document from the responsible LCC officer, and recommending that the document should have been released in a more reader friendly format, was met with a response best described as the antithesis of good consultative practice. If used toward other telephone callers about the MACP it could only mitigate against the preparation and submission of quality responses.

The principal author was told by the responsible LCC officer that assistance to clarify technical terms in the MACP document would be done on an 'individual basis only' (no glossary of terms routinely provided) because the author was the 'only caller to report difficulty' in understanding the terminology. Further, the author was told that the LCC officer had been asking all callers whether they had experienced any difficulty understanding the MACP document and that the feedback was 'the MACP document was very good. No one has expressed any difficulty *except you*'. When asked by the author if they had sought any further data from callers that might help authenticate their response, like pointing out the document's quite technical and conceptual format and asking callers whether they had a related professional background or experience, the LCC officer admitted they had not.

In the author's view the LCC officer's approach was neither an effective or appropriate way of testing audience comprehension of the MACP. Further, the LCC officer should not have responded to a legitimate concern and query for more information by seeking to personalise the response and humiliate the caller. It is not only bad consultative practice and quite unethical professional practice: it actively compromises the public response process for the MACP document.

Given LCC's decision to release the MACP in its current format with a very limited public release and response period, LCC should have actively facilitated public responses by:

- i. Holding a public briefing where Tract Consulting had the opportunity to walk through the document, provide a background, explain the terminology and take questions;
- ii. Conducting some 'focus group' testing with some key community stakeholder organisations, groups and cohorts like, for example, Moe's elderly citizenry living in close proximity to Moe Library;
- iii. Developing and applying a focused survey for a) anyone seeking information about the MACP document by phone and b) by collecting contact details of everybody who sought a hard copy of the document from Council office and/or Moe service centre and following up by phone or written survey;
- iv. Seeking assistance from the *Latrobe Valley Express* and the *Moe and Narracan News* to promote public conversation about the contents of the MACP through a dedicated version of 'letters to the editor' pages throughout the consultation period and keeping a record of the letters;
- v. Providing an online interactive survey on the LCC website about key aspects of the MACP document;
- vi. Ensuring that the public submission evaluation criteria and evaluation process were published and circulated with the MACP document. This would have helped support and focus the preparation of public submissions as well as providing important transparency and accountability to the evaluation process;
- vii. Holding 'in hand' the opportunity to increase the public release and submission period given the initial short period provided, the proximity of the period to Christmas and the importance of the MACP document and its implications for Moe and its community.

Regarding point iv) - *LVE* and *Moe and Narracan News* (above) the author has checked with one of their journalists whether the newspapers themselves would be encouraging a public conversation about the MACP, beyond the initial feature that appeared in the *News* shortly after release of the MACP document. Their response was that the 'internal decision' of these newspapers was to 'withhold publication of all letters from readers about the MACP until after close of the public release period'. To the author's knowledge around a dozen 'letters to the editor' about the MACP have been submitted for publication to the local print media and none published during the public release period. The effect, of course, suppresses rather than encourages public dialogue about the MACP. (It should also be noted that the Moe community has no access to metropolitan print media to engage in public dialogue about Moe town planning and development matters. In contrast, for example, the Camberwell community can participate in an ongoing public conversation about 2030 implications for Camberwell railway station in both local and metropolitan print media.)

Regarding point vi) - *public submission evaluation criteria and process* (above) the author has sought clarification about this from the responsible LCC officer. Apart from indicating that it would include a meeting with representatives from Tract Consulting, no other details were available. See also Appendix 1 regarding this matter.

Regarding point vii) – *extension of the public release and feedback period (above)*, it should be noted that prior to the 5th November Council meeting which released the MACP report for public scrutiny, Moe community representatives had articulated their concerns to a LCC Councillor about the brevity of the MACP public consultation period. In response to a Council recommendation at the meeting to limit the public release and response period to four (4) weeks only, this Councillor advocated for a longer public release period on behalf of Moe community representatives on the basis of:

- the closeness and distraction of the Christmas period;
- the importance of the MACP report and the implications of its content regarding the Moe Library and the George street shop owners and shop keepers, and;
- the failure of some of the MACP report's related processes, like the Moe Town Centre Committee, which had not been convened since February 2007.

The Councillor advocated at Council that the failure of LCC regarding the Moe Town Centre Committee had an important consequence for directly affected stakeholders, like the George street cohort. Throughout 2007, they had not been provided with any information about the formulation of the MACP report and its implications until a week before the Council meeting of 5th November. Then, an informal briefing with some of the George street shop owners (not shop keepers) was held by LCC. Given that adoption of the MACP report could see compulsory acquisition of these premises, with serious consequences for both property owners and shop keepers who rent their premises, it was further advocated that the public release and response period should be open until February 2008, accompanied by proper facilitated consultative processes with important community stakeholders like the George street cohort and their representatives, and various community groupings with an interest in the Moe Library.

This was argued against by the Councillor representing the Moe ward in support of the limited four (4) week public release period. The basis for her position was the Search Conference and the 'Moe Speak Out' at which, she advocated, "a total of three hundred people participated, knew what was going on and were supportive of the MACP process".

Given that the author and her husband attended the Moe 'Speak Out' with both participating in some of its activities without either developing any knowledge about the MACP process or, indeed, even comprehending that the 'Speak Out' event was a subset of a larger process, this argument appeared spurious at best. The author's attempt to make comment at this Council meeting, as a Moe resident and 'Speak Out' participant, was disallowed.

The author has provided a description of public discussion occurring at Council level, amongst the Councillors, to underline the point that there are real problems, rather than vexatious claims, about the four week public release and response period which community representatives have sought to bring to the direct attention of Councillors. At worst Council, including most of its Councillors, have given the distinct impression of seeking to 'bulldoze' anyone with concerns about its less-than robust processes as they relate to the MACP and public responses.

In concluding this section, the author would contend that:

- the MACP document's difficult content requiring high level reading skills and some specialist technical and conceptual knowledge;
- the 'constrained capacity' of the responsible LCC officers to engage in meaningful conversation and to participate in qualitative data collection from interested public callers;

- the limited public release and submission period;
- the failure of some important consultative processes associated with the MACP such as the Moe Town Centre Committee;
- the lack of publicised public submission evaluation criteria and evaluation process description;
- the lack of facilitated consultation processes including those listed from i) to v) above;
- the restriction on Moe's residents to engage in public conversation about the MACP during the public release period due to an unofficial embargo on the subject by local print media;
- the misrepresentation at LCC Councillor level of public consultation processes used during formulation of the MACP report as a de facto endorsement of the MACP document contents

all combine to raise serious questions about the integrity and credibility of the MACP public release and submission process.

To state the point bluntly, the MACP project is important with big ramifications in a range of ways for Moe, its identity, its built environment, its community and its future. In the author's view the MACP project, Moe and its wider community deserve better treatment than has been offered thus far by the mostly lacklustre, inadequate and limiting public release and response process provided by LCC during this crucial period in the MACP project's life.

One of the consequences of this has been to raise hostility, suspicion and opposition amongst Moe's wider community (i.e. those parts aware of the MACP and its contents): all counterproductive to the achievement of the MACP goal but a direct result of the current inadequacy of LCC's approach.

Recommendation 1:

That Council acknowledge the importance of the MACP document and its contents for Moe and its citizenry by recognising the overall inadequacy of the public release and response process including its limited duration, lack of facilitated processes, lack of transparency and accountability regarding the public submission evaluation process, and the consequence of neglecting to ensure continued operation of the Moe Town Centre Committee. In response, that Council extend the MACP public release and response period until mid February, 2008 during which time Council takes the following actions:

- i. re-establish the Moe Town Centre Committee, improving and increase representation on the Committee and, at its first meeting after reestablishment, holding a briefing about the MACP report from Tract Consulting no later than the end of January 2008;**
- ii. provide a public briefing in Moe that enables Tract Consulting to explain and clarify the MACP document and take questions;**
- iii. invite people who have made public submissions to meet with Tract Consulting and LCC representatives to discuss their submissions;**
- iv. publicly reassure Moe's senior citizens that Council is receptive to their needs and views about the future of Moe Library and hold some facilitated discussions**

- with Moe's senior citizenry, particularly those who live in close proximity to the library;
- v. develop and upload a focused interactive survey tool on the LCC website about key features of the MACP document;
 - vi. extend the time period for making a decision at Council level about implementation of the MACP to the end of May, 2008 after completing the facilitated consultation processes detailed above, evaluating the responses received, recirculating an amended draft and seeking public responses with a 5-6 week final public response period.

2. Introductory section of the MACP report (page 4)

This section omits to include full details of the brief from LCC to which the consultants (Tract) are, presumably, responding. While some of the MACP project objectives are listed in Section 1.1 (below), these become less clear when some additional dots points listed on the same page are added to the mix:

The brief for this project highlighted three key objectives:

1. *To assist Council in the prioritisation of across Council budget allocation relating to capital works*
2. *Provide a sound basis on which to apply for State and Federal government funding opportunities*
3. *Review occupancy arrangements for all Victrack land, with a view to an optimum mix of transport support services, commercial development and community facilities, meeting the commercial expectations of the property owner, Victrack.*

With these objectives in mind it was considered important to:

- *to (sic) maintain a focus on short-mid term project implementation within the context (sic) achieving the outcomes being sought (Vision) of the existing Transit Centred Precincts Report (TCPR) plan for Moe town centre.*
- *test and clarify the vision for the rail corridor bearing in mind its primary transport function, current state and local government policy, its broader urban context and community aspirations.*
- *Reviewing (sic) the existing TCPR implementation strategy within the aim of better facilitating a 'whole of council' approach to planning and works investment. (MACP p 4)*

This suggests that the brief is being tugged in different directions and causing lack of clarity as to who the principal or ultimate client is. Is it LCC, potential commercial or public investors/tenants, VicTrack, VicRoads, the State government (and if so, which department/s), or the Federal government (and which departments)? Or is the ultimate client a specific section of Moe's community or Moe's wider community?

The matter is not an academic one but of fundamental importance in shaping the MACP outcome and the processes involved in achieving that outcome. If the reality is that the major client is, in fact, a partnership of various stakeholders, the challenge is to ensure that those interests do not overshadow the stake of Moe's wider community in the MACP project. The author would assert that the interest of Moe's wider community in the MACP project is deeper and more profound than any of the other stakeholders listed in the preceding paragraph. Yet, unless LCC and the other

stakeholders are mindful of ensuring that Moe's community is a constant and active reference point in the process of formulating and implementing the MACP, Moe's community and its interests are the most vulnerable to being forgotten, overlooked, ignored, dismissed or disempowered in the process. The difference in approach and action could be expressed as the MACP being 'done' to Moe's community rather than the Moe community doing the MACP project.

This difference is evident in the key objectives and additional dot points (listed above) where the interest of Moe's community as the ultimate stakeholder fails to rate a mention. In its current format, MACP is, indeed, being 'done' to Moe's community.

The use of start-stop community consultative 'events' is not enough to overcome the deeper structural problem caused by deficient project objectives and, in consequence, project processes that omit the central stake of Moe's community. In fact, the use of start-stop community consultative 'events' can even be used to justify curtailing or omitting proper, sustained community involvement. It's a quite common characteristic of bad decision making processes to hear the excuse made that 'well, we've done community consultation so we don't need to do anymore of that'. Indeed, as described earlier in this critique, the 'Search' conference and the Moe 'Speak Out' were used in exactly this way to justify curtailing the MACP public release and response period at Councillor/Council level. The assertion is repeated in correspondence received from Council appearing in Appendix 1.

To rectify this important deficiency, the author asserts that three actions must be taken:

- a) to include a suitable project objective that positions the interest of Moe's community at the centre of the MACP project and its processes;
- b) that the MACP project processes be audited and duly adjusted to ensure representation, inclusion and participation of Moe's wider community;
- c) that the achievement of the Moe community objective be used as a key performance indicator in all aspects of the MACP implementation process to maximize the flow and types of benefits for the wider community flowing from the MACP project.

Recommendation 2:

- i. To include an additional objective in the MACP project objectives that positions the interest of Moe's community at the centre of the MACP project.
- ii. That the objective added to the MACP project object reads thus:
 - a. To ensure the ongoing active involvement of Moe's community throughout the MACP project formulation and implementation process;
 - b. To maximize the social, economic, cultural, employment, vocational training and physical infrastructure benefits experienced by Moe's community from the MACP project;
 - c. To minimize possible disadvantage, dislocation, isolation, loss or other negative impacts experienced by Moe's wider community and those sections of Moe's community bearing a direct impact from the MACP project formulation and project implementation processes.
- iii. That the MACP project processes be audited and duly adjusted to ensure achievement of ii)a. ii)b. and ii)c. shown above;

- iv. That the achievement of the Moe community benefits objective be used as a key performance indicator (KPI) in all aspects of the MACP implementation process to maximize the number and types of benefits and to minimise dis-benefits for the wider community flowing from the MACP project.
- v. That the Moe community benefits KPI, be unpacked or broken down into tangible performance goals and action steps across the various implementation stages of the project. That these, in turn, be tracked and documented to reveal the quantitative and qualitative benefits achieved in the Moe community from the MACP project.

3. Review of Planning Policy and Documents

This author found this section of the MACP document to be turgid and poorly constructed. The text is not so much written but rather an assembly of bits from other documents without a discernible thread linking them. There is little attention to showing the relationship between the many documents that feed into the MACP. In turn, this makes it very difficult for readers to make any sense of how these policy aspirations relate to Moe and whether they will or can be delivered by the MACP.

The author believes that it would have been much easier and more accessible to readers if the various policy documents from LCC, state and federal government departments had been showed graphically in an organisational chart format. The same applies to the various and numerous government departments, agencies and related with an interest in the MACP project.

Further, the author believes that it would have been useful if Tract had used some of the findings of the David Lock and Associates report in a way that might generate strategic benefit or advantage for the MACP project. For example, in their report Lock and Associates review the planning intentions of a range of State government agencies to gauge their demand for office space in the Latrobe Valley into the future. Of fourteen agencies, none had any apparent plans to extend their operations by developing new facilities in Moe. Six tertiary level education institutions were similarly assessed: none revealed any intention to undertake any relocation or extension of facilities to Moe. Three major health providers were similarly assessed: none revealed any intention to locate or extend their operations with new facilities in Moe (*Background Report 2004* pp 52 - 53).

This is a powerful example of the need for LCC to advocate for strategic economic intervention by the State where decentralisation of a State service or function to Moe would act as a critical economic driver. Related to this, the MACP document incorrectly describes the *Latrobe Valley Ministerial Taskforce* as providing a 'special case of assistance...to redress significant social and economic issues brought about by severe economic restructuring' (p 5). In fact, as Professor Bob Birrell makes clear in his report, *The Latrobe Valley, Victim of Industrial Restructuring*¹ -

the Taskforce did not accept the responsibility to compensate the Latrobe Valley community as implied by the 'public interest' provision in National Competition policy legislation...Nor did it acknowledge that an appropriate source of such compensation should be the federal funds it had received through National Competition Policy legislation. The Taskforce also did not address the issue of possible further loss of employment through the drive for more productivity in the Electricity Supply Industry (ESI). pp 25-27

¹ Monash University, 2001

Professor Birrell goes on to identify the decentralisation of State government functions as a highly appropriate way of helping redress some of the economic damage and social disadvantage visited on the region by State and Federal government policy and, for MACP's purposes, Moe.

The author would suggest that it is of key strategic importance in obtaining the necessary public funding and in-kind commitments to support the MACP project that Tract and LCC position the project as a small part of a yet-to-be delivered structural readjustment package still owed to the region. Respectfully, the author would suggest that it is not helpful to either Moe, the Latrobe Valley or the MACP project if incorrect assumptions about, for example, the Latrobe Ministerial Taskforce are published in the draft MACP document giving the false impression that structural readjustment assistance has already been provided by the State. To date, it has not.

Arguably the most important content in Section 2 of the draft MACP document is the last one (p 9). It details the problems inherent to the Latrobe Transit Centre Precinct (LTCP) as it was envisaged by David Lock and Associates and positions the MACP as a revisionist project designed to overcome some of those problems. The important question is does the MACP project as described in the draft actually resolve the major problems associated with the earlier LTCP report?

It is possible to map the problems of the LTCP (as described in the MACP) with their 'solutions' offered in the MACP document. This is undertaken in the table overleaf. The comments column analyses both the problem and the effectiveness of the solution posed in the MACP.

Table 1: Mapping some of the problems with the Latrobe Transit Centred Precinct Report (Moe) with solutions offered in the Moe Activity Centre Plan (MACP) and commentary

Problems with LTCP	Solution/s offered in the MACP?	Comments
<p>The strategic rationale for specific 'masterplan' recommendations to be tested were in many cases difficult to understand (sic). As a result of this there appears to be little 'ownership' of the plan by the various stakeholders;</p>	<p>That community needs and vision in relation to 'lifestyle' issues be better determined through a broad and engaging consultation activity;</p>	<p>As indicated in earlier sections of this critique the community consultation and participation performance during the MACP formulation period has been, at best, mixed with some key failures currently threatening to derail the MACP process e.g. a defunct Moe Town Centre Committee. While some of the process aspects of MACP represent an improvement on Lock, there is an important need to ensure these exist in practice as well as on paper. Also as per recommendations 1 and 2 above.</p>
<p>The implementation model and key actions recommended has (sic) only partly been enacted making the identification of economically viable demonstration projects difficult to determining (sic);</p>	<p>The focus of the current planning efforts be targeted to more clearly identifying (sic) the first stage 'finer grain' initiatives of the implementation model focusing specifically on necessary public domain improvements within and adjacent to the rail corridor</p>	<p>The MACP report recommends establishing the Latrobe and Gippsland public sector facility planning and development protocol in order to ensure better targeting of planning efforts. When might this happen? MACP as a publicly funded, public domain improvement project is a significant, realistic solution relative to Lock. Need to position the MACP project to ensure adequate, ongoing public funding and in-kind support to make it happen. Would suggest that political leadership by LCC, with support from community representatives and state government MP would help.</p>
<p>A lack of clarity as to the vision of a new 'urban lifestyle' and the likely form of 'lifestyle hubs' specifically in relation to the role of community facilities in the urban mix;</p>	<p>That the siting of community facilities, including Council's desired development of the Moe Library be considered in terms of its catalyst potential to deliver the desired outcomes for the town centre.</p>	<p>Is the 'vision' clarified by an arbitrary decision of LCC to relocate the library into the hub, next to a railway line, and contrary to the views of Moe's wider community? That could derail the MACP project? Suggest that moving the Library to obtain a 'catalyst' project is the antithesis of vision – what you might do if you lack vision and can't think of any other meaningful catalyst project for the space.</p>
<p>A lack of clarity as to the best model for delivering the desired catalyst project for the train station interchange.</p>	<p>That the siting of community facilities, including Council's desired development of the Moe Library, be considered in terms of its catalyst potential to deliver the desired outcomes for the town centre.</p>	<p>As per above. If the train station interchange is related to the problem of the George street shops, would suggest the clarity for a best model might be helped as per the top square (above) pertaining to the Moe Town Centre Committee re: information flow and including the Moe community objective in the MACP project objectives as per Recommendation 2.</p>

Recommendation 3:

- i. That LCC position the MACP project as part of a larger economic recovery initiative for Moe in response to the damage caused by restructuring of the power industry and the loss of other local employment and economic drivers such as Moe hospital;
- ii. That LCC take a leadership role in developing a consortium approach involving community representatives, organisations, businesses and strategic others such as local state and federal MPs to lobby the State and Federal governments to fully fund implementation of the MACP project, provide in-kind support and through life funding of the project.
- iii. That the LCC consortium seek decentralisation of some State and Federal government functions to Moe to help populate the proposed commercial facilities in the community hub and generate economic activity and employment in Moe.

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

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

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

6. Objective

Facilities

Provide facilities, locations and outreach services that meet community needs

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

LCC was contacted at senior management level to obtain a copy of the report arising out of the investigation listed under the 'indicators' column. The request was refused on the basis that the report was confidential. No other information, other than that reproduced above, has been made available explaining the rationale of the LCC in relocating and redeveloping the Moe Library as part of the proposed community hub.² No explanation is offered in the MACP document.

The author understands that other members of Moe's community have experienced the same difficulties trying to access information from LCC about their decision to relocate Moe Library. One

² See also Appendix 1.

of the participants involved in the conversation that informed this critique has been required to use of FOI and, after Council failed to adequately respond, the matter is now due to come before VCAT. In regard to this evident secretiveness by Council about their rationale for redeveloping Moe's library, there is a pertinent truism – if an idea is a good one, more than one person will think of it and agree with you. If, however, you find yourself almost on your own with your 'good idea' maybe it's not such a good idea after all. This is the case with the proposal to move Moe Library and, further, to nominate it as the catalyst project for the entire MACP project.

When Council's intention to relocate the Moe Library was first mooted publicly, Moe community's reaction was very negative almost immediately. A community petition was circulated opposing the proposal and, in less than three weeks, around 1400 people added their signature, including the author and her family. Community concern and upset will continue to grow if LCC continues with its proposal for the Moe Library. This, in turn, can only have an overall negative consequence for the entire MACP project, much of which *is* a good idea and long overdue.

In order to understand this reaction to the proposed relocation of Moe Library it is really important to put yourself in the shoes of Moe's community, in particular those people for whom the Library is very important. Firstly, there are two major senior citizens accommodation facilities located in close proximity to Moe Library. The Library is comfortable walking distance for these people, a critical consideration if one is elderly and trying to maintain independent activity. Secondly, as with most of Moe's community who are working class people with limited physical or cash assets, many of Moe's senior citizens have no economic buffer zone if their circumstances change. If they lose easy access to a key recreational activity, borrowing a book or magazine from the Library, they simply don't have the economic means to support this activity by purchasing their own books and magazines.

Thirdly, there is a distinct attitude amongst a significant section of Moe's community, including its senior citizens, about the importance of not wasting precious resources. Some of this comes from the experience of living through the depression and war years, some comes from being 'battlers' with limited wages and being forced to live frugally; some comes from being told for years by organisations, and governments including LCC, that there 'isn't enough money' to provide for the needs of Moe's township and community. Consequently, Moe people can be distinctly hostile when confronted with proposals that threaten to change the status of Moe's few remaining community owned buildings, like the Library, and being asked to accept proposals that appear to be a wasteful and excessive use of precious community resources that could be better used elsewhere. The author would suggest that while it might seem quite idiosyncratic to reject the offer of a new library located elsewhere, actually the reaction is a local community expression of a viewpoint that is gaining a wider and significant currency: sustainable use of resources.

It would be more cost effective and therefore more acceptable to Moe's community that the current Moe Library be upgraded and extended on its current site. Furthermore, withdrawing the proposal to relocate Moe's library would represent a good insurance policy to protect the MACP project from a major community backlash stirred by feelings about the Moe Library proposal. This backlash is already starting to take form. The author would respectfully suggest that the Moe Library redevelopment proposal be removed from the MACP project and a symbolic public gesture be made by LCC toward, for example, Moe's senior citizens to indicate that their needs and views have been heard and respected to improve and upgrade Moe Library on its existing site. These actions would help restore good relations about the MACP and help protect it from community hostility and scepticism.

Recommendation 4:

That LCC use a strategic approach in managing the MACP project by removing those features that do not enjoy the broad support of the Moe community and which have the capacity to damage and derail the MACP project. On this basis, that the proposed relocation/redevelopment of Moe Library is removed from the MACP project and that any improvements and extensions to the Moe Library occur at its current site.

5. An alternative vision and possible catalyst project for inclusion in the MACP community hub complex.

As mentioned elsewhere in this critique, the author has initiated contacting Tract Consulting in the last few days to seek clarification about the MACP project document and for further information about the project's history, vision, aspirations and conceptual underpinnings. Part of this constructive conversation included some discussion about the possible tenants/uses of the community hub building.

While the author agrees with Tract Consulting's suggestion that a TAFE college tenant would populate the building and adjoining outdoor space appropriately, attracting this kind of tenant may be difficult given the land and facilities already held by the local TAFE, located in Newborough. Without wishing to discourage any efforts made to interest a TAFE tenant, the author would also like to signal a distinct accommodation need that is not presently being met in Moe and which would provide an appropriate 'community heartbeat' to the proposed community hub complex.

Moe has a broad range of community organisations, advocacy and self help groups that do not have secure, stable and ongoing access to accommodation, facilities and resources. Many of these groups operate from people's kitchens. The same situation confronted the not-for-profit sector in Melbourne for a long time leading, in the 1980s, to the State government funding the refurbishment and equipping of Ross House in Flinders Lane, near Degraves street, in Melbourne's CBD. Details of Ross House, drawn from its website, appear as Appendix 3 to this report. The website may be found at www.rosshouse.org.au

Although the author is not proposing a facility of the same size as Ross House, the same needs that saw its establishment exist here in Moe. The author has had direct experience of running a community advocacy group in Moe from her home and of becoming aware of other community groups that soldier on in the same, under resourced circumstances. The author has also had experience of trying to run a community advocacy group accommodated in facilities owned by an unsupportive organisation. One of the key features of Ross House is its independent, self management structure that operates well, on a sound and equitable basis, and which protects the right of its membership and tenants to go about their business without interference.

The author has also had direct experience of tenancy at Ross House on two separate occasions: while running a community group and, while working as a paid employee of a not-for-profit organisation located at Ross House. On both occasions, the author was thoroughly impressed by the experience of being located at Ross House. In addition to having access to stable and comfortable accommodation, close to Flinders street station, Ross House provides furniture, meeting facilities, all utilities except telephone, cleaning, fully equipped kitchens and eating areas,

photocopiers and other document production resources, post boxes, a staffed reception area including guest waiting lounge, building security, building management and tenant support staff. In total, all the resources that small community organisations need but can't necessarily afford or accommodate are provided on site. The effect is capacity building *in action*.

Further, Ross House and its tenants have played an active role over time to support the efforts of Melbourne City Council, Victoria Police, and its neighbours in the Flinders Lane/Degraves Lane area to improve public security and increase public utilisation of the street scape. This has helped turn this area of Melbourne, once known as one of the least safe for pedestrians and passers-by, into a humming café strip full of people, vendors and positive pedestrian activity.

The effect of co-locating community self help, not-for-profit and advocacy organisations produces 'synergy' and a sense of community amongst the tenant members. The diversity of the tenancy mix is educative, interesting, and community building. The author suggests that there may be interest in accommodation in a 'Latrobe Valley Communities House' offering a comprehensive resource base similar to Ross House from as many as thirty or more small community groups operating in the greater Latrobe region.

It is beyond the purpose of this critique to scope out this proposal with further detail at this stage. That is, more properly, a stand alone discussion paper and related scoping project. However, the author makes the important note that the suggestion of a Latrobe Valley Communities House situated in Moe should not be perceived as an opportunity or obligation for LCC, or any other arm of government, to auspice, manage or otherwise control such a facility. A critical aspect of Ross House, making it so attractive and sustainable for community organisations, is that it is managed by the same organisations who tenant the facility and use the resources. The Ross House concept acknowledges that the accommodation, infrastructure and resource needs of small community self-help and advocacy organisations can be used to either dis-empower or empower these organisations. When the facilities and resources are managed by a purposely devised management arm that is controlled by the organisations themselves, the effect is empowering. If the facilities and resources are owned and controlled by, for example, an arm of government, the effect is disempowering.

As with the founders of Ross House, the establishment of a Latrobe Valley Communities House is about having a vision that would help empower Latrobe Valley's community organisations. It would be a very positive step to equip them with the accommodation, resources and ongoing infrastructure support services they need to operate and flourish, and to endow them with the power to control and manage their facility. The author suggests that the MACP project's community hub is a building in search of such of a vision.

Recommendation 5:

That LCC lead a process in partnership with Latrobe Valley community organisations and representatives that identifies their accommodation, infrastructure and resource needs and seeks to meet these needs in the community hub building proposed in the MACP. Once defined this may become the 'catalyst' project for the community hub aspect of the MACP project.

6. Issues and Opportunities

While largely agreeing with the analysis expressed in this section of the MACP document, the author's agreement comes with some important exceptions and caveats.

The impact of the decisions made by Moe City Council and, later, LCC has been instrumental in the diminishment of a civic focus from Albert street and the cause of some of the major problems associated with fragmenting and dispersing civic activity in Moe's CBD area. One of the consequences has been to necessitate increased car use in Moe's CBD due to the location of major retail stores on the CBD's perimeter, 'stretching' the distance shoppers must travel.

Related to this, it is also disappointing to see that the historical analysis and related sketches on page 13 of the document, showing the change in Moe's civic focus, do not acknowledge the Moe City Council building which was, arguably, the centrepiece of Moe's civic hub and one of the best designed and constructed buildings in Moe. Although described elsewhere in this critique, the long standing location of Moe's civic centre in Albert street has resulted in the location of other community infrastructure nearby, such as the Moe Library and elderly citizens accommodation. The key point is that decisions taken by Councils on such matters have long term implications. Put another way, Moe's community has to live with the both the successes and mistakes made by successive Councils.

It could be suggested that selling off the Moe Council building and its use being converted to medical practice is one such mistake. This is particularly evident when the major medical precinct of Moe is, arguably, located on the south side of the railway line embracing the Latrobe Community Health Service community centre through to Lloyd street and its private medical practice. It could also be argued that hastening the dispersal of Moe's civic centre by proposing to relocate the LCC service centre and the Moe Library to George street only compounds this mistake.

The author would assert that the diversity and depth of matters raised in the MACP document have a very deep implication for Moe and its wider community. Lacking any evaluation criteria to guide the preparation of this public response, it is difficult to know what LCC is asking public submitters to provide at this point about the more detailed aspects of the MACP document. In addition to LCC providing evaluation criteria, it also would have been helpful if the MACP document had spelt out some of the assumptions built into the project brief. For example, is the need to '*prioritise budget allocation relating to capital works*' (Project Objective 1) an acknowledgement by Council that Moe's built environment, including its road infrastructure, has been neglected for years leading to the development of a backlog of physical works and services? If so, this brings into question the overall funding requirement necessary to deal with that backlog and, indeed, the order of the project prioritisation list. Which tasks are high priority? Which are low priority? On what basis? Who decides?

This brings into sharper focus the necessity for LCC to be strategic, prudent, process oriented and timely in making these decisions. As part of this the author would suggest that LCC needs to be aware and careful about the potential for its and its Councillors internal biases and enthusiasms to distort the prioritisation of projects within the MACP. Put another way, Councillors and Council

officers might get excited about very different parts of the MACP project to those of importance to Moe's wider community. The author would suggest, with respect, that the MACP project has already had a small experience of that in the form of the negative reception to the Moe Library relocation proposal. Indeed, Moe's wider community might be much more impressed if Council placed a higher prioritisation on addressing the health and safety problems caused by the Albert street overhead bridge roundabout, the Moore street shared pedestrian-car zone and the pedestrian crossings over George and Lloyd streets.

A further important part of this relates to overall budget requirements needed to deliver the MACP project, the actual expenditure amounts that can be attracted and committed to the project and the difference between these two amounts. Presumably some of the items appearing in the implementation phases of the project could and should be funded from Council's own rates-based income stream. This applies, in particular, to the general works and services aspects of the project like, for example, the Moore street shared zone upgrade. Other aspects of the project are, presumably, to be funded from special grants sought from State and Federal governments like the big ticket one off items, for example, the civic hub buildings.

The author would suggest that it is both strategic and prudent for LCC to develop a staged and timetabled plan that shows the funding requirements and sources (both actual and potential) needed to deliver the MACP project to completion *and* to share this information with Moe's community. In addition to enhancing the public accountability of the MACP project, such information would help disentangle the project's financial standing in the collective mind of the community and, in particular, relieve the anxiety associated with the current notion that vital works and services, like road safety upgrades, are in competition with the more 'sexy' project items like the civic hub buildings. Importantly, it would also help clarify that if funding is not secured for the big items, the smaller items can still proceed without delay.

In the author's view, it is difficult to over-estimate the usefulness of Recommendation 2 (detailed earlier in this critique), to inform and guide the necessary strategic planning needed to take the MACP project forward. This does not deny that the MACP project has a variety of audiences to whom the project must be positioned in order to win their approval and support. This is particularly true of sources of public funding and, in particular, State and Federal Ministers and departmental officials. However, in terms of who takes priority in the list of various audiences it is both strategic and prudent to put Moe's community first. Expressed in the hard headed terms of *Realpolitik* it's hard to convince government ministers and their departments that the MACP is a great project if Moe's community is protesting up and down Kirk or George streets about its negative impacts. Obversely, it's much easier to influence government spending decisions if community and local businesses are lined up in support of the project's lead proponent, and are accorded and take a central role to help manage the implementation of the project.

Last but not least, the role of Moe's community should not be used cynically to help secure funding and other agreements from governments and then left out of the project's task prioritisation and funding allocation decisions. When we say that Moe's community must be brought into the process as a MACP project partner, we mean it. One of the frustrations and major problems associated with the current MACP project process is that Moe's community has not been accorded any legitimacy in the flow of important information about key decisions being made by LCC. We would urge LCC to bring Moe's community into the management of MACP budget processes via the Recommendations appearing elsewhere in this critique.

Recommendation 6:

- i. That LCC develop a staged and timetabled plan showing the funding requirements and sources (both actual and potential) needed to deliver the MACP project to completion *and* to share this information with Moe's community.
- ii. That LCC bring Moe's community into the management of MACP budget processes.

7. Framework plan

Unfortunately, the limited time LCC has allowed for preparation of public responses has constrained the author's ability to provide detailed consideration of the framework plan and implementation projects appearing in the document. However, we will endeavour to make some meaningful observations about aspects of the framework plan as they are described in the MACP document.

Firstly, we make the obvious point that the MACP plan is about Moe's built environment: a three dimensional space and place. Yet, interested members of the community are being asked to make comment on the base of a flat, one-dimensional representation appearing in the MACP document. In order to help comprehend some of the features of the MACP project seeks we would strongly encourage LCC to invite interested members of the public to meet with Tract Consultants to do a walk-around of the CBD areas described in the document so that Tract may explain their plan and field questions from the participating members of the public. This is complimentary to earlier Recommendations appearing in this critique about a sit down public briefing and a briefing for the to-be-re established Town Centre Plan Committee.

Regarding 5.1 'Landscape Framework', we would make the observation that somehow Lake Narracan, well outside of the TCP area, is considered in the MACP yet the Edward Hunter reserve, just south of the Moe soccer ground, doesn't rate a mention. This is particularly important given the 65 hectare Edward Hunter reserve is a flora and fauna conservation area and home to many of Moe's indigenous plants, animals, and birds: a real botanic garden, as opposed to the botanically despoiled area inappropriately titled 'Moe Botanic Gardens'. If Moe's green open spaces are to be truly 'green' then perhaps some attention needs to be paid to ensuring that this is an environmentally sustainable version of green that utilises Moe's existing bio-diverse reserves as the basis for extending and 'greening up' Moe's open spaces. Various attempts by the author and others to educate LCC about protecting, valuing and promoting our indigenous flora have revealed a significant lack of capacity and interest in the LCC organisation about this area. We would recommend that both Tract Consulting and LCC adopt the valuing and promotion of our indigenous flora in the MACP as one of the important ways to improve the environmental performance and sustainability of Moe's open space management.

Regarding 5.2 'Built Form Framework' the author is reluctant to comment on most of the dot points appearing here until such time as LCC adopts and uses processes capable of achieving a respectful and sensitive solution with the parties most directly affected by implementation of this item.

Regarding 5.3 'Walking and Cycling Framework' the author supports the measures described in this item.

Regarding 5.4 'Public Transport Framework' the author support the measures described in this item.

Regarding 5.5 'Development Principles for VicTrack (and adjacent) Land' various aspects of 1. *Civic hub* are discussed elsewhere in this critique. About 2. *Service Station Site* we would make the important note that this site is home to a majestic gum tree, standing almost opposite the Moe Hotel. It is highly likely that this tree predates white settlement of Moe and is the only remnant vegetation remaining from that time and flourishing in Moe's CBD area. As such, it is of significant local heritage value. Any plans to develop this site must be subservient to the protection and maintenance of this tree and its environment. If that can't be guaranteed and delivered on, we would recommend that the plan for the western end of this site is changed to a garden area of local indigenous species planted up to embrace the tree and its drop line and to both demarcate and protect any extended surface root structure from disturbance. We would recommend that a specialist arborist be engaged to assess the tree and advise on its needs for continued healthy growth.

About 3. *Former Goods Yard* site various aspects are discussed elsewhere in this critique.

About 4. *Existing Parkland*, 5. *Existing park/car park/skate park*, and 6. *Existing Rose Garden* the author's comments (in 5.1 above) relating to the promotion and utilisation of species indigenous to Moe are of relevance and importance to all of these items.

About 7. *Eastern Landscape corridor* this was not shown on the map so the author was unsure of its place and meaning.

Recommendation 7:

- i. **LCC to invite interested members of the public to meet with Tract Consultants to do a walk-around of the CBD areas described in the document so that Tract may explain their plan and field questions from the participating members of the public.**
- ii. **Both Tract Consulting and LCC adopt the valuing and promotion of our indigenous flora in the MACP as one of the important ways to improve the environmental performance, sustainability and aesthetic of Moe's open space management.**
- iii. **That the plan for the western end of the Service Station site is changed to a garden area of local indigenous species planted up to embrace the landmark heritage value gum tree on the site and to both demarcate its drop line and protect any extended surface root structure from disturbance. We would recommend that a specialist and sympathetic arborist be engaged to assess the tree and advise on its needs for continued healthy growth.**

8. Implementation Projects and Implementation Action Plan

Unfortunately, time constraints caused by the limited public release and response period have prevented the author from assessing the important last two sections of the MACP document.

In order that we might be able to do so, we would ask LCC to extend the public response period as per Recommendation 1 in order to enable this (and, no doubt) other responses to be completed and make their best possible contribution to the MACP project.

Recommendation 8:

Arising out of time constraints caused by the limited public release and response period, this critique could not be completed and is missing assessment of the important last two sections of the MACP document. As a result this recommendation reiterates part of Recommendation 1 (above) that the public response period for this draft of the MACP report be extended to February, 2008 to enable this response (and in more likelihood, others) to be made complete.

Appendix 1

**Questions submitted to Council meetings
Responses from Council**

Question submitted to the Council meeting 19th November, 2007 by the author
Where did relocation of Moe Library come from/originate in Council?

Response

Our Ref:
JK:JK

27 November 2007

Ms Cheryl Wragg
[REDACTED]

Dear Ms Wragg

MOE CENTRE ACTIVITY PLAN

I refer to your public question submitted during the Ordinary Council Meeting held 19 November 2007.

Your question was as follows:

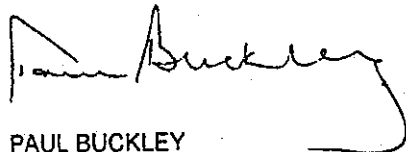
Where did relocation of Moe Library come from/originate in Council?

In response to your question, an action listed in our Five Year Library Strategy Plan was to "Investigate options for future development of Moe Library and Service Centre."

Some discussion has been held around alternative locations, but Council is keen to see the results of the community feedback for the draft Moe Centre Activity Plan before making any decision.

I trust this answers your question.

Yours sincerely



PAUL BUCKLEY
Chief Executive Officer



Latrobe City

a new energy

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Questions submitted to the Council meeting 3rd December, 2007 by the author and responses received 5th December from LCC

Dear Ms Wragg

I refer to the questions tabled at Council Monday 3 December 2007 regarding the Moe Activity Centre Plan. Answers to these questions are detailed below, these have also been included in a letter that has been mailed to you. So as to provide you with a timely response as requested at Monday nights Council meeting, this information is being provided initially by email.

1. Who is evaluating the public submissions?

Tract Consultants prepared the draft Moe Activity Centre Plan and will be reviewing submissions received. Council will consider each of the submissions and comment provided by Tract Consultants.

2. What is the time period assigned to evaluate the public submissions?

Tract Consultants will be providing the final Moe Activity Centre Plan for Council consideration at its ordinary meeting on 17 December 2007. Submissions are evaluated as they are received.

3. What is the role of LCC officers and Councillors assessing the public submissions?

Council officers forward submissions to Tract Consultants for consideration. Councillors will consider the submissions when the final report, including all public comment, is provided..

4. Is the Moe Town Centre Committee participating in the evaluation process?

It is the role of Tract Consultants to review and respond to submissions. Council will consider the submissions, and comment made by Tract Consultants, in their decision on the Moe ACP at its ordinary meeting on 17 December 2007.

5. Is Council organising a briefing about the MACP documents from the consultants for people who make public submissions?

This is not planned.

Is Council providing opportunity for people who make public submissions to speak to their submissions?

(Not answered)

6. What criteria are being used to evaluate the public submissions?

Tract Consultants are considering each submission individually against the Moe ACP objectives, and are working through any issue raised. Tract will provide a response to each issue in their report to Council.

7. Where have details of the public submission evaluation process been advertised/publicized or otherwise made known to the wider community?

There are no criteria to make known to the wider community. As mentioned above, the Moe ACP objectives, as detailed in the plan released to the community, will be used as a guide to evaluate all submissions.

8. Will the adopted/accepted amendments from the public submissions be included in the draft MACP and the second public draft re-circulated for public comment?

Extensive community engagement has been a key element to the development of this concept plan through the Moe Speakout and Search Conference. In the event that the MACP is adopted by Council further public consultation will be sought during the implementation phases of each key project of the Moe Activity Centre Plan. Any change to the Moe ACP made by Council will be public record, as the matter will be considered by Council at its ordinary meeting on 17 December 2007.

9. Given that the overwhelming majority of Moe community to not attend council meetings and will not be aware of proposed changes to the draft MACP, how will they have opportunity to assess and respond to the proposed amendments?

Any changes that may be made to the draft MACP will be communicated to the public through a media

release and Council's website. Any proposed changes will be publicly available by viewing the Council meeting agenda, available on the Council website the Thursday prior to the 17 December 2007 ordinary meeting. Copies of the agenda will also be available at Council Service Centres.

10. What will happen to the draft MACP on 17 December Council meeting?

Council will consider submissions received from the public consultation process. Council may choose to adopt the MACP, amend the MACP or reject the MACP.

11. Given that Footscray allowed a two year period to develop, circulate, review and adopt its Activity Centre Plan, why is Latrobe only providing for four weeks of public release of the draft MACP document?

In respect to the Footscray Activity Centre Plan, the Strategic Planning Unit of Maribynong City Council has advised the following:

"Preparation of the Footscray Activity Centre Plan underwent a very similar process to Latrobe City. Two community engagement sessions were conducted in developing the draft Activity Centre Plan which was subsequently released to the public for comment for a period of four weeks".

12. To the author's knowledge Council do not make details of the public submission evaluation process known to the public at the outset of the MACP public release period. Because of this important oversight, will Council extend the public release and submission period with publicized details of the evaluation process?

The Moe ACP has been released for community consultation in accordance with Council's Community Engagement Policy. The process used to evaluate submissions as detailed in points 6 and 7 is quite separate to the community consultation process. There has been no oversight as suggested. Council will consider submissions to the Moe ACP at its 17 December 2007 ordinary meeting.

13. Two days after the release of the MACP document the author sought a glossary of terms to be circulated with the document given its frequent use of specialist technical terms. The author was informed today (3 December 2007) almost four weeks after making the request that Council will not provide a glossary of terms. Given the time loss without explanation or assistance by Council on this important matter of being able to read and comprehend the MACP document, will council extend the public release and submission period to enable distribution of a glossary of terms?

After an extensive search by both Latrobe City officers and Tract Consultants it was determined that an appropriate glossary of terms is not readily available. Council officers have offered to answer any questions in relation to the draft MACP for the entire public consultation period. Tract Consultants have also made themselves available to answer questions in regards to the draft MACP.

It is understood that you have engaged and discussed the Moe ACP with Tract Consultants direct and have sought clarification / explanation of any term contained in the plan.

14. If these questions are taken on notice at this meeting with an undertaking by LCC officers to provide written information, when will that be done given the proximity of the public submission cut off period at the end of this week?

The above information has addressed this question.

Thank you for your questions and interest in the draft Moe Activity Centre Plan.

If you have any further queries please contact Jane Burton on 0429 162 857, or email janebu@latrobe.vic.gov.au.

Peter Quigley
General Manager - City Marketing & Development, Latrobe City Council

Appendix 2

A selection of some difficult MACP terms

- Undertake a series of finer grain initiatives p 3
- The strategic rationale for specific 'master plan' recommendations to be tested were in many cases difficult to understand p 9
- Legible permeable street network p12
- Strategic location of civic facilities p 12
- Activated edges p 20
- Activated public facility p 20
- Improve legibility for motorists p 27
- Whole of government demonstration project p 28
- Develop a masterplan for precinct p 28
- Key catalyst project p 28
- Integrated public/private realm coordination p 29
- Coordinated expression of interest in 'goods yard land' adjacent redeveloped retail land (library/community facility) with focus on employment/training p 22

Appendix 3
Information about Ross House

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welcome to ross house

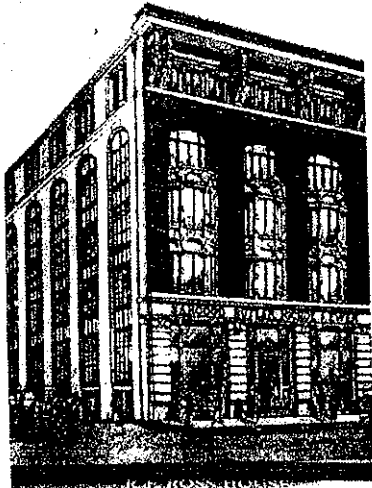
Ross House is a self-managed five-storey building located in inner Melbourne offering tenancy and resources to a diverse range of self-help and small community groups.

By providing a stable environment and cheap resources, Ross House aims to reduce the insecurities and financial pressures which so often hamper the activities of small community organisations.

The member groups of Ross House are working collaboratively towards a just and environmentally sustainable society. We wish to achieve social change through advocacy, campaigning, community education and provision of resources and information.

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HISTORY & SERVICES

Ross House started life in 1898 as a grand warehouse built for Sir Frederick Thomas Sargood and in the 1920's was purchased by the Melbourne Electric Supply Company, later the SEC Victoria.

In July 1980, a seminar for self help groups led to the formation of the Collective of Self Help Groups (COSHG). The seminar, organised by Jenny Florence, then working for the Victorian Council of Social Service (VCOSS), drew attention to the need for shared physical resources, and the need for secure, reasonably priced accommodation for small groups.

At this time the R. E. Ross Trust approached VCOSS with a major donation for a project to assist small community organisations and the Victorian Community Foundation was set up as a vehicle for these funds. The two ideas merged into the Ross House project; to purchase a building to provide the resources needed for these groups.

During the 1980's there was a lengthy process to find a suitable building and determine how it would operate. This led to a great deal of consultation, anger, angst and joy for the various parties and individuals involved. The Flinders Lane building was purchased in 1985. It required extensive restorations which were funded by the State Government and grants from philanthropic trusts and some corporate bodies. It was subsequently opened in 1987.

Initially the building was managed by the Trustees. From the early 1990's until 2004 the Brotherhood of St Laurence acted as the Head Tenant. In 2004 the Ross House Association took over management of the building signing an agreement with the ANZ Trustees. However since 1993 Ross House has been managed by a voluntary Committee of Management elected directly by the membership.

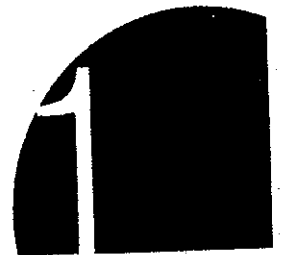
The building has housed approximately 300 groups since 1987. We currently have approximately 60 tenant groups, ranging from one desk operations to those with multi operations, many employees and thousands of members. The groups include self-help groups, advocacy organisations, environment and conservation groups, ethnic associations, social change oriented groups and independent media and publishing groups. We provide office accommodation, meeting rooms and a range of resources at low cost to these community groups.

Ross House has provided much more than accommodation for groups. RHA and its members are joined through a shared commitment to social justice and working towards an environmentally sustainable society. The Association exists to support small organisations by providing a place for diverse groups to grow, connect and work together. It builds community by encouraging interaction, shared information, skills and support.

Most recently Ross House Association has embarked on a future directions project to identify and reaffirm its values and mission and to ensure that it is heading in the direction desired by its diverse membership.



The community in action!



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about ross house

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[Hayden Raysmith Address 2007](#) | [Constitution](#)

Introduction

Ross House is a five-storey building centrally located in Melbourne's central business district. Ross House offers resources to a diverse range of self-help and small community and environment groups. Ross House operates as a non-profit and is wholly self-managed by its members, providing a dynamic working model of the community in action.

Ross House has the capacity to house over 60 organisations and offers office space at below market rates. An even larger number of groups use the building's other facilities, such as meeting rooms, mail boxes, photocopiers and fax machines.

By providing a stable environment and cheap resources, Ross House aims to reduce the insecurities and financial pressures that so often hamper the activities of small community organisations.

The Association

Ross House is managed by its members through the The Ross House Association, whose role is to maintain the building, develop the resources available and to encourage the development of the community of tenants within the building.

All tenants are required to be members of the Association and many other users of the building's resources are also members.

All the members of the Ross House Association are small community and self-help groups who are collaborating towards a just and environmentally sustainable society. They wish to achieve social change through advocacy, campaigning, community education and the provision of resources and information.

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History

Finding a place that small community organisations could call home captured the imagination of a diverse range of people, many of whom invested a tremendous amount of energy, time and creativity into the development of the Ross House project.

At a seminar in July 1980, self-help groups highlighted their need for reasonably priced, secure accommodation, combined with access to essential physical resources such as photocopying and typing facilities.

Around the same time, the RE Ross Trust approached the Victorian Council of Social Services for advice on how to allocate an amount of money for a special project. After much discussion, it was agreed to use the funds to purchase a building to resource small community organisations.

In April 1985, ANZ Trustees purchased the historic Royston House from the former State Electricity Commission, renaming it Ross House.

In keeping with the project's goals, a ongoing community consultation process was devised in the drafting of both management structure and reservation plans.

The concerted efforts of a wide range of groups, interacting in different areas of concern across Victoria, has produced an energetic and distinctive community association.

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The Building

When the building now known as Ross House was opened with much pomp and ceremony over 100 years ago, little did the owners know that the original warehouse was destined to become a vibrant and exciting resource centre for community groups.

The grand opening in May 1899 of the Sargood warehouse was a celebration of the groundbreaking features designed to combat the problems of multistorey buildings that were still a new concept 100 years ago.

The main challenge was fire resistant construction, a vital issue, as the original Sargood warehouse was destroyed by fire. The external windows were installed with 'drenches' (which are still there!) and the building fitted with automatic sprinklers that are still in use today, although the heads have been replaced.

Three separate events were held to mark the opening of the building:

- the main event was a demonstration of the sprinkler system – a dramatic touch to the celebrations

- a 'smoke concert' was held in the Melbourne Town Hall for all the construction crew and catering included refreshments, cigars and tobacco.
- customers and commercial travellers attended an opening where the warehouse had been stocked with samples of the firm' goods

Frederick Thomas Sargood was a leading figure in Melbourne as a merchant and politician until his death in 1902. The best known monument to his success is his house, Ripponlea, in Elsternwick. Ross House is the remaining section of the original Sargood warehouse built in Flinders Street in 1879.

In its time, the building represented the success of the Sargoods' commercial empire. It was built at a time when a warehouse was not simply a place to store goods, but reflected its owner's status as surely as office buildings do today. The building itself is an excellent example of American Romanesque revival architecture in Australia.

In 1929, the building was purchased by the Melbourne Electric Supply Company (the SEC) and was called Royston House. The SEC demolished the Flinders Street section of the building and replaced it with Clements House. Royston House was used for office space and staff recreation facilities.

In 1985, the Victorian Community Foundation bought the building and transformed it into Ross House: a resource centre for community groups. In 1986, the Historic Buildings Council determined that Ross House was of special significance to the State of Victoria, and it was included on the Council's register.

In 1994, the building was included on the register of the National Trust of Australia (Victoria).

Acknowledgment to Jack Gilding 'History and Background to the building at 247 – 251 Flinders Lane'.

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Hayden Raysmith Address 2 November 2007

Hayden congratulated Eva and Patricia on providing strong leadership to the Association. When the concept of Ross House was originally mooted a 3 year business plan was drawn up but this turned into a 16 year plan. This shouldn't deter people to take an initial step (in regard to ownership). The dream was that somehow people who work in the community and try to change public policy need a foothold in our democracy, our city. Ross House is a symbolic representation of people working together; it is a part of society and people working with others, and this has not changed since it was established.

Often people think that the individual contributions they make are not important; however Ross House would not be here today if so many individuals did not make contributions. Over the last 20 years many people have contributed their ideas and support even when it is not recognised.

The building itself has a fine history and this has been beautifully reflected in the annual report. The Wurundjeri were the original custodians of the land. The building was initially the Sargood Butler warehouse. It burnt down and was then re-built. It was taken over by the SEC and then purchased by the Victorian Community Fund and held in trust by the ANZ Trustees. At first only the first floor was occupied by self-help groups. The struggle took a decade for the whole building to be self-managed. This culminated in the signing of a lease by the Brotherhood of St. Laurence in 1998.

In the next decade we need to keep the dream alive and remember the vision. We must respect the work of people who have done this great work and keep this going. The sense of ownership needs to be rock solid and we need to keep alive the self-management model. Members need to always see the Committee of Management as an extension of this. We need to widen this sense in keeping the dream alive. This is not just about the people in the building. It provides a voice for other people in the community, especially for people who are struggling as well as those who have made contributions and been involved in the past.

It is about empowerment and strength, not about being victims. It is about rights, justice and strength. The vision needs to be taken to another level to look at how there can be total ownership of the building. Other buildings overseas have folded. The ANZ Trustees should take great pride in what they have given birth to. Our government should feel pride in what we have as the Cain Government did when Ross House was first established. We need to take on the challenge for the future.

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frequently asked questions

Q: Who can join the Ross House Association?

Membership is only open to organisations which are:

1. community and self-help groups: these are organisations where decisions are made by members. Some of these groups have members who share the same medical or social condition (self-help) or have the same concern (community groups).
2. small groups: with under 380hrs per week of paid staff and needing less than 135m2 of space.
3. groups collaborating for social justice and/or environmental sustainability.

(Individuals and small businesses who are undertaking activities in keeping with the values of the Ross House Association can become 'friends' rather than members.)

Q: How much does it cost to join?

Only \$33 per year (including GST) for membership and \$38.50 (including GST) for friendship.

Q: What does membership involve?

Each member organisation delegates a member to represent itself at Ross House Association general meetings. The Association is managed by a Committee of Management elected from these representatives at the Annual General Meeting, usually held in October or November each year. A series of sub-committees deal with specific areas of responsibility. Any members of a Ross House Association member organisations can make a contribution through these sub-committees.

There are also ad hoc opportunities to contribute and influence the Ross House

Association through member's consultations and short term task groups.

Q: What is Ross House?

A community of small organisations housed in an historic building in Melbourne's Central Business District. It has five stories and a basement car park.

Q: How do you get an office at Ross House?

All tenants of Ross House have to first be accepted as members or friends of the Ross House Association (see who can join above). The activities of your organisation will then be assessed to see if they are appropriate for the building. The layout of the building makes confidentiality very difficult and noisy activities too disruptive.

The first step to becoming a tenant is to make an application for membership and then tenancy. Application are considered by a sub-committee and then the Committee of Management of the Ross House Association. Both applications can be considered at the same time.

Q: What space is available?

Vacancies vary as tenants come and go. If there is not a suitable space new members of the Ross House Association are put on a waiting list and are contacted when one becomes available. The smallest area tenanted is 8.5m² and the largest is 135m².

Q: How much will an office cost?

The contributions that tenants make covers all out-goings (electricity, gas, cleaning, security etc). Tenants only need to organise their own telephone and computer connections.

There are nine different levels of contributions, that vary according to the tenant organisation's ability to pay.

Contributions increase and decrease as the capacity of each tenant organisation increases and decreases. A rise in line with the CPI is considered each October.

Q: How do I book a meeting room?

Ross House has ten meeting rooms of different sizes. Some are equipped with televisions and VCRs. The Ross House Association also has overhead projectors, screens, data projectors and a PA available.

There are five different rates for meeting room hire. They vary depending on the

type of organization making the booking and the size of the specific room.

Ross House Association members and tenants have priority for meeting room bookings but when they are not required by these organizations the rooms are available to all hirers. Telephone 9650 1599 to make a booking.

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committees

Committee of Management

Ross House, as a community building is managed by a Committee of Management. This committee is made up of representatives of the members of Ross House Association, which includes groups who are tenants and groups outside the building. The Committee is appointed at the Annual General Meeting of members.

There are 8 members on the Committee as well as a staff representative. There can also be some people appointed to provide expertise. The majority of the members on the committee must be from tenant organisations. There must also be at least three members from organisations whose membership include people who suffer disadvantage or discrimination.

The committee meet monthly. They also form various sub-committees to work on specific issues. The committee is resourced by the Manager. They are responsible for the overall management of the affairs of the Association including finances, staffing and the Ross House building itself.

In the recent past the committee have drafted a comprehensive policy and procedures manual to guide their work. They have commissioned a long term building plan that outlines the capital works required for the building over the next 20 years and, in consultation with the members, have developed a strategic plan.

There are some very big issues for the committee to work on over the coming year. These include:

- exploring the possibility of Ross House becoming the trustee of the building
- defining the membership, tenancy and friendship criteria so that we have clarity around this
- seeking funding for capital works that are urgently needed
- reviewing the Constitution
- conducting a sustainability audit.

The committee is one of the key ways that members can participate in the management of Ross House.

Sub-committees

Ross House has sub-committees that usually meet monthly and are made up of Committee of Management members, staff and other interested members.

Finance

Advises the Committee on budgeting and financial planning and regularly reviews the financial status of the Association.

Membership & Tenancy

Considers Membership and Tenancy applications and fee rates and reviews the rent system.

Building, Environment & Amenities

Monitors a capital works program, annual maintenance schedule and the budgets for these.

Human Resources

Reviews, negotiates and make recommendations to the Committee of Management on conditions of employment and develops a Committee training program.

Governance

Reviews the Constitution to see if it reflects current practice and any future needs of the Association and recommends changes needed.

Executive

Considers urgent business and make decisions on behalf of the committee between committee meetings and supervises the work of the Manager.

Future Funding

Develops a marketing plan and seeks funding for the capital works upgrade needed for the building.

OH&S

Considers and acts on any occupational health and safety risks or issues identified in Ross House.

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meeting rooms

Who can hire meeting rooms?

Anyone can hire a meeting room at Ross House. There is a sliding scale of pricing depending on whether you are a member of friend of Ross House, a small community group or small business, a non-profit group or a government, tertiary or large institution.

What Ross House Offers

Ross House has meeting rooms and other resources at reasonable rates. Our meeting rooms seat from 8 to 80 people with access to kitchen facilities, television and videos, white boards, fax machines, photocopier and overhead projectors. See the [resources page](#) for a full list.

Meeting Rooms Available

[\(click here to view photos\)](#)

Room	Seating	Price Code
Ground Floor Room 1	roundtable 20-25 theatre style 40	A
Mezzanine	roundtable 20-25	A+
First Floor Room 1	roundtable 20	B
First Floor Room 2	roundtable 8	C
First Floor Room 3	roundtable 20	B
Second Floor	roundtable 10	C

Third Floor Room 1 (Jenny Florence Room)	roundtable 20-25 theatre style 50	A
Third Floor Room 2	roundtable 10	C
Fourth Floor Room 1 (Hayden Raysmith)	roundtable 25-30 theatre style 80	A+
Fourth Floor Room 2	roundtable 10	C

Pricing

	Tenants	Members, Friends & Occasional Tenants	Small Community Groups & Small Business	Non-profit Groups	Government & Tertiary Institutions, Political Parties and Companies
A	\$7.80	\$13.20	\$16.30	\$63.40 (4 hours)	\$76.10 (4 hours)
A+	\$5.40	\$10.60	\$12.70	\$52.90 (4 hours)	\$63.40 (4 hours)
B	\$4.30	\$8.50	\$10.10	\$42.30 (4 hours)	\$50.70 (4 hours)
C	\$3.20	\$6.40	\$7.60	\$31.80 (4 hours)	\$38.00 (4 hours)

(prices are excluding GST)

Cancellation Policy

At least 48 hours notice is required for cancellation of room bookings, otherwise 50% of hire price will be charged. IF no notification is given before the date of the meeting, full price will be charged regardless of if the room was used or not.

No Smoking

Ross House is a non smoking building. This applies at all times and is a safety requirement.

Hours Available

Ross House is open during business hours, 9am - 5pm on weekdays. For after hours access, organisations need to make arrangements to pick up a key and a security code during business hours. For after hours entry, intercoms are located to the front and rear of the upper floors, and to the back of the ground floor.

Disability Access

All floors of Ross House are accessible by stairs or lift and have a disability toilet. Please discuss your requirements with staff who will gladly advise you.

Parking for Cars and Bikes

Ross House has a casual car park available in the basement for people with a disability. It must be booked in advance and is available during business hours. There are also two (2-hour) disability car parks outside Ross House. Bicycles may be parked in the basement bike racks.

Responsibilities for Room Users

- You are responsible for anyone you let into the building - please do not let anyone into the building who does not belong to your group.
- Do not lend keys to anyone and notify Ross House Association staff immediately if your key is lost.
- Furniture must be placed according to plans located in each meeting room. Charges may apply if the room is not left orderly
- If you are the last to leave please lock the floor access door and secure the alarm system. Also turn off any electrical appliances e.g. urns and switch off lights.
- Emergency contact numbers are placed at the front and the rear of each floor. The gold phone located on ground floor can be used to call 000 at no charge
- Please leave the kitchen tidy with any dishes used washed, dried, and put away.

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resources

Use of Ross House is open to all small community organisations who are working towards a just and environmentally sustainable society, and who:

- support the need to remove disadvantage
- believe in advocacy, information sharing and co-operative methods
- are committed to self-help
- encourage participation in shared decision making
- support the aims of Ross House
- are not for profit and are non-government, and not religious bodies or political parties
- all organisations whose purpose it is to provide resources or act as an umbrella organisation for small community groups.

Resources Available

(all prices include 10% GST)

- Meeting rooms seating 8 - 80 people (see [meeting rooms](#) page for costs)
- Binding machine (A4) - \$1.65 for each fully bound book or 55c for each part
- Electric stapler and heavy duty stapler
- Guillotine
- Hole punch (heavy duty)
- Paper Shredder
- Laminating:
 - \$1.95- A4
 - \$2.95 - A3
- Fax machines:
 - \$0.85 per page local
 - \$2.20 per minute interstate
 - \$3.30 per minute international
- Photocopying:
 - \$0.10 - members and tenants
 - \$0.15 - casual users

- \$0.25 - A3
- Casual Car Park:
\$4 per hour (max. \$25 per day)
\$15 flat rate after 5pm
\$20 flat rate per day on the weekend
 - Kitchen facilities
 - Data Projector (\$44 / \$110 for 4 hours)
 - Overhead Projector (\$11 / \$16.50 for 4 hours)
 - PA System (\$33 / \$55 for 4 hours)

New Electrical Equipment

Ross House Association now has an array of new equipment to assist small community groups create presentations, submissions, workshops & more.

Electronic Whiteboard:

is now situated in the Hayden Raysmith Room on the 4th floor for use when you book that room. It can be used as a normal whiteboard if you don't want print-outs.

Data Projector:

You can use this projector with PC or MAC but you need to supply your own computer. Video, free to air TV, and up to two computers can be connected simultaneously allowing you to switch between mediums. Give multi-media presentations simply and quickly.

Overhead Projector:

This sharp focus projector comes in a portable carry case to assist with mobility. An older overhead-projector is also available. For non-members the new data and overhead projector are only available during office hours from 9am—5pm. All organisations must fill in a booking form before hiring equipment, the person signing the form is responsible for the equipment until it is returned to the Ross House Association. If you have any problems or questions please contact Ross House Association.

ITEM	MEMBERS (4hrs)	NON-MEMBERS (4hrs)
Data Projector	\$44	\$110
Overhead Projector	\$11	\$16.80
Overhead Projector (old)	\$5.50	\$5.50

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tenancy

Ross House is open to tenancy inquiries from any non-profit group that is working towards the aims of community development and a sustainable society. Because we have limited space, Ross House prioritises groups depending on their size, structure and orngaisational aims.

Criteria considered during tenancy application includes how the organisation:

- supports the need to remove disadvantage
- believes in advocacy, information sharing and co-operative methods
- is committed to self-help
- encourages participation in shared decision making
- supports the aims of Ross House
- is not for profit, non-government, and not a religious body or political party

Ross House also accepts tenancy inquiries from small business that is working towards the aims of community development and a sustainable society.

To arrange a meeting **contact** our Membership & Tenancy Worker.

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members

Ross House has been set up to resource small community groups throughout Victoria, and self management of the building by these groups is an important part of this philosophy.

You are invited to join the Ross House Association and contribute to the further development of this project.

You must be a non-profit group to become a member of Ross House Association. If you are an individual (i.e. not a non-profit entity) working towards the same aims as Ross House, you can become a Friend of the association.

All non-profit tenants of Ross House are also members. The following is a list of non-tenant members:

Ross House Members (non-tenants)

- Action Research Issues Association
- Afghan Australian Philanthropic Association
- Art in Bark Association of Australia, Vic Branch
- Association of Neighbourhood Houses & Learning Centres
- Australian Electric Traction Association
- Australia Japan Society of Victoria
- Australian Electric Traction Association
- Centre for Philippine Concerns
- Collective of Self Help Groups
- Disability Employment Action Centre
- East Timor Women Australia
- Federation of Community Legal Centres
- Future of Work Foundation
- International Social Service
- International Women's Handcraft Association
- Melbourne Osteoporosis Support Group
- National Council of Women Victoria

- National Ethnic and Multicultural Broadcasters Council
- Narcolepsy Overwhelming Daytime Sleep Society
- Tamil Senior Citizens Fellowship (Vic)
- Victorian Local Government Association
- Victorian Multi-ethnic Slavic Welfare Association
- Westernport Speaking Out
- Women in Retirement

Ross House Members (occasional tenants)

- Australian Complementary Health Association
- Australia Karen Youth Project
- Australian Wildlife Protection Council
- Eco-Shout
- Flinders Quarter
- Melbourne Esperanto Association
- MSHSG
- Older Women's Network of Victoria (OWN)
- Society of Women Writers
- Somali Land Community Association
- Wildlife Victoria

Ross House Individual Friends

- Esther Analotitis
- Sheila Byart
- Sue Healy
- Lyn Macdonald

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Gwen Brown.

04 December 2007

Jane Burton.
Latrobe City Council.
PO Box 264,
Morwell. Vic. 3840.

Dear Jane,

RE: DRAFT MOE ACTIVITY CENTRE PLAN.

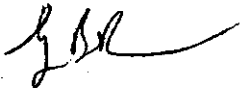
I wish to commend the Draft Moe Activity Centre Plan.

Being a resident of Moe / Newborough for more than 50 years, I believe the proposed new Community Hub connected to all forms of public transport located in such a central location will provide a much needed upgrade of these facilities.

The other main benefit of the proposal is the 'opening up' of the area connecting Moore and Fowler Streets, providing a much safer place to visit and enjoy.

Please register my approval for the concepts in the draft proposal.

Yours Sincerely,

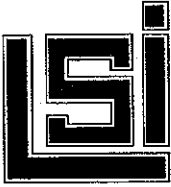


Gwen Brown.

Latrobe City	
- 5 DEC 2007	
Doc. No:	
Action Officer:	
Disposal Code:	
Comments:	

From: "J Hutchinson" [REDACTED]
Sent: 05/12/2007 03:41:07 PM
To: "Jane Burton" <janebu@latrobe.vic.gov.au>
Subject: Moe Activity Centre Plan

Dear Jane , Thank you for the invitation to comment on the Latrobe City's draft plan for the redevelopment of the centre of Moe. I attended the forum on the initial concepts which I thought went well. I believe it is essential to move on the positive plans that have been circulated and discussed widely in the Moe community. In my many discussions with Moe people the overwhelming majority are pleased with the ideas presented. These will bring a clear focus and opportunity to share good facilities to the centre of Moe. I travel regularly to Melbourne by train which I find very convenient and comfortable but the current outlook from the railway station is dreadful and must be improved in accordance with your plans. I commend the city for the development of these plans and look forward to them being effectively implemented in the near future. Best regards John Hutchinson [REDACTED]
3825 PS Norma and I send you our best regards to you and the family for a Happy Christmas and a Prosperous New Year in 2008



Law Somerville Industries PTY LTD

ABN 76 007 373 515 ACN 007 373 515

90-92 MOORE STREET, MOE VIC 3825 TELEPHONE: (03) 5127 7066 FAX: (03) 5127 4649
EMAIL: lawsomer@sympac.com.au

3rd December, 2007

"Attention Jane Burton"
Latrobe City Council,
PO Box 264,
MORWELL 3840

Dear Sir/Madam,

Moe Community Hub

Law Somerville Industries is fully supportive of the Moe Activity Centre Plan as it gives a positive and creative outlook for Moe's future development.

Yours faithfully,

LAW-SOMERVILLE INDUSTRIES PTY LTD

PER: 

BL/JW

Latrobe City	
- 5 DEC 2007	
Doc. No:	
Action Officer:	
Disposal Code:	
Comments:	

From: "Manny Gelagotis" [redacted]
Sent: 05/12/2007 01:54:36 PM
To: <janebu@latrobe.vic.gov.au>
Subject: Development Proposal for George St Moe

5th December 2007 To whom this may concern, RE: REDEVELOPMENT OF THE MOE CAD - COMMUNITY HUB IN GEORGE ST / RAILWAY COMPLEX Firstly after reading the proposal may I congratulate everyone on a long overdue fantastic plan and **opportunity** to revamp the town centre entrance! Moe for many years has been the sleeping town of the 3 main towns (Morwell & Traralgon) and has always seemed to miss the boat when it comes to development and this appears to be our golden opportunity to gain some recognition and we no doubt need the support of Council. I have personally noticed many investors coming and wanting to come to Moe and with all the recent developments West of Melbourne there is no doubt Moe will hit a boom stage of commercial and Domestic Development for the future and we are trying to be part of this going forward. A little about my family - we have lived in Moe for over 30 years and have operated many successful businesses with the current ones being Michaels Golden Hen Moe (One of the largest Cafes/Restaurants in country Victoria) and recently taken over the Moe Turfside Bistro & Function Centre and Moe has been a wonderful town to us overall both personally and professionally. On a personal level I enjoyed 8 great years with the Gippsland Falcons National Soccer Team and was proud to be the only individual from Moe to do so which meant a lot to me and My Brother Peter is currently the leading Thoroughbred Horse Trainer based out of Moe, which also gives strong credibility to the town and of course our magnificent Racing Club which is strategically located near this new proposed development which is great. Our letter is not based on anything other than to achieve what is best and fair for the town of Moe going forward into a very important phase of all our lives. For many years now the railway site has been both unattractive and unsafe and what this proposal brings to the table is just simply a boost that this town has needed for many years. I understand that the owners and operators on the South of George St need to be professionally consulted and hopefully accept that this proposal could be a win win result for everyone but they must be compensated and kept up to speed with integrity, respect and honesty to achieve the right result. This will not be easy but there are many great opportunities in the town centre to relocate hopefully but only time will tell. This is Latrobe City's opportunity to show us all that they believe in Moe and want the town to prosper and also the town needs to reach out and show they want to be proactive and support community and trade groups in the quest to make the town better, viable and most importantly residents and visitors as this overall complex will be visible by cars and trains daily. It will no doubt create opportunities in employment and construction and many other things that will give the town the right vibe it deserves. It is no secret that the Council have made minor significant contributions to Moe so we would like to compliment the private sector and organisations like the Moe Racing Club who have a 10 million project for expansion waiting to be considered so please if you would like to meet with me or discuss further issues and opportunities I would like to see you or other Council representatives to make this happen. We appreciate the opportunity to be heard and trust that you will consider this project from every angle and hope that logic prevails for this lovely town. **Kindest**
Regards, Manny Gelagotis Manager Operations - Michaels Golden Hen & Moe Turfside Bistro/Function Centre Ph (redacted)

Mark & Joanne Pratt



6 December, 2007

Jane Burton
Manager Transit Cities and Community Partnerships
Latrobe City Council
PO Box 264
Morwell VIC 3840

Latrobe City	
- 7 DEC 2007	
Doc. No:	
Action Officer:	
Disposal Code:	
Comments:	

Dear Jane

As the owner of 17 George Street Moe I am writing with some comments on the Draft Moe Activity Centre Plan and specifically as it affects properties at the intersection of George and Moore Streets.

The proposed plan has a number of elements including the definition of a transport corridor, replacement of commercial areas with civic buildings and some partial planning concepts for encouraging improvements in existing commercial areas. While I support improved planning for the commercial centre of Moe, as it is long overdue, I don't believe the current plan provides the right focus in some areas. I doubt that the replacement of commercial areas with civic use will drive the renewal that the plan seeks to encourage in the longer term.

The Moore Street - George Street area is a high profile commercial site and will continue to be an important part of the commercial area of Moe which the proposed plan fails to recognise appropriately in the proposed redevelopment as a civic hub. Moe has a shortage of suitable allotments for smaller retail and office development and the area along George Street comprising the former rail yards would be ideal for such redevelopment.

If the objective of the plan is to encourage movement across the railway then I believe commercial development is what is required along George Street. Redevelopment with smaller commercial and retail business will add a greater range of variety and interest to the area than will the civic hub concept. There are very few areas in Moe that currently could be redeveloped for smaller businesses. Retail or office development will operate over longer periods of the day than a civic centre and hence generate greater use of the area. Civic use will undervalue the site in comparison with full commercial redevelopment of the area. While there is certainly a current need to improve the aspect of the area this may be possible if Council and urban planning facilitate redevelopment.

Siting a civic use area, including a library and an open air plaza, next to a rail line may not provide the right aspect or conditions that such areas would normally seek to achieve. Nor does it fit the transport corridor concept. If the George Street area is to dovetail with the transport corridor concept centred around the railway station then the area should provide services that in part cater to commuters. A library and large low density "Pavilion Building" don't provide services sought by commuters. Railway areas in many areas of Melbourne are alive through the provision of commercial and not civic services.

I believe Moe has a good commercial future which is why I have invested in the area. The George Street shop provides the scale and type of investment I wish to make. If the proposed Activity Centre Plan was to proceed I would have to consider investing elsewhere as there are no similar investment opportunities for a small investor in Moe. The plan would impact existing businesses along George

December 6, 2007

Street by penalising businesses without encouraging or facilitating replacement opportunities in the Moe business area.

While I support improved planning for the Moe commercial area it has to focus on the primary use and function of the area – that is commercial and retail redevelopment. The Activity Centre Plan does not do so and in fact will remove high profile commercial land along George Street from future development opportunities.

Sincerely,



Mark Pratt

Latrobe City

- 7 DEC 2007

President; Lil Harris
Vice President; Anne Barrett
Secretary; Sharon Gibson
Treasurer; Edith Morony

Please address all correspondence to the Secretary

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Officer:

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Comments:

Community comes first

Merton Ward Resident's Association

RESPONSE TO THE MOE ACTIVITY CENTRE PLAN

On behalf of the Moe Newborough Residents that Merton Ward comprise of, we would like to thank-you for this opportunity to provide input into such an important issue, for the future of the Moe area.

While we thank-you for this opportunity, we are extremely concerned with various aspects of this plan and the success of this plan.

The first aspect that we are extremely concerned with is the thought of shifting the public library. The thought of doing this is not in the best interests of the general public. When this idea was first mooted at the Search Conference, this was after the table prior, said that they do not want the library shifted at all. Fear came out of the Search Conference, to the point that members of the Association were stopped at Church being begged for help in stopping this happen in any way. A petition was raised and quickly it was filled with approximately 1400 signatures from just the Moe area, which is a significant amount especially given that the Search Conference, and Speak Out combined only generated approximately 300 participants. Now you may realise the depth of feeling amongst the general public in regards to their library. They do not want it shifted, they do wish it to be upgraded though on its present site and this can be done either by utilising the current land that they own (a separate submission from a former City of Moe Engineer shows how this can be done), or utilising the concrete slab under the roofline that was constructed for this precise reason.

If you shift the library to George Street, supposedly what you are trying to create is a Civic Hub, yet you will be helping to demolish the existing Civic Hub in Albert Street (again, a separate submission from former City of Moe Mayor's show that they deliberately set up the existing Civic Hub). The existing Civic Hub has the Primary School, Education Precinct, Library, Service Centre, Post Office, RSL, Town Hall and Medical Practices, why would you wish to demolish it?

More on the library, is how the Elderly - especially those living in Elderly People's Homes - will be unable to walk to the library and use it if it is shifted. It will be just too far for them to walk and walking keeps them mobile and is cost effective when related to the Public Health System. This is against many of the principles that I would suggest both the State Government and the Council are all about and has the prospect of sabotaging the whole process which is what we do not want.

The George Street shops and the compulsory acquisition is the other issue that threatens to derail any good that we seek to accomplish here. Many of our Residents from Newborough, Yallourn North, Erica, Rawson, Willow Grove and Moe use the speciality shops along here and if they are compulsory acquired, many will shut shop all together and Moe will lose these types of shops, enforcing hardship on Residents from Newborough, Yallourn North, Erica, Rawson, Willow Grove and Moe who will be forced to go further out of the town to access these shops. There are no shops large enough or at the same type of rent for at least the Pet Shop, K's Body Essentials and Fabric Notions. These stores are all stores that are renting and either cannot afford to shift to different premises around the town due to the amount of rent they will be forced to pay or the size of shop.

The other shops that are owner occupied are in such a good position that they have plans to expand, why would they want to shift and pay somebody else rent in a position that is substandard to what they already possess? This is not good business acumen and would be placing hardship on others. If it was your business that people were trying to do this to, would you be happy? Is this the type of message we want to send to prospective investors, that when they use their own money to invest in the town, the State Government and the Council at their discretion, can take away their businesses? I would suggest this is not the message we want to send to anybody, nor is this the type of practice that should be tolerated by elected members to act on our behalf.

A strategic plan that shows the details of both the funding commitments and the expected expenditure allocation on each of the major capital work projects detailed in the report should have been included in any plan prior to being sent out for public comment. Without this, you already have Residents worried that this is going to cause their rates to go up and again the fear factor is involved and you want the support of the Residents, not them fearing what you are going to foist upon them.

In both this report and the David Lock report, it highlights how the Roundabout needs dealing with, yet there is not such plan for this to occur for the future. Why not? It is reasonable to suggest with the plans from this ACP, that in actual fact more problems will occur at the Roundabout. This needs to be addressed, together with our entire Infrastructure. It would be wiser to fix the Infrastructure first, then to build. This is just common sense.

We would hope that all of these concerns would be dealt with prior to the final plan being drawn up and Moe has a successful outcome.

Yours sincerely,

Lil Harris

Lil Harris
President



3rd December, 2007

"Attention Jane Burton"
Latrobe City Council,
PO Box 264,
MORWELL 3840

Dear Sir/Madam,

The Moe Activity Centre plan is an excellent document that will help lead Moe in its future developments.

~~Invest Moe has always been of the view that any new "Community Hub" must be situated in the~~ CBD within easy reach of all residents and public transport. We are excited by the plans to incorporate a new facility with existing transport hubs as well as providing improvements to interchange between transport modes and routes. The site proposed by Council also has the capacity to incorporate increased leisure activity as well as providing a vastly improved 'centre point' to the Moe CBD. Visitors to the Township, either by road or rail, will be able to access tourism facilities with ease. A much better welcome view than that which currently exists will be created, at the same time improved community services will be more accessible to the community as a whole.

Yours truly,
Brad Law
InvestMoe

INVEST MOE
PO BOX 820
MOE 3825

Latrobe City	
- 4 DEC 2007	
Doc. No:	
Action Officer:	
Disposal Code:	
Comments:	



MOE FOOTBALL & NETBALL CLUB INC.

(Affiliated with the West Gippsland Latrobe Football League)

ABN: 21 998 796 518

PREMIERS

Seniors: 1945 (C.G.F.L.) 1956, 1967

Reserves: 1959, 1967, 1968

Thirds: 1959, 1974 (Zone), 1991

All Correspondence to:
The Secretary
P.O. Box 361
MOE Vic. 3825

3rd December, 2007

"Attention Jane Burton"
Latrobe City Council,
PO Box 264,
MORWELL 3840

Dear Sir/Madam,

Moe Activity Centre Plan

The adoption by council of the Moe Activity Centre Plan will be a positive step in Moe's future development. The central Hub will be of great benefit to the community as it will improve access to a whole range of community services and beautify an area that has been neglected for a long period of time.

Yours faithfully,
MOE FOOTBALL NETBALL CLUB INCORPORATED

Per... Brad Hirst
Secretary

Latrobe City	
- 4 DEC 2007	
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Action Officer:	
Disposal Code:	
Comments:	

MAJOR SPONSOR...



Latrobe City

- 7 DEC 2007

Doc. No:

Action Officer:

Disposal Code:

Comments:



Moe Traders Association

moving towards achievement

No. A0047356X

President: Craig McIver
Vice President: George Cornelis
Secretary: Sharon Gibson Phone: 03 51276802
Treasurer: Donna Baillie
Correspondence: [REDACTED]

MTA SUBMISSION OF THE MOE ACTIVITY CENTRE PLAN

The Moe Traders Association is an Association made up specifically of approximately 140 Moe Traders, representing approximately 80% of the Traders in Moe. It is predominantly specialised shops, not the larger chain stores. Our charter is "To promote, develop and advance Moe, and in particular, the Moe business district and to engender or foster the feeling of fraternity amongst traders and the general community."

From the outset, the Moe Traders Association would like to make it clear that we are all for the betterment of our town, yet we are extremely concerned with this draft proposal for the reasons set out below;

1. When our Executive were given this draft report at the KESHAVA P/L info session, it was raised then that the terminology was more in line with planning department language and not the general public. We were given an undertaking to have a glossary of terms supplied and this never eventuated. Why not? Having spoken to a number of people about this draft plan, they have all acknowledged their difficulty in understanding the terminology. Thus we would question the general public's ability to have vital input into the future of their town. It was extremely disappointing for this to occur.
2. George street shops and the compulsory acquisition under 6.2 Implementation projects: In LCC's planning scheme it states "... the priority is to create the conditions which support the continuation of existing business and draw new business into the town centres to complement those already there and enrich the range of services available for the community" yet by compulsory acquiring the shops along here, you are going against Council policy. The ACP plan is all about promoting economic benefit to our town and connectivity, by compulsory acquiring these shops you will not only create an economic downfall for Moe for a number of reasons, you will force residents to use their car to go out of the area.
 1. Most of these shops are specialised shops that cannot readily be accommodated anywhere else in Moe due to either location or size; hence they will be lost to Moe.
 2. This will force residents to go out of the town in order to obtain these products, thus taking money out of our town where too many Traders live on an economic knife edge just to survive, why would you create a plan to do this?
 3. 3 of these premises are owner occupied and it is not wise business acumen to rent. So again you are creating economic hardship for these business even if they can stay in the town.
 4. 3 of these shops are in such a valuable position and are prospering so much, that they have plans to extend, yet this plan wishes to compulsorily acquire their business premises and create an economic downfall for them by way of a park. Are we about creating prosperity to our town, or economic downfall?
3. Civic Hub 6.2 Implementation projects: This was specifically created by former City of Moe Councillors in Albert & Kirk Streets, now you wish to dismantle this and begin a so-called hub alongside a railway line. Where is the sense of this? The Civic Hub that was created in Albert St, has

the Post Office, Council Service Centre, Library, RSL, Town Hall and School: all in this compact area that businesses have built around, yet this is to be compromised causing especially the elderly peoples' home businesses undue hardship going against the LCC's Elderly Peoples charter.

4. **Library:** Many people of the immediate township are outraged by just the thought of the library being shifted, from the elderly (who are great users of this building), right through to the young when this was purposely shifted to this site to keep it in the Civic Hub. When it was shifted, the Moe City Councillors of the day had the foresight to build it not just with the allowance of expansion both outwards and upwards, hence the concrete slab for the 2nd storey being under the roof, they also had it right across from the Primary School. This is the type of multi-use buildings that the State Government is promoting at the moment, is it not? Again the LCC's charter for elderly would question this. The Elderly Peoples' homes were built around these buildings and you wish to shift them so that the elderly cannot walk and utilise them. We are to encourage elderly especially to keep mobile, and having the library where it is enables them to walk there regularly, thus keeping them active with both their minds and body. Why would we shift the library when we own it, to a place where we do not own the land and have to build the building? This is not smart business acumen again, so why would you shift this? Take this and the compulsory acquisition of the George Street shops out of the equation and the chances of the public supporting you will be significantly greater.

5. **Integrated Bus Loop:** Expansion of the bus loop to provide better accessibility of the retail area can be applauded as the existing bus loop restricts those with mobility issues of accessing the retail area. However although we applaud the expansion of the bus loop we do question the necessity to change the bus stop at Albert Street and Kirk Street. In Albert Street, there would be a necessity to remove car parking which when looking at what businesses/services are provided in that area, would be hindering not enhancing the area. Under the current economic climate, the demand for buses in the evening is low, yet there are several businesses that operate in the evening that require adequate parking to be available. The bus stop in Kirk Street is also a drop off/pick up spot for the school bus, which then raises the question of whether they would still be eligible to do this.
It would be remiss not to mention as an aside that one cannot fail to notice that all bus stops are outside major retail premises, where as 90% of retailers in Moe are small businesses.
One could also raise the question that as there are at least 3 medical centres in the town, why has only one of these centres been targeted with a bus stop in front of it instead of the others, as this could be seen as discriminatory.

6. **Consultative Committee/Reference Group** that only met once, we would not call a consultative committee/reference group. When the CBD study was first being considered, the criteria was for the commercial and business major stakeholders to play a major role. Yet when this committee was being formed we asked for the Moe Traders Association (remembering that we have as our members approximately 80% of the Moe Traders as members) to have more than 1 representative and were refused. When it was also asked for developers to be included in this committee, again we were refused. This committee was made up of a member from Moe Taxi's, a person from a group about beautification that is not even incorporated and has no official office bearers, a representative from the Federal Member of McMillan, Moe Development Group and the Moe Traders Association. We had 1 meeting in February and since then the Committee has we met. Nor would we call this a consultative committee/reference group in any sense of the term. Monthly meetings were at first postponed until they just were not heard of again. Where are the checks and balances here? The membership of this committee also needs addressing if we are to be serious about getting this right for our community and having their support. It would be wise to want private investment for our town, yet when you have the major stakeholder of the Moe Traders Association treated like this it really calls into question what is really going on here?

7. **Roundabout:** We acknowledge that pedestrians and cyclists have difficulty at the roundabout, but so do motorists. This is a serious problem with connectivity into our town that has not been addressed, yet it was brought up in both this report and the David Lock report, yet nothing constructive is being done. Serious large Investors have told us the reason that they are not investing in our town, is because of the lack of infrastructure in our town. We have the golden opportunity to address this issue now, yet


this has been overlooked. At the end of the Search Conference each table had to put forward their 1 project that they felt was the most important and the MTA members that were there, were on the table that put forward the roundabout as the most important, together with many community leaders as we have all seen what a vibrant town we had when the roundabout intersection had straight through traffic from Newborough along Narracan Drive into Moe via George Street. Once this was changed by a kneejerk reaction due to a fatality caused by driver error that ripped out the traffic lights and stopped through traffic into our town. Once this happened it killed our CBD, with George Street at the Newborough end becoming like a ghost town. Bring the flow through traffic back from Newborough into Moe and you will have an immediate positive impact on the CBD and the town's economic future. A survey was done asking the public what the main reason was that they do not shop in our town and the number 1 reason was the roundabout. At the Search Conference the facilitators were told how young and old alike just will do anything to avoid this intersection. This drives money out of our town by people from Newborough preferring to travel further to Morwell in order to avoid this intersection. Again enticing people from outside our town is compromised by their confusion and fear of this roundabout. The only good point it has had so far, is that it has stopped a Police Chase there, as when the driver hit the roundabout, he did not know what to do, thus ending the chase.

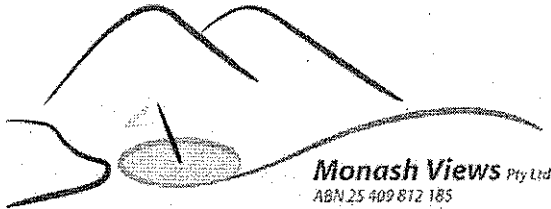
8. Costing: Why put a draft proposal before the people when you do not know if you can deliver on it? There is a problem with Vic Track allowing access for the Rail Trail, would it not have been more prudent to seek permission first and know if this is possible, before putting this into the plan? If you cannot gain permission, people will be disillusioned and mistrusting of the plan and this is the last thing that any of us want. The same about the land alongside the Railway line, are we sure that we can purchase it? What price would we have to pay if we can purchase it? Where is the money coming from? These are just some of the questions that should have been addressed prior to sending this out for public comment and makes both Consultants and Council look substandard.
9. Time line: Why the rush? The City of Maribyrnong took 2 years to deliver on their ACP Plan and yet we are pushing this out to public comment when it has spelling errors, written in planning department language, not costed, not up to date material and we do not even know if we can own the land, let alone how it is to be paid for. It does nothing to promote any of us, it makes State Government, Council and the Consultants look very sub standard and I would suggest this is the last thing that any of us need to portray.
10. Why are we being commercial landlords: We are spending ratepayers money to shift a library that the general public do not want for reasons that are questionable, compulsorily acquiring growing business concerns that wish to expand and force them to leave the town, then building a building that again is in direct competition with businesses that we already have in the town. Why are we doing this?
11. Transport hub: It was spouted about a transport hub, where is it? Nowhere in this document shows any concrete details as to where, what, when, where and how this is to be attained. A bus stop is not a transport hub. If you wish to construct a transport hub, then be up front with the people with all of these questions, otherwise you create distrust with the community. I would suggest that again, this is the last thing that you wish to create.
12. Shared Zone: For a number of years we have asked the LCC to change this due to the fact that it does not work and the response has been that it had to wait for this study and it would be addressed in it. Well nothing has been addressed properly in this study. We are not Melbourne and this is our main street of our CBD and you wish to keep it at 10 km/h. Where in our country is the main street 10 km/h? Then putting a shared zone the whole length, if you sit and watch the traffic you will see that this just does not work. If you try walking across the street anywhere other than the ends or the middle, the traffic do not stop for you unless you are extremely lucky, more than likely you will be abused at the very least. If you treat it as our main CBD Street and put pedestrian lights back up in the middle, you will find that it works extremely well. This situation has already cost us the business, we want to solve the problem, not keep it.

13. Outdated information: If you are going to put something out for public comment and do not wish to be viewed as unprofessional, then please make sure that you have the most up to date information to be obtained. Safeway is just one example, they are expanding and parts of your plan relate to this area, without the expansion in any part. At the Speak Out, you had proposed sites for Aldi etc., and the buildings were already developed. Again the question needs to be asked about this report, how serious should it be considered if this and the above questions have not been answered?
14. Southern Precinct Housing. Earlier this year Council adopted the Moe Structure Plan and in turn adopted a broader Primary Activity Centre than Tract Consultants are proposing. This raises concerns as the structure plan does not allow for further expansion of retail/commercial area other than going up, yet here is Tract wanting to reduce it further. Not only that but since the demand for residential land is only now taking off in Moe and with perceived land availability being around seven years depending on demand, the need for higher density housing around the primary activity centre would be difficult to foresee in the near future. We also need to keep in mind that in Melbourne they are finding it difficult to promote the higher density housing around the train station precinct as people are reluctant to pay the prices for these apartments, when with the same amount of money they can buy a house with some land around it- the Australian ethos of wanting a back yard. If this model does not work for the city areas that it was designed for should we be imposing this on the regional areas.
15. Commercial expectations of the property owner, VicTrack. It is disappointing that this is not defined in the plan as it makes one presume that any development on this land would involve tenancy occupancy and as such could mean a continual burden on the ratepayer. One could even dare to query that by forcibly purchasing the George Street shops are we not providing a monopoly to a government department if any commercial developments occur on their land?
16. Concerns.(a) Throughout the plan the key actions call for detail reviews or studies into different aspects, eg car parking and traffic management which raises the question that after completing the \$100 000 plan how much more money will need to be spent on plans and studies and what will be the actual costs to implement the Moe Activity Centre Plan - will it be attainable? (b) The plan also states in its key actions the need to liaise with key land owners/ holders, developers etc. This raises the question that if adequate consultation with key stakeholders had been done prior to the draft plan being released would we not have a better picture of the future shape of the Transit Precinct. (c) In the Lock report they were encouraging private development on public land so the question to/be asked to the State government departments involved are(1) how actively have they sought private development? (2) Are they prepared to sell the land? and (3) If yes, how widely have they advertised this? Only upon receiving this information can we truly state whether there needs to be public development and not private development.

In conclusion, if LCC and Tract Consulting can hear some of our frustration about the ACP coming through into this submission, that's because we feel that way due to the way we and are members have been treated thus far. We are hopeful that LCC will hear these frustrations and recognise the need to change its way of going about things so that we might be able to move into a more supportive position regarding the ACP. We would underline the fact that we are very supportive of Moe receiving a range of long overdue improvements. In truth, some of the things appearing in the ACP implementation lists are things we have been demanding for some years now. We take this opportunity to extend the hand of cooperation to LCC about the ACP and ask that LCC extend the same courtesy and opportunity to us and our members to resolve our major differences and move forward together on the ACP.

Yours sincerely

per 
George Cornelis
Vice-President
Moe Traders Association



4th December 2007

Ms Jane Burton
Latrobe City Council,
PO Box 264,
MORWELL. 3840.

Dear Jane,

I am writing to you in respect to the proposed Moe Activity Centre plan which we believe is a necessary strategic document that will help lead Moe in its future development. As a stakeholder in an imminent large-scale development in the area we are keen to see a rationalisation of interchange between private and public transport modes to take advantage of recent upgrades to our rail system and to encourage new residents to settle in our City.

We will be marketing Moe/Newborough as a preferred lifestyle based residential destination and we believe the presence of the new facility will complement our proposed development adjacent to the Yallourn Golf and Bowling Clubs, attracting prospective residents and tourists alike, while improving the amenity of the Moe CBD for all people involved with the City.

I can be contacted directly on 0415 594004 (B.H) or by email on pjbrown@bigpond.net.au.

Yours faithfully,

Peter Brown
Director

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

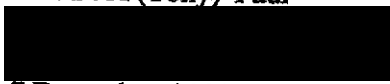
Dear Jane,

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

Yours faithfully,



Mr. D. A (Tony) Paul



7 December 2007

tel. 

Latrobe City	
- 7 DEC 2007	
Doc. No:	
Action Officer:	
Disposal Code:	
Comments:	cc: all crals

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

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

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

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

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

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

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

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

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

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

There are no facts presented to support that statement.

RESPONSE TO MOE ACTIVITY CENTRE DRAFT PLAN

6 December 2007

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

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

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

1. Overview

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

The seven project components of the plan are :

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

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

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

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

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

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

2. LEAVE OUR MOE CIVIC HUB ALONE

The Moe Activity Centre Plan appears to depend upon :

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

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

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

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

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

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

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

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

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

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

3. Transport Hub .

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

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

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

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

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

6. The Overpass Roundabout .

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

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

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

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

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

7. South Side Development.

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

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

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

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

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

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

4. Railway Goods Yard .

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

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

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

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

5. Carparking in Moe CBD .

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

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

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

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

8. Conclusion .

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

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

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

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

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



Tony Paul .
Mayor of Moe 1979/80.

Pam Varekamp

4th December, 2007

"Attention Jane Burton"
Latrobe City Council,
PO Box 264,
MORWELL 3840

Dear Sir/Madam,

The Moe Activity Centre plan is an excellent document that will help lead Moe in its future developments.

I believe any new "Community Hub" must be situated in the CBD within easy reach of all residents and public transport. We are excited by the plans to incorporate a new facility with existing transport hubs as well as providing improvements to interchange between transport modes and routes. The site proposed by Council also has the capacity to incorporate increased leisure activity as well as providing a vastly improved 'centre point' to the Moe CBD. Visitors to the Township, either by road or rail, will be able to access tourism facilities with ease. A much better welcome view than that which currently exists will be created, at the same time improved community services will be more accessible to the community as a whole.

Yours faithfully

P Varekamp

Pam Varekamp

From: "Pearse Morgan" [redacted]
Sent: 05/12/2007 11:25:08 AM
To: <janebu@latrobe.vic.gov.au>
Subject: Moe CAD Proposal

Dear Jane Some time in August this year I attended the MoeCity Hall to review the council's plans to modernize the central business district of Moe. I was impressed with concept of cleaning up the "eyesore" view of Moe from the train station with a new Community Hub at that site including the new library, service & community centre which should give the residence of Moe a "new soul". I have been a resident of Moe since 1974 & since the council amalgamations it's the first time I can remember a significant investment in community infrastructure being proposed & I urge the councilors to support the proposal. Regards Pearse Morgan RGM Accountants & Advisors [redacted] Privacy and

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6 December 2007

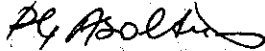
Attention: Jane Burton,
Manager Transit Cities and Community Partnerships,
Latrobe City Council,
PO Box 264,
Morwell, Vict. 3840.

SUBMISSIONS ON DRAFT MOE ACTIVITY CENTRE PLAN

In response to your recent advice, forwarded herewith please find my comments and submissions on the above Draft Plan.

These submissions include concept plans of various proposals. I will be happy to provide more details and meet for further discussion of same if such are required.

Yours sincerely



Peter Aboltins



Phone: 
Mobile: 

Latrobe City	
- 7 DEC 2007	
Doc. No:	
Action Officer:	
Disposal Code:	
Comments:	



PG Aboltins,

6 Dec. 2007

SUBMISSIONS ON 'DRAFT OF MOE ACTIVITIES PLAN (Oct. 2007 version)'

In response to the recent advertisements I wish to make submissions on several proposals in the above Draft Plan and several more on matters omitted from that plan.

In support of these submissions, and to show details that are necessary to enable proper appreciation and comparison of what is possible, I have attached reasonably accurate concept plans of options to extend the existing Moe Library and for options to provide a much needed overpass over the railway near the intersection of Saviges Rd. and George St.

The submissions cover the following subjects:

- (i) The 'Draft Plan' proposal to split Council Library / Service Centre away from existing viable 'Civic Hub' area and relocate it to the George St. south side railway land approximately half a kilometer away.
- (ii) Scope to extend and upgrade existing Library, at substantial cost savings, to provide space and facilities comparable to that proposed on Council Architect's preliminary plan for a new Library / Service Centre on the George St. railway land (as provided via the Freedom of Information process). See attached concept plans of options for details.
- (iii) Need for traffic overpass over railway near Saviges Rd. and George St. intersection and to reserve space for it on the George St. south side railway land being considered for redevelopment in the 'Draft Plan'. See attached concept plans of several options for details.

The submissions are meant to be taken in a positive way, even when it is necessary to point out that in some cases the assumptions and recommendations made in the 'Draft Plan' are not the way Moe people actually prefer to use the Moe CBD for their day to day needs - e.g. the proposal to take out the Library and Service Centre from the existing 'Civic Hub' - to start some development on the George St. railway land or even to achieve more sinister aims. Much of the funds saved by extending the existing library could be better used for doing more of the transport infrastructure proposals, beautification and for all day parking for travelers and business people.

There should be support for the proposed use of the George St. south side railway land as a proper 'transport terminus', as encouraged by the State Transit Cities program, involving parking, buses, taxis, tourist / other information and catering facilities nearby for travelers - but also ensuring that any acquired viable businesses can be properly reestablished in nearby suitable locations if they so wish.

Also there is a need to apply a 'reality check' to any recommendations - if there is no commitment to fund the proposals why make them unless it is to show what space may be needed for any future public facilities and traffic needs. As pointed out in this 'Draft Plan' we already have several past 'Master Plans' for the Moe CBD which are unlikely to be implemented!

- (i) The 'Draft Plan' proposal to split Council Library / Service Centre away from existing viable 'Civic Hub' area and relocate it to the George St. south side railway land approximately half a kilometer away.

The Council Library and Service Centre are in the present 'Civic Hub' location near the intersection of Albert and Kirk Streets. Previous Councils actively encouraged the area to become a 'Civic Hub' for

PG Aboltins (cont.)

the city as a result of which, within 100 metres, there is a Regional Education Centre, State School, Post Office, Town Hall, public toilets, the R.S.L. Club, medical and solicitor offices, etc. It is still one of the most used locations in the day to day life in the Moe Central Business District - picking up kids from school, mail and paying bills at the P.O., photo copying, internet and other uses at the Library, attending to matters at the Service Centre, lunch at the RSL Club, functions at the Town Hall, etc.

This 'Civic Hub' is also within a very short walking distance of two retirement villages.

The need and wisdom of splitting the Library / Service Centre away from this present 'Civic Hub' to start another 'Civic Hub' half a kilometer away is questionable to say the least. It will only splinter the 'Civic Hub' further and be less convenient to use.

Through amalgamations and the short sighted actions of a previous Council involving the sale of the ex Municipal Offices (which are adjacent to the Library / Service Centre) Moe lost a prime location for providing further Council facilities in this 'Civic Hub'. Not only that but that sale involved the loss of at least 32 ex staff and public car parking spaces which are now private reserved parking spaces and another 18 public parking spaces along the east side of adjacent Gregorys Lane which are now reserved solely for medical staff use.

These public parking spaces have not been replaced elsewhere and perhaps a substantial number could be replaced on the George St. railway land site.

The wisdom of the proposal to build a new library on a relatively narrow strip of land within 20 metres of rail traffic is also extremely questionable - regardless of statements that careful acoustic design / works will eliminate all concerns. From personal experience in attending functions at nearby venues about 100 metres from rail traffic, particularly goods trains, I can advise that speakers have had to stop because of noise and vibrations until the train has passed.

(ii) Scope to extend / upgrade existing Library, at substantial cost savings, to provide space and facilities comparable to that proposed on Council Architect's preliminary plan for a new Library / Service Centre on the George St. railway land (See attached concept plans of options for details.)

Information obtained recently through the Freedom of Information process indicates that Council may have received advice that the existing Library cannot be extended to comply with current needs.

This is not so. The attached concept plans show several options of what could be achieved on the present Library title without even considering building another storey above the present main building - which can also be readily done without unduly disturbing library operations. The concrete floor for the next story exists already in the form of the ceiling for the existing building.

The attached concept plans show that if a comparison is made of space allocated for similar features on the concept plans with the ones on the Council Architects preliminary plan (for a new Library / Service Centre on the George St. railway land), it is possible to extend the existing library from about 600 square meters to about 940 sq. m. overall (Architects proposal about 1015 sq. m.) in which an area of about 644 sq. m. could be available for the 'library' portion (Architects proposal about 635 sq. m.).

Funds saved by not having to build the equivalent of half of a new library would be available to build more of other recommended works elsewhere - particularly at the George St. railway land site.

PG Aboltins (cont.)

Further, if eventually a second storey is added over the existing library main building it would enable a meeting room to be shifted upstairs, hence releasing about another 30 sq. m. of space at ground level for the 'library' display area and add about 470 sq. m. at the second storey level for meeting rooms, offices, storage of historical society and other records, public displays and similar uses.

No such sized addition options appear to be as readily possible at the George St. railway land site.

(iii) **Need for traffic overpass over railway near Saviges Rd. and George St. intersection and to reserve space for it on the George St. south side railway land being considered for redevelopment in the 'Draft Plan'. See attached concept plans of several options for details.**

Although this matter was raised several times during the 'public consultation' process for this 'Draft Plan' it appears to have been ignored altogether in this plan for the future development of the Moe Central Business District.

This is not a matter that can be ignored as eventually, probably much sooner than latter, a traffic overpass will be required over the railway at the west side of the Moe CBD to enable the increasing number of semitrailers, trucks, 'B- doubles' and cars to cross the railway without risking being caught on the Lloyd St. (west, relatively short) railway crossing by the increasing rail traffic. Even now the delays to the crossing vehicular traffic are the cause of much public outcry.

The only practical location for such overpass is near the intersection of Saviges Rd. and George St. / Waterloo Rd. on the north side and Lloyd St. and Kingsford St. on the south side of the railway. The railway and road reservations are the widest at that location.

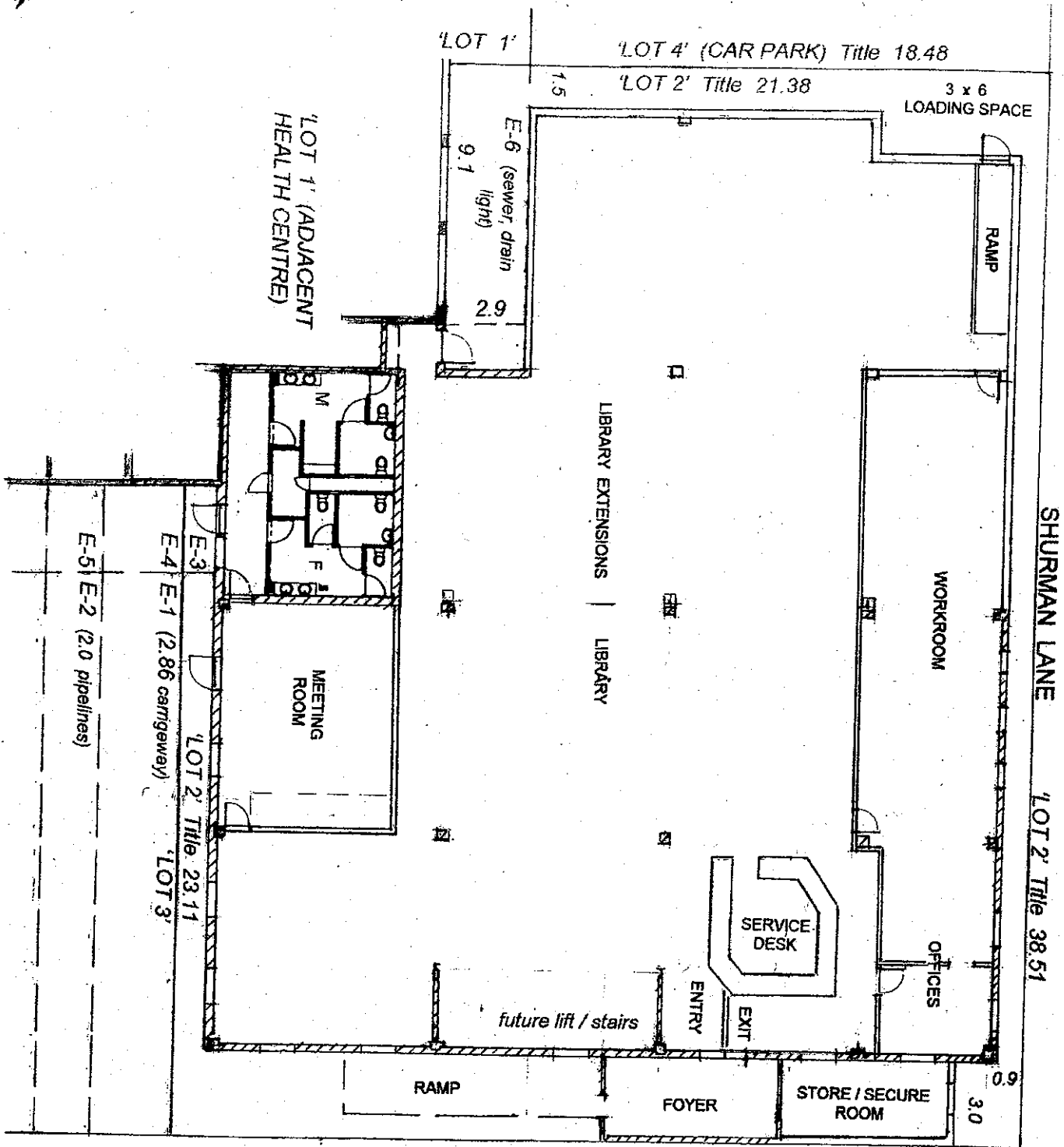
This overpass will affect the 'Draft Plan' in two main ways. Depending on which option is chosen for such overpass there will be specific space requirements for on / off ramps over the George St. railway lands. Also there will be effects on how traffic, particularly buses and heavy delivery vehicles, can enter, service and exit the Moe CBD.

The attached concept plans indicate how much space may be needed for some of the options, and there are other combinations but minimum turning standards and maximum grades will have to be applied because of the restricted available space.

The 'Draft Plan' should include a **recommendation** for action to commence soon regarding the planning and funding of the overpass because of the substantial lead time that is required to bring such projects to fruition and to ensure appropriate space is committed for such works now.

I will be happy to provide more details and meet for further discussions if such are required. I also suggest that a **recommendation** be made in the 'Draft Plan' to reiterate the need for transparency and opportunity for the public to have input in developing recommended projects further to their fruition, - this would be in accordance with 'Council Values and Behaviours / Councillor Conduct' codes adopted by Council and published on pages 8 and 9 of the Latrobe City Annual Report 2006 - 2007. So far, where it involved matters dealing with the upgrading the Moe Library, Council / Officer conduct has fallen well short of that Code.

PG Aboltins,
6 Dec. 2007



CONCEPTS FOR MOE LIBRARY EXTENSIONS

OPTION 'A' - features:

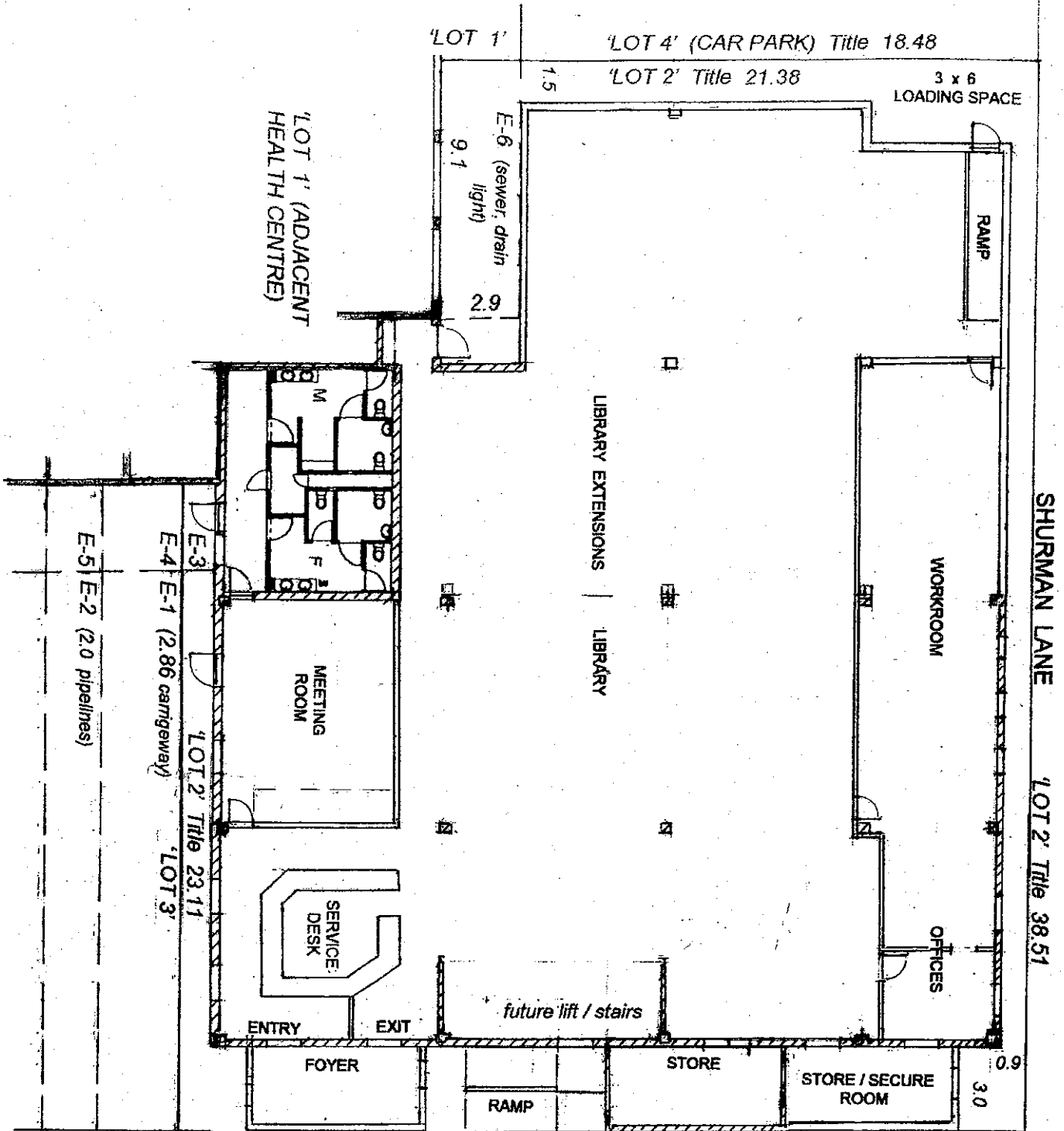
- * Minimum alteration work.
- * Cost likely less than half of a new library for similar features / space!
- * Most work possible with little disruption to Library operations.
- * Optional internal / external access to toilets / meeting room.
- * Scope to readily add second storey space of 470 sq.m. for meeting / display / office / storage, etc. public use hence release extra 30 sq.m. for library display.
- * Moe library 28.7 m wide, new one 23.5 m. max. and less flexible layout.

Entry / Foyer	21	[#]
[portion of shared]		[40]
Workroom / offices	124	[160]
[work / conference]		[635]
Library	644	[635]
Meeting room	56	[92]
['community' room]		[92]
Toilets / corridors	54	[60]
[shared / adj. corridor]		[28]
Store / secure room	19	[28]
Total (approx.)	918	[1015]

(External wall floor areas in sq. m.)
 (Column [#] shows comparative space allocations on concept plans for relocated new library on George St railway land.)

RE - USABLE WALLS

SCALE: 1 : 200 approx.



**CONCEPTS FOR MOE
LIBRARY EXTENSIONS**

OPTION 'B' - features.

- * Relocated service desk to allow optional entry / exits to Kirk St. or a new common entry with service centre.
- * Cost likely much less than a new library for similar features / space!
- * Most work possible with little disruption to Library operations.
- * Optional internal / external access to toilets / meeting room.
- * Scope to readily add second storey space of 470 sq.m. for meeting / display / office / storage, etc. public use hence release extra 30 sq.m. for library display.

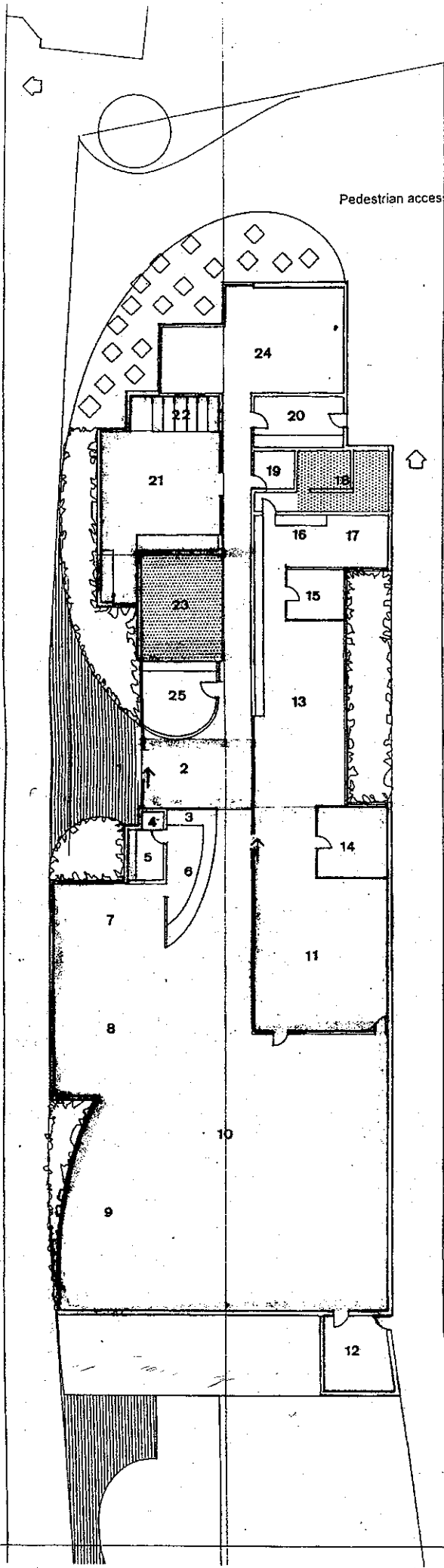
	Area	Area	Area
New Entry Foyer	20	[40]	[#]
[portion of shared]			
Workroom / offices	124	[160]	
[work / conference]			
Library	644	[635]	
Meeting room	56	[92]	
['community' room]			
Toilets / corridors	54	[60]	
[shared / adj. corridor]			
Store / secure rooms	40	[28]	
Total (approx.)	938	[1015]	

(External wall floor areas in sq. m.)
(Column [#] shows comparative space allocations on concept plans for relocated library on George St. railway land.)

RE - USABLE WALLS

SCALE: 1 : 200 approx

GEORGE STREET



Pedestrian access to railway station

Railway line

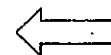
MOE RAILWAY STATION

**LIBRARY / SERVICE CENTRE
LEGEND**

- 1. COVERED ENTRANCE
- 2. FOYER
- 3. SERVICE DESK
- 4. BOOK RETURNS
- 5. SECURE ROOM
- 6. CIRCULATION DESK
- 7. GENERAL READING AREA
- 8. RESOURCE AREA
- 9. STUDY AREA
- 10. COLLECTION
- 11. WORKROOM
- 12. STORE ROOM
- 13. OPEN OFFICE
- 14. CONFERENCE ROOM
- 15. DIRECT CARE/TRANSIENT
- 16. KITCHENETTE
- 17. STAFF ROOM
- 18. STAFF TOILETS
- 19. IT
- 20. HEALTH ROOM
- 21. COMMUNITY ROOM
- 22. COMPACTUS
- 23. PUBLIC TOILETS
- 24. CAFÉ
- 25. INTERVIEW ROOM

**MOE PRECINCT CONCEPT PLAN
GEORGE ST DEVELOPMENT (Option 1)**

North



AUDUN PEDERSEN Architect
 55 Anzac Road TRAFALGAR
 5633 2190 0417 303 228

0 10 m

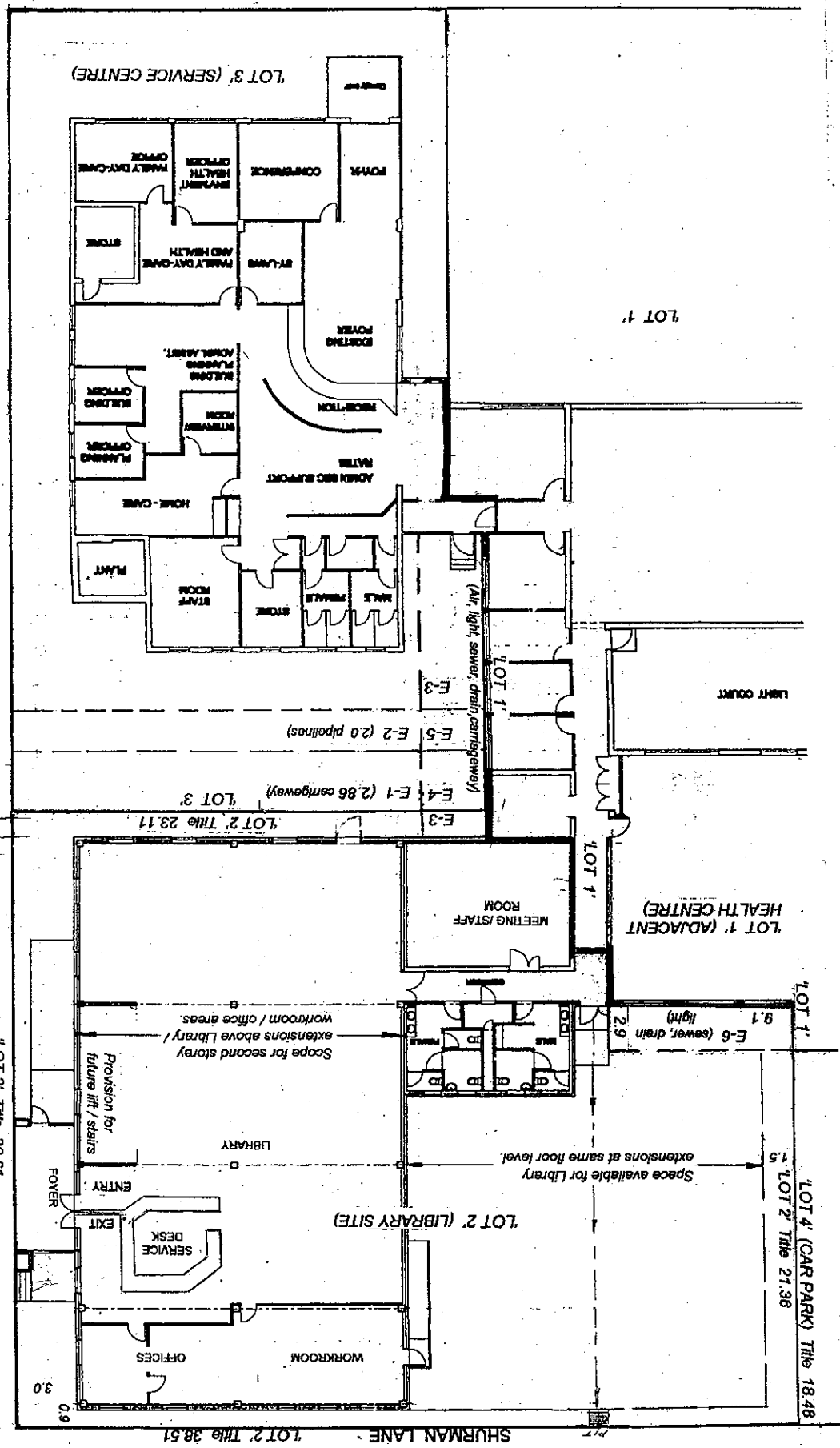
0 10 m



MOE PRECINCT CONCEPT PLAN
EXISTING CONDITIONS
ALBERT ST. RE-DEVELOPMENT

KIRK STREET

ALBERT STREET



Note: Underground services (electric, water, sewer, drains) to Library are located in this 0.9 m strip
E-1 to E-6 indicate various type of easements / restrictions on titles of Lot 2 and Lot 3.

21	Entry Foyer
80	Workroom / offices
390	Library
54	Meeting / staff room
56	Toilets / corridors
601	Total (approx.)

MOE LIBRARY EXISTING FLOOR AREAS, Nov. 2007 (external walls, in square metres)

SHURMAN LANE LOT 2 Title 38.51

LOT 4 (CAR PARK) Title 18.48
LOT 2 Title 21.36

LOT 1' (ADJACENT HEALTH CENTRE)

LOT 1' (Air, light, sewer, drain, campegway)

LOT 2 Title 23.11

LOT 3 (SERVICE CENTRE)

LOT 1'

LIGHT COURT

LOT 1'

LOT 1'

LOT 1'

LOT 2' Title 30.61

0.9

3.0

1.5

2.9

9.1

Space available for Library extensions at same floor level.

Scope for second storey extensions above Library / workroom / office areas.

Provision for future lift / stairs

FOYER

ENTRY

EXIT

SERVICE DESK

LIBRARY

WORKROOM

OFFICES

MEETING / STAFF ROOM

STAFF ROOM

PLANT

HOME-CARE

PLANNING OFFICER

PLANNING OFFICER

PLANNING OFFICER

STEWARDESS ROOM

WELDING OFFICER

WELDING OFFICER

WELDING OFFICER

ADJ. ASST.

ADJ. ASST.

ADJ. ASST.

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ADJ. ASST.

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ADJ. ASST.

FOYER

CONFERENCE

HEALTH OFFICER

HEALTH OFFICER

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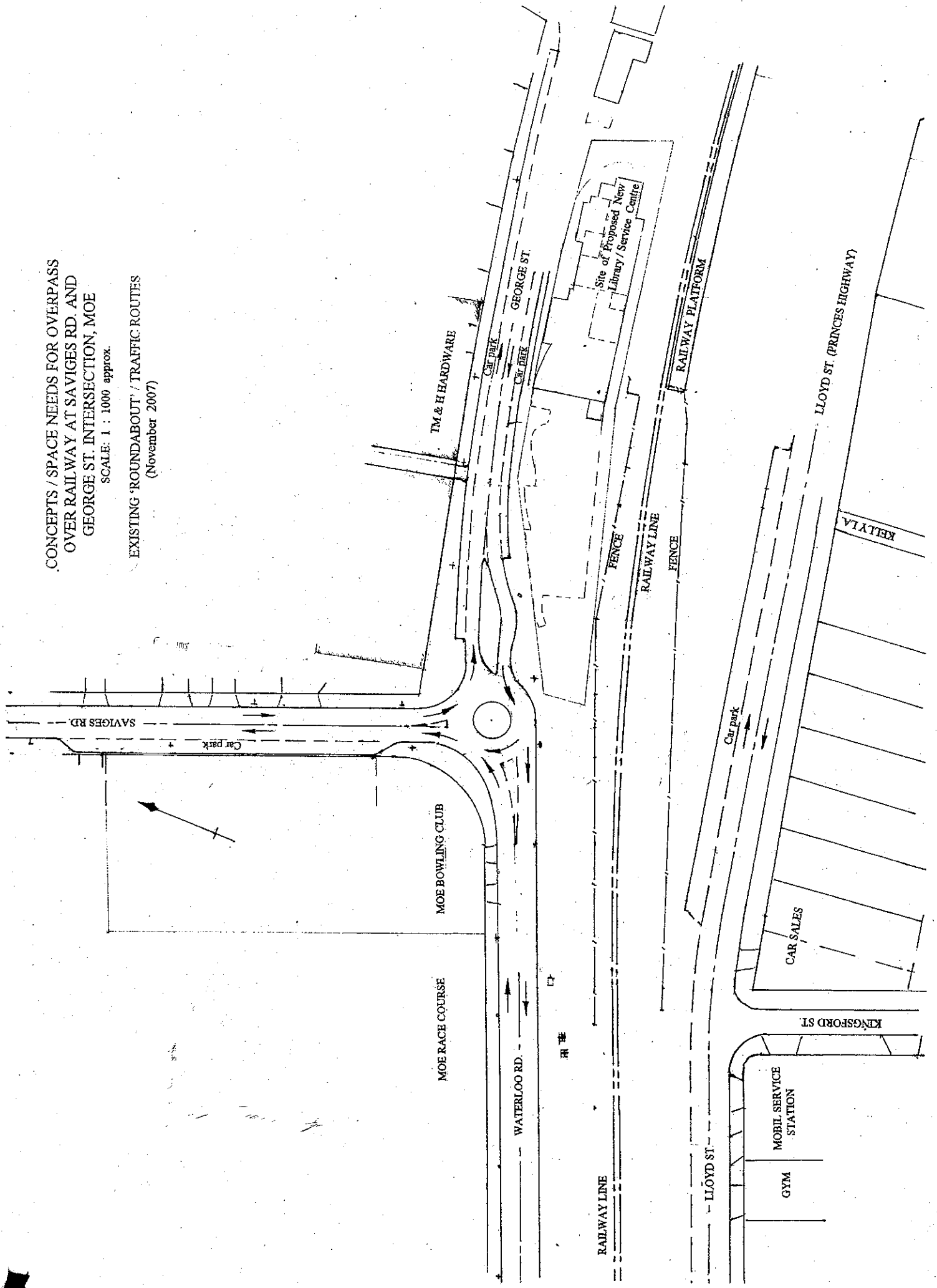
HEALTH OFFICER

HEALTH OFFICER

CONCEPTS / SPACE NEEDS FOR OVERPASS
OVER RAILWAY AT SAVIGES RD. AND
GEORGE ST. INTERSECTION, MOE

SCALE: 1 : 1000 approx.

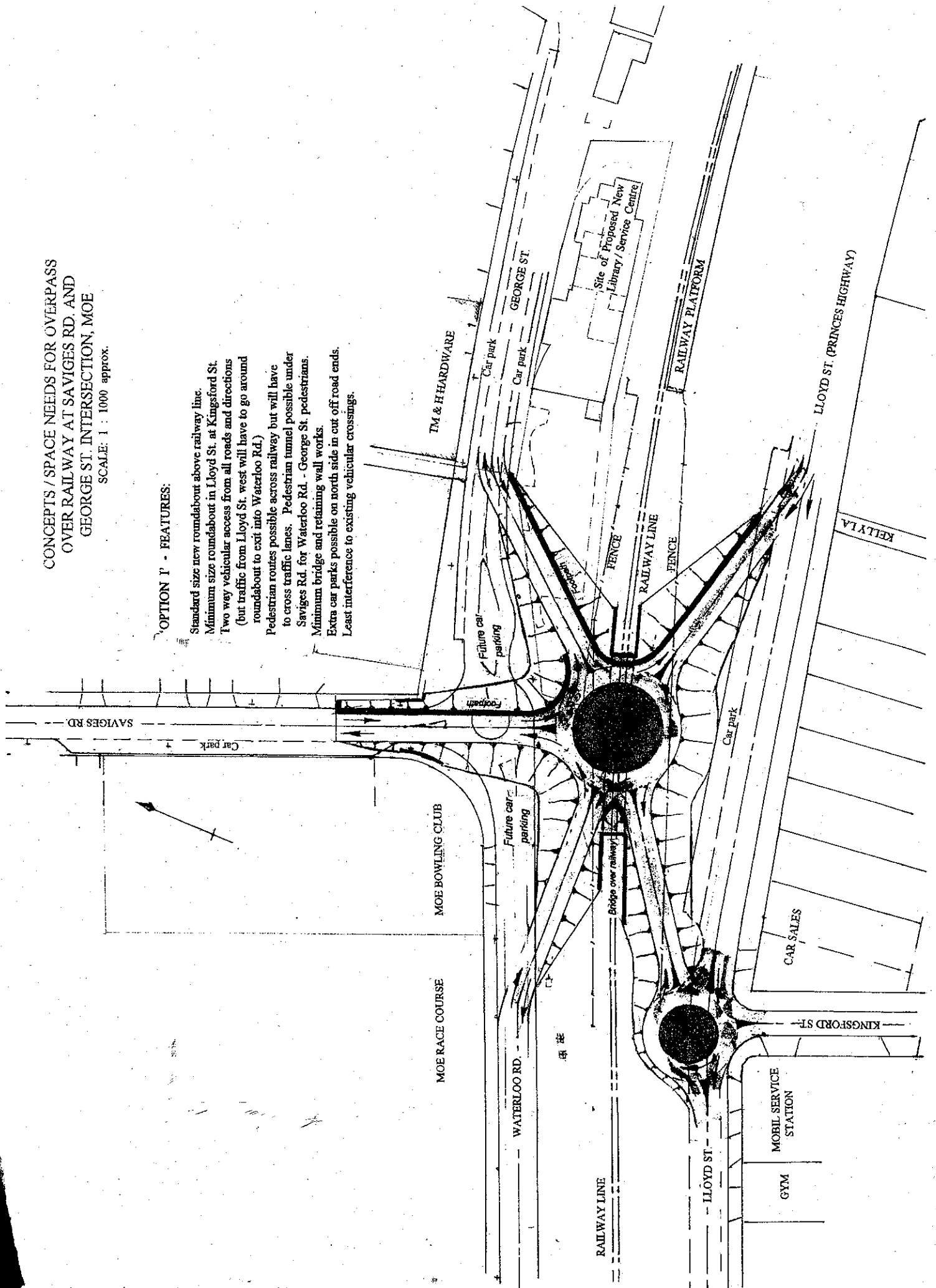
EXISTING 'ROUNDABOUT' / TRAFFIC ROUTES
(November 2007)



CONCEPTS / SPACE NEEDS FOR OVERPASS
 OVER RAILWAY AT SAVIGES RD. AND
 GEORGE ST. INTERSECTION, MOE
 SCALE: 1 : 1000 approx.

OPTION I - FEATURES:

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

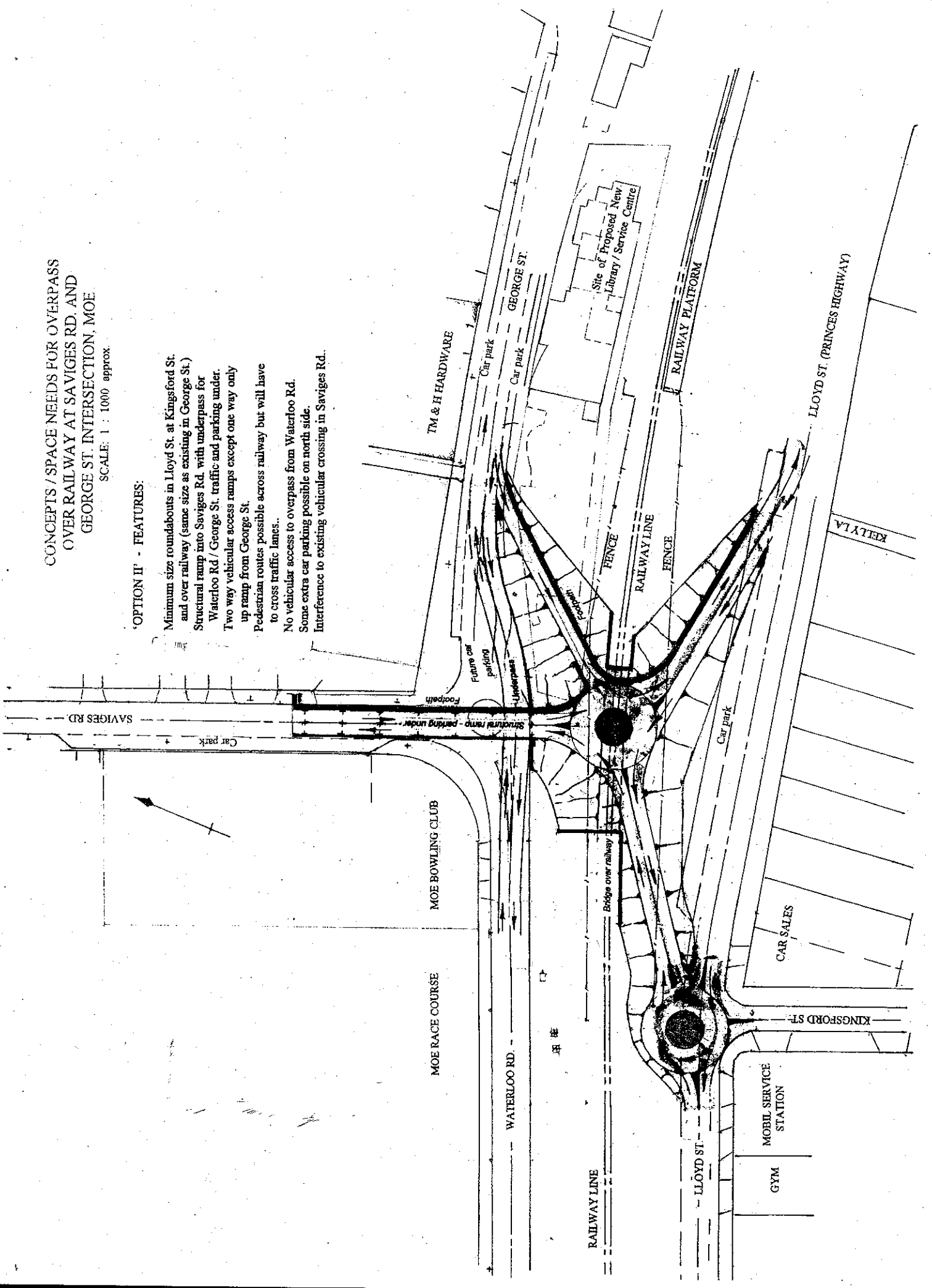


CONCEPTS / SPACE NEEDS FOR OVERPASS
 OVER RAILWAY AT SAVIGES RD. AND
 GEORGE ST. INTERSECTION, MOE

SCALE: 1 : 1000 approx.

'OPTION II' - FEATURES:

- Minimum size roundabouts in Lloyd St. at Kingsford St. and over railway (same size as existing in George St.)
- Structural ramp into Saviges Rd. with underpass for Waterloo Rd / George St. traffic and parking under.
- Two way vehicular access ramps except one way only up ramp from George St.
- Pedestrian routes possible across railway but will have to cross traffic lanes.
- No vehicular access to overpass from Waterloo Rd.
- Some extra car parking possible on north side.
- Interference to existing vehicular crossing in Saviges Rd.

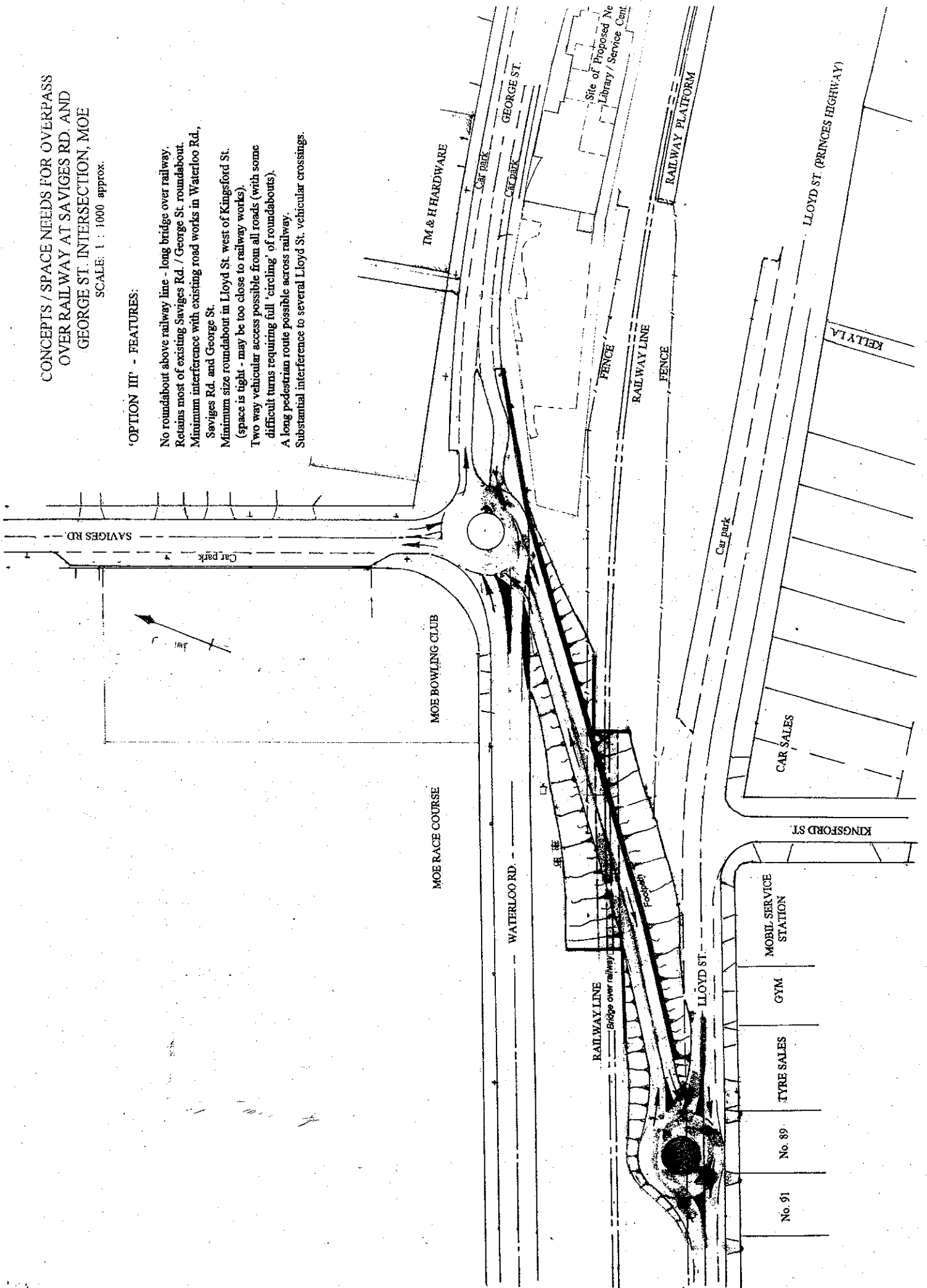


CONCEPTS / SPACE NEEDS FOR OVERPASS
 OVER RAILWAY AT SAVIGES RD. AND
 GEORGE ST. INTERSECTION, MOE

SCALE: 1 : 1000 approx.

'OPTION III' - FEATURES:

- No roundabout above railway line - long bridge over railway.
- Retains most of existing Saviges Rd. / George St. roundabout.
- Minimum interference with existing road works in Waterloo Rd., Saviges Rd. and George St.
- Minimum size roundabout in Lloyd St. west of Kingsford St. (space is tight - may be too close to railway works).
- Two way vehicular access possible from all roads (with some difficult turns requiring full 'circling' of roundabouts).
- A long pedestrian route possible across railway.
- Substantial interference to several Lloyd St. vehicular crossings.





P.O. Box 230 Moe 3825
Mobile: 0412 261 783
Phone: (03) 5126 1783
Fax: (03) 5127 3076

Latrobe City	
- 7 DEC 2007	
Doc. No:	
Action Officer:	
Disposal Code:	
Comments:	

December 4, 2007

Jane Burton
Latrobe City Council
P.O Box 264
Morwell 3840

Dear Jane,

I would like to take this opportunity to congratulate Latrobe City on its Moe Activity Centre Plan, it is long over due and hopefully this will give Moe/Newborough a much needed boost for its future developments.

A new community Hub is vital to any country town in particular the town size of Moe. This hub will enable all residents within easy access of public transport. The site proposed by council will enable visitors to the Moe/Newborough Township either by road or rail access to facilities with some ease.

In finishing it is vital that Moe/Newborough residents support this project along with Council to make sure that this town grows along the same lines as Morwell & Traralgon.

Yours truly,

Lachlan Sim

President – Moe Football/Netball Club
Local – Electrical contractor – Moe/Newborough

TANJIL PLACE

MEDICAL

Tanjil Place Medical Centre Pty Ltd
A.C.N. 086 820 091 A.B.N. 48 485 930 467

46-48 Albert Street, Box 1000, Moe Vic 3825
Ph: 03 5126 1344 Fax: 03 5126 1142

3rd December 2007

Attention: Jane Burton
Latrobe City Council
P O Box 264
Morwell 3840

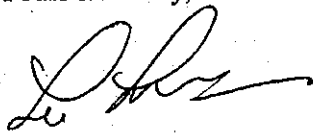
Dear Madam,

The Partners and Staff of Tanjil Place Medical Centre wish to strongly endorse the current Moe Activity Centre plan.

For many years Moe has suffered from inadequate infrastructure development and a lack of any clear vision for the future of the town. Moe and its environs bore much of the pain for the restructuring of the SEC and as a result there has been a large element of social and economic dislocation.

The new central activity plan is an excellent concept that will provide not only a facility of extremely high quality but a useful social focus. Importantly it will also provide a symbol to the people of the town that there is a commitment to ongoing development in the area. The Partners and Staff whole heartedly support this proposal.

Yours sincerely,



Dr Les Thurman
for Partners & Staff
Tanjil Place Medical

Latrobe City	
- 6 (11-1) 2007	
Doc. No:	
Action Officer:	
Disposal Code:	
Comments:	

Jane Burton
Latrobe City
PO Box 264
Merwell VIC 3840

Dear Jane Burton,

Subject: Draft Moe Activity Centre Plan

I am writing to you in support of the Draft Moe Activity Centre Plan. As someone who was involved in the original transit cities meetings some years ago, it is pleasing to see some of the projects suggested then are now coming to fruition.

The fact the State & Federal Governments have committed 2 million dollars each to the project. I am sure Council will commit similar amounts of funding to the project.

The projects identified, such as the proposed civic plaza & transport hub, will significantly improve an area of Moe that for some time has raised concerns with a number of community groups within the town.

It is important that the area in direct view and surrounding the railway station presents our town in the best possible light. As there are a great number of train travelers who see this view of Moe, and the present old goods yard is not suitable.

It is my understanding that a number of current business's will need to be relocated. I hope Council will show due consideration to these business owners and their needs.

I have also noted that there is some opposition to Moe receiving a new library, this causes me some concern as Moe is well overdue for an upgrade. It makes sense to me to locate the library near a public transport hub, with plenty of parking and good access to many types of public transport, as more and more people in our community are choosing to use public transport.

I commend Council on this project as well as the public consultation process that was undertaken. The planning meetings with community groups from the town, which surprisingly included some of the current critics of the project, the public speak out sessions which were also well attended. I look forward to seeing the projects take shape in the town and hope Council will continue to look at ways of improving Moe in consultation with stakeholders in the town.

Best regards,
Tony Flynn

INSULMET (Aust) PTY LTD

Industrial Insulation Contractors

ABN 57 143 873 280
19 Della Torre Road
MOE VIC 3825
Ph: 03 5126 1747

4th December, 2007

“Attention Jane Burton”
Latrobe City Council,
PO Box 264,
MORWELL 3840

Dear Sir/Madam,

The Moe Activity Centre plan is an excellent document that will help lead Moe in its future developments.

Insulmet believe any new “Community Hub” must be situated in the CBD within easy reach of all residents and public transport. We are excited by the plans to incorporate a new facility with existing transport hubs as well as providing improvements to interchange between transport modes and routes. The site proposed by Council also has the capacity to incorporate increased leisure activity as well as providing a vastly improved ‘centre point’ to the Moe CBD. Visitors to the Township, either by road or rail, will be able to access tourism facilities with ease. A much better welcome view than that which currently exists will be created, at the same time improved community services will be more accessible to the community as a whole.

Yours faithfully

Chris Thornton

CHRIS THORNTON
Insulmet (Aust) Pty Ltd
Manager/Owner

Moe Activity Centre Plan
Urban Renewal Strategy & Implementation Report.

Submission to

December 2007

Written by

Wendy Baillie

Wendy Baillie
Moe Pets & Pieces
9 George St
Moe Vic 3825
Phone 0351 26311

Introduction.

For as far back as the 1970's when the freeway by-passed the City of Moe, it has had to struggle with its economy. It suffered severe setbacks when Mid Valley shopping centre opened and again when the S.E.C was privatised. In more recent years Moe has started to recover slightly and as Melbourne becomes more accessible it should begin to flourish again.

I agree that Moe could do with a 'make-over' but not at the expense of existing businesses. Recently there have been petitions against the relocation of the Frank Bartlett Memorial library, and the Shire Offices to the disused goods platform along the north side of the railway on George St. Most patrons are against this proposal. While I feel that the library is in a prominent position already, I also feel that Moe has lagged behind both Morwell and Traralgon and has second grade amenities. I have no objections to upgrading these buildings to match the other towns. My argument is the proposed destruction of the existing buildings on the south side of George St to accommodate not only the library but a glorified public toilet block.

The businesses operating from these stores are mostly specialty shops. i.e.: there are no other stores in town offering the same unique services. The removal of these businesses would result in a huge loss of revenue from Moe to the neighbouring towns. Not only would it be from lost business to the shops but all the other items bought while they were shopping elsewhere.

The suggestion to relocate is not a feasible option for most of the stores. More than half of them are owner/operated and it is not possible to relocate under those circumstances. For the remainder of the tenants, relocation to newer premises would also bring with it a substantial rent increase and there are few shops available with the floor space required by some.

In the attached submission I have set out a series of questions that I consider relevant to the issue that in my opinion should be discussed. I have included suggestions as to how the proposed changes can still be implemented without loss of economy to the City of Moe.

I urge you to review the submission carefully before dismissing the ideas as unattainable.

Submission re Moe Activity Centre Plan

Queries.

- Is it prudent to create parks and treed areas adjacent to the railway? As pleasant as these areas may be for the overall ascetics of Moe, they could create a security risk for pedestrians. Shady treed areas at night present a threatening sight to people on foot and would not be well patronized due to this fact.
- However well fenced and protected, do we really want our children playing in areas abutting the railway line?
- Is it economically sound to demolish eight operating businesses to make way for a public plaza and pavilion building? These commodities will not generate income into Moe. In fact because they are mostly specialty shops money will be spent out of town as customers will have to travel to buy products once readily available in Moe. It also stands to reason that they will spend money in other places while they are there thus further reducing the economy of Moe. It would make much more economical sense to upgrade the parking behind the existing shops and plant taller shrubs to soften the effect of the rear of the buildings..
- Is there anything wrong with upgrading the treed area in Moore St to improve the ascetics of the area? It is already well patronized and is a pleasant place to spend some time for quiet reflection. It could only be made better by having some covered areas and café style seats added.
- Is it a good idea to build another toilet block, especially close to the railway, which has its own toilets? While I agree Moe needs public toilets I feel that they would be better suited in a plaza type situation rather than a stand alone building

as they tend to become havens for drug users and a meeting place for teenagers. If the library is relocated to the old railway goods yard a toilet facility could be incorporated as part of the building.

Suggested Remedies.

- **SPEAK OUTS.** Public opinion should be sought at a number of these venues not just one. This would give a wider scope of the community a chance to attend. This should include at least two forums to address the proposed changes outlined in the Moe Activity Centre Plan.
- **EXPANSION OF TANJIL PLACE MEDICAL CENTRE.** Moe urgently needs an up to date state of the art medical centre with all the latest technology including a Medi-Care office. Unfortunately, with such a widespread shortage of medical personnel I fail to see how this is possible. It is also a known fact that Moe has little room for ground level expansion without putting existing buildings and parking areas at risk. The obvious solution to the problem is to expand upwards. This would enable the library to remain at its present preferred location whilst ensuring that Moe has the best possible medical treatment available.
- **UPGRADED CYCLE TRACK.** An upgraded cycle track would be an asset to Moe, but could be expanded to not only include the Moe-Yallourn Rail Trail, but to extend to Lake Narracan. A cycle track circumnavigating the lake with strategic stopping points would be an asset for tourism to Moe.
- **BETTER SIGNAGE.** Larger more visible signage at the entrance to Moe depicting it as the Gateway to the Latrobe Valley is necessary to improve tourism to the area. The present signage is too small and not eye-catching enough.

- **ACCESS TO SAFEWAY.** Unfortunately Safeway is on the opposite side of the main shopping centre. If there is anyway to improve access to and from there it could only be an asset. This needs to be achieved without losing any existing businesses.

- **MOE TRAIN STATION PRECINCT.**

1. The focus of the CBD in Moe is shifting further to the west with the construction of the larger chain stores and the coming upgrade on the Coles/Kmart complex. It would therefore be more fitting to move the pedestrian crossing on George St to line up with Market St. This would give free access to complexes through there while still allowing access to the shops to the east along George St and down Moore St. Instead of shifting the whole of the railway station further west it would be less costly to change the exit to the west side instead of where it is now. The pedestrian crossing would be open and allow a view of the shops beyond through Market St. It would be possible to affiliate lightly/planted landscapes within the area greening up the crossing.

2. The development of the 'goods yard' site is an excellent idea. A modern building to the western end incorporating an information centre, public amenities and even the library would enhance a new pedestrian crossing opposite Market St. The section to the east up to the existing car-park entrance could then be utilized to incorporate a visual open plaza setting.

- **INTEGRATED BUS LOOP AND STREET UPGRADES.** There is no good reason why the taxi area can not be extended to incorporate an integrated bus loop. There is parking along both sides of the road that service the shops on the north side of George St, as well as parking to the rear of the shops. The car park along the railway could be utilized to integrate a bus stop
- **MOORE ST SHARED ZONE.** The idea that the top end of Moore St in the shared zone could become the primary shopping street is not a valid one. With the extension of Coles/Kmart, the opening of the Aldi store and the other complexes all in the west section of the CBD, the focus of shopping in the town will gravitate to there, not Moore St. With this in mind there is a perfect opportunity to upgrade the existing treed area in Moore St. It could be designed to incorporate covered areas suitable for light eating/resting places. It is an area that is already well patronized as a meeting place for shoppers.

Conclusion.

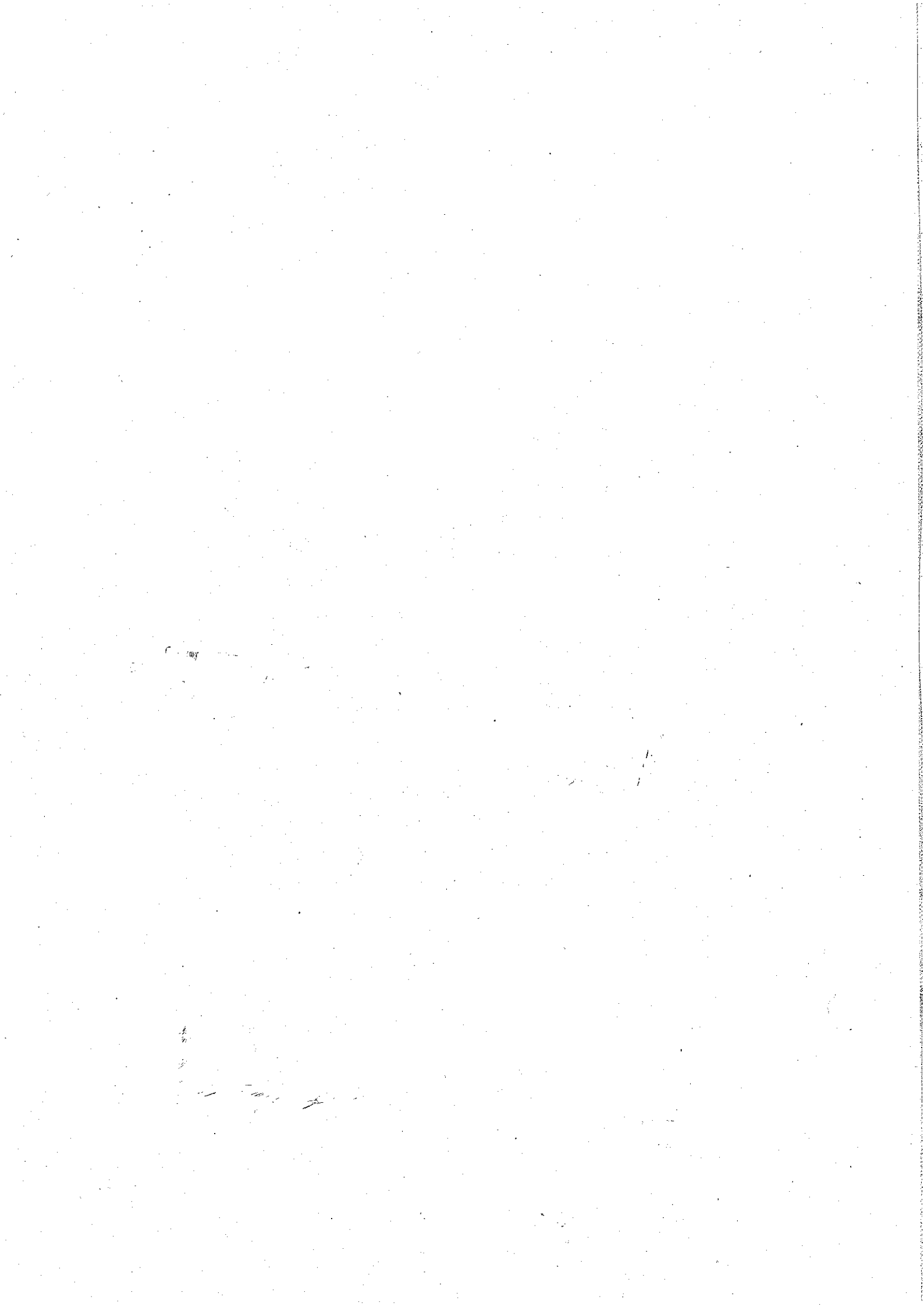
There are other options available to Latrobe City in the implementation of the Moe Urban Renewal Strategy. These options should be discussed at a number of public forums so as to obtain the greatest community input.

- The Medical centre could expand upwards which in turn would eliminate the need to move the existing library.
- The cycle track should not only take in the rail trail but extend to circumnavigate Lake Narracan.
- Improved signage is imperative to advertise Moe as the Gateway to the Latrobe Valley.
- Access to Safeway from the rest of the CBD needs to be upgraded.

- With the focus of the CBD being moved further west the pedestrian crossing from the railway should be moved in line with Market St. This can be achieved by exiting the railway station from the west instead of the east.
- The existing shops along the south side of George Street are specialty shops and provide much to the economy of the town. The destruction of them could prove to be detrimental to this very economy forcing shoppers to travel to neighbouring towns.
- The ascetic outlook of the existing car park from the railway station could be softened by planting trees to mask the shops.
- The disused 'good yard' and further west could be turned into an information building incorporating other amenities.
- To the east of the goods yard back to the car park entrance could be 'greened up' and turned into a landscaped public plaza leading to the pedestrian crossing at Market St.
- Integration of the buses with the taxis could be achieved by utilizing the car-park along the railway on the east side of the existing pedestrian crossing.
- Moore St could be upgraded to incorporate more covered areas for the general public and by landscaping the area providing a greener effect.

In conclusion I would just like to once again point out that there are other options available to upgrade Moe without the destruction of well patronized businesses. The economy of the town would suffer badly if such an action were undertaken. I again urge you to open-mindedly consider the options set out above and how these suggestions could achieve an urban plan without too much disruption to the existing shops.

Wendy Baillie



3rd March 2008

To Mr Paul Buckley,
Chief Executive Officer,
Latrobe City

re: Moe Activity Centre Plan

Dear Cr Zimora,

I am writing to extend my support in principle for the key ideas and recommendations of the Urban Renewal Strategy and Implementation Report for Moe as prepared in 2007.

I have read the report and I am also aware of the high profile negative feedback from some sections of the community.

I would like to add my voice in support of the vision to revitalize Moe as I believe the Moe/Newborough precinct has wonderful potential. I live in Newborough and I love the Moe/Newborough district.

There are particular aspects of the report I would like to address.

Firstly, the key recommendation for the upgrade and facelift of Moe Station as a transport and civic hub. There are many reasons why we should renew our towns around public transport and cycling/ walking facilities and I believe that this would be a fantastic focus for Moe. It seems inevitable that as we reduce our carbon emissions, we will be looking for alternative transport opportunities and this is public infrastructure development which is serving a dual purpose.

Secondly, the several references to the role of the Moe/Yallourn Rail Trail as a transport option and an attraction for the town. I have just read also the Lake Narracan Socio-Economic Impact Development Study Reports which also highlight the role of the Moe/Yallourn Rail Trail as a tourist and recreational attraction for the area. I believe attention to this resource would service both reports and recommendations and would significantly enhance the perception of Moe as a 'green' destination.

At the risk of being laughed at, I am aware of towns in Europe, I believe especially in Scandinavia, where there is a pool of bicycles available for locals to ride as needed with designated drop off and pick up stations. As we move to greener transport options, I would love to see Moe as an icon for sustainability! These are initiatives of the public sector to educate the public and to support the public to live in the community and while there would be concerns over maintenance and vandalism etc, there are models around

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the world. Why not? The Rail Trail services significant population with good access to the Moe Town Centre and would put us on the map in a positive way.

Thirdly, the issue of the civic hub and relocation of the library and service centre. The crux of the Moe Activity Centre Plan seems to be that it will require Public infrastructure development to attract commercial developers and community interest in new concepts for living and working close to facilities. I support the relocation of these services within the overall development plan and I would hope that progress will be forthcoming.

My proviso for the construction of new public facilities is that they are designed according to environmentally sustainable design features including water efficiency, renewable energy sources and passive-solar construction. A demonstration 10 star building complex in Moe would also enhance the perception of Moe as a 'green' town to be.

The issue of acoustics for buildings adjacent to the railway and transport centre is really addressed with building design and appropriate materials including double glaze glass. Having lived happily on a railway line in Oakleigh (without double glaze!) before moving to Gippsland, I am aware from personal experience that this is not an insurmountable problem. Besides, the high rise and low-rise developments in Melbourne are built on tram and train lines and busy transport routes and people live and work there so there are solutions.

Finally, I would like to refer to a book I have which I read some years ago. It is called the "The Rise of the Creative Class" by Richard Florida. It is really about how some communities thrive because they attract creative people who then attract more creative people. He says, 'places need a people climate – or a creativity climate – as well as a business climate' (p7) and he goes on to outline the need for diversity of population and the 'Bohemian Factor' which attracts the artists and thinkers and musicians to stimulate the cultural life of the community. The economic life of the community thrives also in this environment. Although outside the scope of the Plan as presented, attracting diverse cultural groups to Moe and welcoming them will also enhance our community.

In conclusion, I anticipate speedy progress to prioritise and implement the recommendations of the Moe Activity Centre Plan and I would be grateful for a proposed time-line for development to be made available.

Sincerely,



Denise McKenna

Cc: Mr Paul Buckley, Cr Lisa Price, Cr Bruce Loughheed, Moe/Newborough Development Group

Lisa Price

12-3-2009

Mayor

Latrobe City Council

Dear Lisa

MOE CAR PARKING

I would like to see the Council buy the land abutting Coles New World Albert St MOE.

We don't have enough parking. Kirk St is usually busy. The car parking on the North Side of the Albert St School is never used.

We have 50 to 60 people each Tuesday at the Gateway Gippsland Day Club at the RSL - AS

The R.S.H. don't have their own
car park. Shoppers car parking
is limited.

The railway station used to
only be full of cars in Seniors
Week. Now there are no car
spaces during the week unless
you are there very early in
the morning.

Yours faithfully
M. A. Sanderson

M. A. Sanderson



20-4-09

The Manager
Moe Activity Centre Plan

Dear Sir

I have read the Moe Activity Centre Plan Newsletter Issue 2: April 09.

I understand the aesthetic look of Moe is most important. (I am a member of "Make Moe Grow") I live one street away from Haigh St. I only take my car when visiting the CBD if I buy something heavy.

I attend the RSL Mondays and Tuesdays and the library on a Friday when the Cuppa Natta group meets in the community room. I have noticed in the last 4 or 5 years how many more cars are parked in the CBD. They don't use the

Haigh St car park abutting Albert St
School.

I think it is very important to
have more car parking. The station
car park used to be only full when
it was Seniors week now it is full
from morning to night.

Thanks for improving Moe.

Margaret Sanderson

Margaret Sanderson

Latrobe City	
22 APR 2009	
Doc No:	
Action Officer:	
Disposal Code:	

Ken Whittaker



25th. May 2009

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

Moe Activity Centre Plan

Urban Renewal Strategy & Implementation Report

This is a brief and broad commentary of my observations and suggestions as invited via public notice.

Observation #1

My comments mainly refer to the proposed relocation of the existing Moe Library.

I am opposed to the relocation of the existing library and offer the following observations and an alternative proposal.

It appears to me that it is council's intention to relocate the Moe library regardless of any and all public opinion as it is glaringly apparent that the central focus of the proposed rail corridor design is the New Library.

Notwithstanding that council has listed the proposed New Library as "Agreed Could Haves" there is no offered alternative in the design or in the "Could Haves."

I offer the following suggestion:-

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Suggestion #1

Leave the existing library where it is. Utilise the foresight of the original designers and planners and remodel the existing structure both upward and outward, incorporate the current "civic centre" into the redesign. As I understand the council did in fact do such a redesign with drawings a few years ago. I have copies of such drawings and would be happy to provide them to your office if you can't find them.

By all means incorporate some of the modernisation concepts indicated in the Activity Centre Plans, ie: open space – children's play areas – coffee tables etc. There is ample other public space that could become allied with the revamped library such as :-

(a) Education centre surrounds , adjoining roadway.

(b) existing footpath space – (narrow the width of Kirk Street as it does not service anything other than the library, Education centre side entrance and one school side entrance).

© A shared roadway concept, not necessarily the same as mixed use as in Moore St, but with the Engineering Department undoubted skills expanded the width of the library into Kirk Street. Imagine the flexibility of such a public open space, adjoining the revamped public space concept library , along with a mall that would be available for Anzac day parades, Jazz Festivals, Moe race Day parades. Wonderful.

Observation #2

Part of your proposed rail corridor design includes a substantial area for New Library area, on the north side.

Also on the South side there is proposed increased parking to more readily accommodate train passengers needs.

Also opposite the Leggies hotel there is a small area of land proposed for private commercial development, evidently along with a upgraded "Horizon Petroleum" site.

I also note that in the proposed bus route design local buses do not enter or pass the south side of the rail station, (Lloyd St), the very side in fact, where train passengers embark and disembark. There is no provision for passenger bus or taxi drop off or pick up.

I offer the following suggestion:-

Suggestion #2 – Alternative to Library relocation

Having left the existing library where it is, the proposed ex "New Library" area could now be made available to private enterprise.

Perhaps those that were interested in the existing library site, and your proposed private development area opposite Leggies, could now turn their attention to the now available "Ex New Library space now becoming a new very centrally located zone within the proposed rail corridor, close to everything.

Observation #3

I note that there are presently approx 74 spaces available for car parking in and around the existing rail station. 37 in the rail station entry apron and 37 on unprepared spaces opposite Leggies hotel, some of them immediately adjacent to the Horizon Service station.

I also note that some of these spaces currently utilized by the public for car parking, are on the area proposed for private commercial development in the Activity Centre Plan.

I also note that the proposed public transport bus route around the town centre does not traverse Lloyd St or the rail station entrance.

I offer the following suggestion:-

Suggestion #3

On the south side of the proposed rail corridor (Lloyd St) utilise all of the existing areas used for car parking (this would cancel the councils proposed availability of private land development as I have mentioned earlier – suggestion #2) and by extending west on rail land, increase the car parking spaces to at least 100.

Also with the now extra space made available by the cancelling of commercial zone and extra land to the west, you should include in the design, provision for bus and taxi drop off and pick up of rail passengers. Example – room to drive a bus in and out without interfering with any other traffic as is the case now. Currently when V-Line busses enter the rail station on the south side all other traffic is stymied. In your current proposal it appears that this has not changed.

By providing a bus/taxi drop off pick up area in the south side design rail travellers would avoid having to troop across the railway lines to the opposite side from their embarkation point, to catch a bus or a taxi, both of which in your current plans are a long walk away, quite the opposite I would have thought to an ideal transit hub.

In conclusion, I note that there is evidence that the Victorian Transport Department have plans to duplicate the rail line between Moe & Traralgon. This would certainly be a major project with widening of archways on existing bridges including the existing road bridge roundabout in Moe and the road overpass at Gunns Gully.

This 12 metre easement is measured from the centre of the current running line and notwithstanding that the DOT's plans have not yet been funded or final plans been developed I hope that I am still around to see the egg running down the councils face should the DOT go ahead with such plans in the foreseeable future.

I trust that any plans that you finalise will take this duplication prospect into mind.

Should one need to allow for the rail line duplication transfer the rail platform from south side to north side and incorporate it into your transit hub design, having left the library where it is.

Use all of the land now available on the south side for private commercial development still providing an open space see through rail walk over concept.

If rail land cant be purchased then lease it for 99 years.

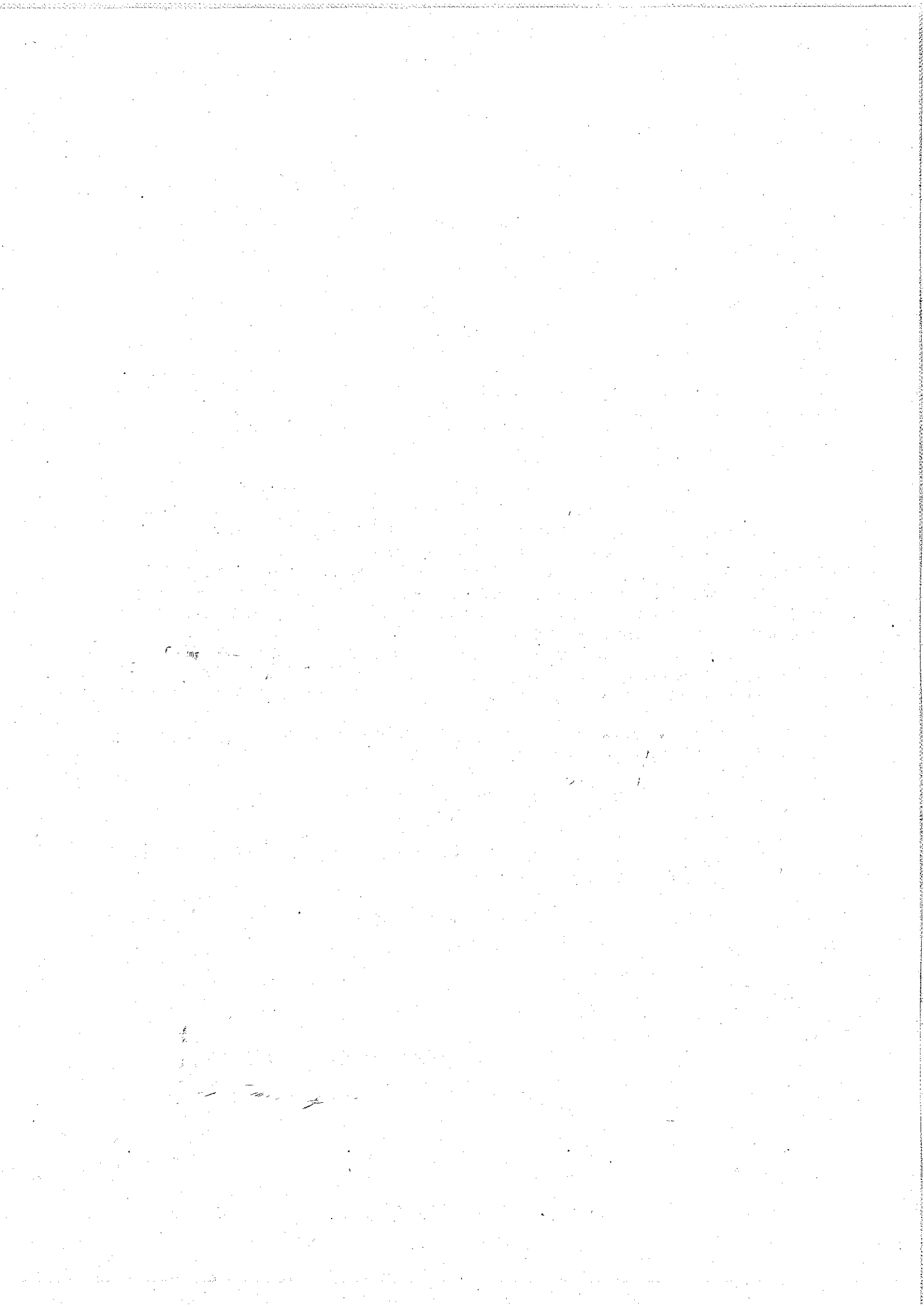
I will continue to watch with great and active interest the final plans for the Moe Activity Centre. I hope and trust that democracy is not yet dead in the City of Latrobe and that the true will of the people will prevail whatever the result.

I request that you acknowledge this correspondence by reply to me, either by letter or email.

Yours sincerely


Ken Whittaker


cc Councillor Bruce Lougheed (e-mail)



Moe and District Residents Association Inc.

No. A0052091G

26th May, 2009

Mr. Paul Buckley
 CEO
 Latrobe City Council
 PO Box 264
 MORWELL, Vic. 3840

Dear Mr. Buckley,

Please accept this as a letter of submission from Moe and District Residents Association Inc. (MADRA Inc.) in response to the LCC public notice inviting responses to the Moe Activity Centre Plan (MACP) Urban Renewal Strategy and Implementation Report.

1. MADRA has made previous detailed (December, 2008) submission to the Council initiated C62 structure plan amendment process. The focus of our submission was the MACP. In our C62 submission, we state:

...we are concerned that the conceptual projects of the Moe Activity Centre Plan (MACP) are flawed and require amendment if they are to fulfill the needs of Moe/Newborough through to 2040. We urge Latrobe City to adopt consistent town planning principles in the delivery of transport facilities across the major urban centres of the city.

The MACP Moe Station Precinct Revitalisation Project

In its current format as described in the MACP, this project does not provide for a multi-modal transport interchange. Moe needs a multi-modal transport interchange similar to the facility developed and operating successfully in Morwell. Such a facility in Moe should consist of:

- bus terminal facilities both north and south of the railway line servicing local, inter-town, V-Line, interstate, tourist and charter bus routes;
- a significant increase in car parking to support railway commuters;
- a taxi rank and taxi parking facilities in immediate proximity to the railway station;
- bicycle storage facilities;
- greatly improved pedestrian access in and around the transport interchange;
- a staffed transport information booth and tourism booking facility for people entering and passing through the inter-modal transport interchange;
- modern public toilets;

- dining facilities and/or encourage the use of various eating venues currently provided close to the railway corridor north and south of the railway line;
- other existing businesses incorporated into the design wherever possible thereby enhancing the use of the Moe inter-modal transport interchange area.

Development of such a transport interchange demands utilization of the railway corridor along George Street west of Moore Street up to Saviges Road and along Lloyd Street both to the west and east of Fowler Street. The land immediately west of the Horizon petrol station should be reserved for extensions to the station car park (not for a restaurant as proposed in the MACP) and make offset provision for the site of the currently derelict sub-station-switchyard that could be a suitable as a commercial site for a restaurant/café.

A caveat on the transport interchange development requires recognition of the two heritage trees on Lloyd street: an oak tree west of Fowler Street and a significant remnant gum tree east of Fowler street. Sensitive development that maintains the good health of these trees could provide aesthetically pleasing and heritage referenced landscaping and interpretation opportunities. We recommend the development of a heritage overlay to ensure protection, conservation and sensitive development around these two trees and their environs. We further recommend that development around Moe railway station actively interprets both the Gunnai-Kurnai links with the Lloyd street area and the pattern of Moe township development emanating from the construction of the 1870s Gippsland railway line and the Moe railway station.

In its current form, the Council's proposed Moe Railway Station Precinct Revitalization project is totally inconsistent with design principles used for the development of the inter-modal transport interchange facilities in and around Morwell railway station, the newest and most successful facility of its type in Latrobe. It is also inconsistent with the early reports of David Lock & Associates that inform the MACP. These reports refer repeatedly to development around the Moe railway station as an 'urban lifestyle hub' yet somehow, inexplicably, within the MACP this becomes a 'civic hub'.

The MACP Moe Railway Station Precinct Revitalization fails the *MSS 21.04 - 3 Objectives: Settlement; Urban Design; Heritage; and Infrastructure* as detailed above. It undermines the function of Moe's railway corridor by illogically imposing into the immediate site buildings and infrastructure, including the Moe Library and Council Service Centre, unrelated to an inter-modal transport interchange. It does this at the expense of the much needed extension, enhancement and integration of the inter-modal transport function of Moe's railway corridor and without regard to the effect of splintering the existing Moe civic centre long located in and around Albert Street. It disregards the inconvenience it will impose on current and future users of the Albert Street civic hub. It fails to take advantage of the opportunity to adapt the existing George Street shops to enhance the utility and amenity of an inter-modal transport interchange. It

ignores the substantially higher costs on the public purse inherent in compulsorily acquiring the George Street shops, businesses and land for the purpose of relocating the Library and Council Service Centre compared to the lower cost associated with improving and extending the Library/Service Centre on their current, Council-owned sites. It fails the MACP brief's own criterion of providing an environmentally sustainable design that, as a minimum, should include enhanced and integrated public and private transport facilities, make maximum use of and enhance Moe's existing infrastructure, and provide a concept design that is lasting and referenced to the current and future needs of the community.

In contrast to the requirements of the original MACP brief, this project is strikingly wasteful, inefficient, inflexible and irrelevant to the functions that Moe's railway corridor should be servicing. We believe and strongly assert that this project in its current form is conceptually confused and will, ultimately, confuse and damage rather than enhance and improve the design and function of Moe's central activity district. Accordingly, we recommend adoption of our amendments as detailed previously." (p 1-3)

Further to our C62 submission, we note the important information made available at the Council 'design in' event and the Council 'ideas shop' about the Department of Transport's plans to duplicate the railway line from Moe to Traralgon on a southern easement. Secondly, that the Department of Transport is actively considering relocation of the Moe Railway Station from south to north of the railway line i.e. from Lloyd street to George Street.

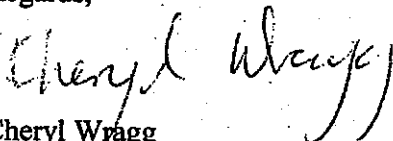
Common sense dictates that these DOT plans will have significant consequence for the situation of transport infrastructure in Moe. The development of an integrated transport hub will necessarily be located in George Street, rather than Lloyd Street. This will make the availability of room in the George street side of the railway corridor a precious commodity for housing essential transport infrastructure. We believe there will not be enough room for anything other than transport infrastructure and related support buildings (such as public toilets, information booth) on this site. Further, we believe and urge that the provision of essential transport infrastructure must not be displaced by buildings/services that could be housed elsewhere in Moe's CBD.

2. MADRA members are totally opposed to the relocation of the Moe Library and Council Service Centre to the George Street railway corridor site. With only one exception, our members are unanimous in their opposition to the proposed relocation of the Moe Library and Council Service Centre. They are deeply concerned about the detriment to the Albert Street civic hub, and the loss of ready access to services in Albert Street such a relocation would cause. MADRA members support the improvement and extension of the Moe Library and Council Service Centre on their current site. We urge Council to commit to such improvements to the Moe Library and Service Centre as nominated previously through Council's 5 year Library Strategy Plan adopted by Council in 2006.

3. The need for essential transport infrastructure in Moe abutting the Moe railway station does not require a 'catalyst project' to legitimate its provision. The current state of Moe's transport infrastructure around the Moe railway station is shameful in its inadequacy. We believe there would be few populations the size of Moe/Newborough and district that lack bus terminal/transit facilities, suffer totally inadequate commuter car parking, and have imposed upon them the congestion and public safety risks that occur at peak periods, on a daily basis, around the Moe rail station. In its current format, the MACP does not address any of these needs. We urge its amendment to prioritize the provision of essential transport infrastructure in Moe.
4. The MACP does not anticipate an additional and improved road transport overpass over the railway line. Yet, the need for such an overpass is pressing given the large volumes and types of road transport using the level crossing between Lloyd Street and Waterloo Road. For example, this level crossing is on the main truck route from Melbourne to the farming, timber getting and alpine regions north of Moe. Large trucks including semi-trailers and B-doubles must use this route. When travelling south and turning west into Lloyd Street, requiring it to give way to Lloyd Street traffic there is insufficient room on the level crossing to house a large truck without it extending over the rail tracks. MADRA supports the plans proposed by Peter Aboltins for a road transport rail overpass between Lloyd street and George Street at the Saviges Road intersection that would provide safe passage for road transport between the south and north of Moe and outlying regions.
5. The designs generated by the Council 'design in' event were *not* informed by fundamental information such as the actual availability of space in the George & Lloyd Streets rail corridor area. Nor were they informed by the space requirements of transport infrastructure such as the ramps on a pedestrian underpass or overpass, the dimensions of the Moe railway station and platform, the space requirements for bus terminus facilities including laying up and turning space, and the space requirements for extended commuter car parking and internal access routes. Without employing such facts, the designs are fictional. How can Council ask the Moe community to comment on the appropriateness of the designs when most of them are, in most likelihood, unrealizable?

If you require further information, please contact me on 51 27 3790.

Regards,



Cheryl Wragg
Secretary
MADRA Inc.

Jane Burton
From Peter Houston

28/5/09

**COMMENTS TO 'THE MOE IDEAS SHOP' RE
MOE RAIL PRECINCT PROJECTS (FOR LANDS IN GEORGE ST. AND LLOYD ST.
ADJACENT TO RAILWAY LINE) AND LIBRARY / SERVICE CENTRE.**

After attending the 'Design In' session on 1 & 2 May 2009 and reviewing its results I wish to make the following comments and suggestions.

Firstly it is worth noting that despite intentions and the expectations of many participants the following issues / 'projects' were not dealt with at that time:

- * review of fully costed options / benefits / deficits of upgrading and extending the library / service centre on the present site or building one elsewhere and, if so, how much space will be required for it and its car parks, the suitability of the proposed sites, etc.
- * what priority should be given to the future use of the above mentioned limited lands adjacent to the railway line / station, i.e. provide space for present and future needed traffic, transit terminus, rail overpass, appropriate numbers of commuter / other parking related facilities, etc. or to use the lands for 'ad hoc' projects like public buildings, theatres, education complexes, etc.
- * Moore St. Shared Zone Upgrades.
- * Hasthorpe Pl. Precinct pedestrian space improvements.
- * Refining the (existing) Roundabout Overpass and its connections.

Suggestions:

Moe Library / Service Centre - deal with the issues as a separate matter as soon as possible under the Council approved 'Library 5 years Strategy' (2006 - 2011). Provide fully costed options for upgrading / extending at existing site and for purchasing land / building on another site and, if so, where and what space will be required for the building, car parks and associated site works. Review in fully open public manner for their input. That process should overcome the present public resentment and result in better knowledge of space needs and costs, particularly if it is agreed to relocate the Centre elsewhere.

'Master Plan' for Traffic, Transit Interchange, Parking, etc. in the 'Rail Precinct' area.

Give priority to preparing a 'Master Plan' for the area before committing the use of the lands adjacent to the railway for any other purpose. The present Council process is supposed to provide long term guiding principles for the orderly development of the Moe commercial area for the next 20 (plus) years and that should start with resolving present and foreseen future traffic, transit interchange, parking, etc. needs.

Attached is a copy of an article (containing two pages and 2 plans) that sets out more details of such needs and how they could be dealt with in the above lands. (It may be worth noting that at the 'Design In' on 1 & 2 May 2009 I tried to provide a copy of this article to each 'Table of Participants' for their consideration but was duly refused by the 'Chief Facilitator' / Council staff). The proposals shown on those plans were based on the concept of requiring minimum acquisition of existing shops.

After considering the results from this 'Design In' I have incorporated some of the ideas into another version / option of a plan for a 'Transit / Tourist Hub' - Railway Overpass in the above area but this involves much more acquisition of existing shops. The attached two plans show how this could be done and how works could be 'Staged'.

Projects relating to 'Moore St. Shared Zone Upgrades', 'Hasthorpe Pl. Precinct pedestrian space improvements' and 'Refining the (existing) Roundabout Overpass and its connections'.

Will these be subject to further public review and if so when?

P. G. Abolins
P. G. Abolins
Manager / Principal Associate

28/5/09

CONCEPTS / SPACE NEEDS FOR 'TRANSIT / TOURIST HUB' IN GEORGE ST., MOE, - WITH INTERIM CONNECTION TO THE ROUNDABOUT AT SAVIGES RD. INTERSECTION.

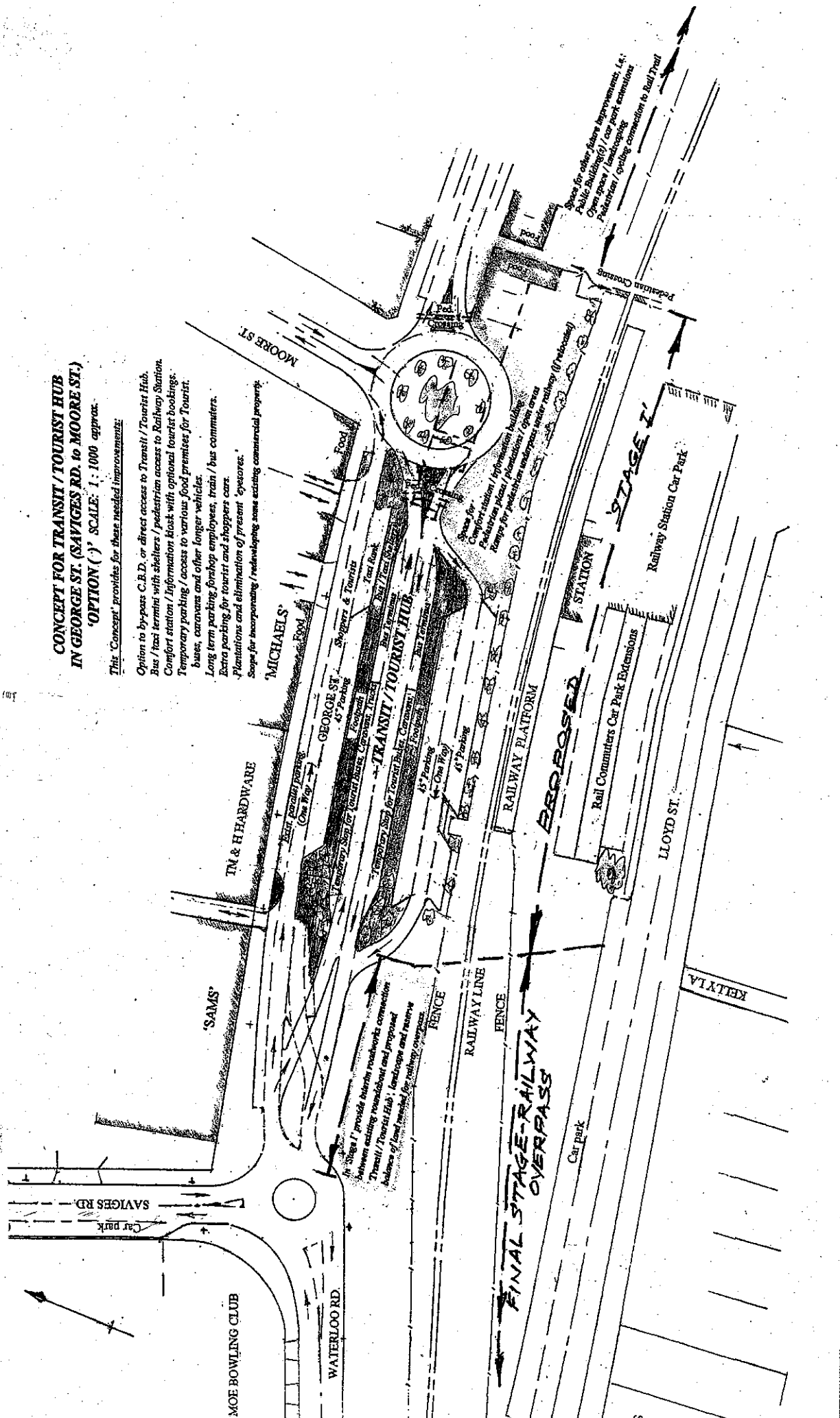
(Proposed as 'Stage F' of concept which includes a Railway Overpass at Saviges Rd.)

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

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

This 'Concept' provides for these needed improvements:

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



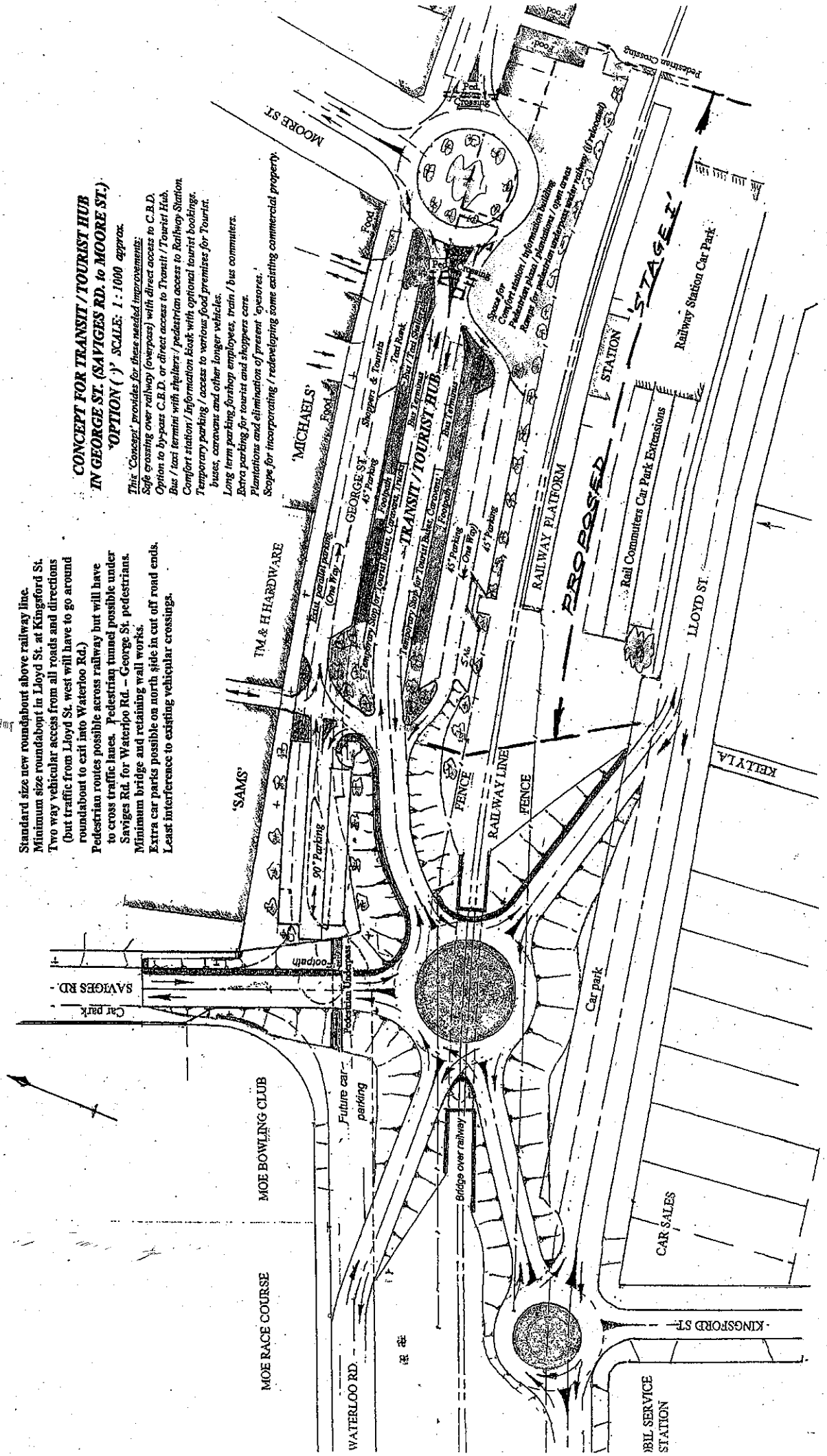
CONCEPTS / SPACE NEEDS FOR OVERPASS OVER RAILWAY AT SAVIGES RD. / GEORGE ST. INTERSECTION MOE, INCLUDING A 'TRANSIT / TOURIST HUB' IN GEORGE ST.

OVERPASS 'OPTION' - FEATURES

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

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

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



NEED TO PROVIDE FOR FUTURE TRAFFIC RELATED MATTERS IN COUNCIL 'MOE TRAIN STATION PRECINCT' PROJECTS (for lands in George St. and Lloyd St. adjacent to Railway Line).

In policy statements it is being claimed by Latrobe City Council that the aim of the 'Moe Activity Centre Plan' is to provide guiding principles for the future development of the Moe commercial area for the next 30 years, perhaps at least to year 2021.

The 'MAC Plan' documents fall well short of their aim as there is no 'Master Plan' for guiding how present and foreseen future needs for traffic, parking, transit interchanges, servicing tourists and shopping public and related matters will be dealt with in the future for the above 'precinct' and consequently what space will be needed for those purposes, particularly relating to the above lands - which in the main are unused railway reserve lands. Proper planning for transport to and from, around and within any Town and its commercial area are crucial to its development and should be given a high priority.

The purpose of this article is to reiterate what these needs are and show some concepts of how they could be dealt with - also what space may be needed. Several plans are attached to illustrate these matters. These show what lands, including unused railway lands, will be critical for providing space to deal with these needs. It is therefore critical not to agree to build other proposed 'projects' in the same spaces before resolving the traffic / transit / tourist, etc. needs and fix priorities.

Present Main Traffic Routes for Approaching the Moe Commercial Area and By Pass Routes for Through and Heavy Traffic.

These are shown on one attached plan. There is only one overhead crossing of the railway and this is at the east side of the commercial area. Nearly all of the traffic / pedestrians from the south / west of Moe, together with tourists and heavy traffic from and to Melbourne going north actually cross the railway at the Lloyd St. level crossing and go through the George St. and Saviges Rd. intersection at the west side of the Moe commercial area.

This Lloyd St. level crossing is likely to reach the limit of its purpose in the next decade because of safety and delay issues from the increasing vehicular and commuter train traffic. Of particular concern are the numbers of semi trailers, timber jinkers, 'B Double' trucks and similar that end up being help up at Lloyd St. with parts of their long vehicles stuck over the rail line. (An accident relatively recently between a truck and commuter train in this States western district showed what happens to light commuter train passengers in such crossing crashes).

This level crossing needs to be augmented with a railway overpass, preferably closer to the Moe commercial area. (It may also be worth noting that Moe is the only main Gippsland town, - out of Traralgon, Morwell and Warragul, that does not have safer overhead or underpass railway crossings at each end of their commercial areas).

*** Need for A Major Traffic Overpass / Roundabout over the railway line between Lloyd St. and George St. at the intersection of George St. and Saviges Rd.**

The need for an overhead crossing over the railway line at the west side of the Moe commercial area was envisaged in the 1980's when the other overpass / roundabout at the east end of the Moe commercial area was built. The proposed location is still the most logical for the required traffic movements and is the only location remaining where there is reasonable space on both sides of the railway line to build approach ramps.

The attached concept plan shows one option (highlighted in green) and illustrates how it could fit in with other possibilities in George St.

The works and ramps required for such overpass / roundabout will have impact on any traffic improvements proposed for the 'Clifton St. Precinct' and the 'Moe Train Station Precinct' (George St.) projects hence the space needed of for the overpass/ roundabout and the other needed improvements mentioned below will have to be determined before designs for the projects being currently proposed by Council are finalised.

A. P. G. AND ASSOCIATES CONSULTING SERVICES

CAO Vic. 0942382M ABN 71 994 687 224

*** Need to Provide Integrated Transit / Tourist Facilities and for Other Matters in George St. (between Moore St. and Saviges Rd.) and in Adjacent Unused Railway Lands on the South side.**

Beside the obvious need to get rid of the derelict eyesores that exist on these unused lands, space can be provided for the following facilities, - many of which were identified as needed in earlier Consultants reports like the 'Moe Transit Precinct' reviews of 2003.

- Access ramps for a proposed overpass / roundabout over the rail line at Saviges Rd.
- Public Toilets / comfort room.
- Transit interchange for intertown and local buses and taxis, including a new bus terminus.
- Long term parking for shop / commercial employees and train / bus commuters.
- Parking for shop customers and tourist vehicles.
- Tourist bus stopping bays, with easy access to the several existing restaurants and quick food outlets in George St.
- Temporary stopping bays suitable for parking other longer vehicles / cars with caravans .
- Passenger drop off / waiting facilities.
- Pedestrian access to station and across railway.
- Information boards / tour booking kiosk - possibly incorporated in a remodeled existing shop.
- Public open space / with shade plantations and plantations along railway.

The location is very suitable to be turned into a 'Tourist Hub' and adjacent shops could be encouraged to develop facilities / shopping for tourists - as in the town of Yarragon. It may even be possible to remodel most of the existing shops to provide 'shop front facades' to also face the railway line. Only several of the western shops would need to be acquired.

The attached Concept Plan shows (highlighted in yellow) how these needs could be provided in the above George St / unused adjacent railway lands areas. One aim of proposed layout is to encourage / make it easier for tourists and others to stop as soon as they reach the Moe commercial area, spend a few dollars and maybe continue down Moore St. and spend a few more dollars before they leave the Town. Others will be able to bypass the commercial area along the west side down Saviges Rd. / Della Torre Rd.

With proper planning and cooperation from VLine most of the works to provide these facilities could be built in affordable stages and before the proposed railway overpass is built at a later stage.

*** Needed Unused Railway Lands on North side of Lloyd St. between Fowler St. and Kingsford St.**

The lands referred to are those parts west from the Railway Station existing car parks. These lands are presently partly landscaped and will be needed for the following main purposes:

- Access ramps to the proposed overpass / roundabout over the rail line to Saviges Rd.
- Substantial extensions of parking areas for railway commuters - the existing car parks are full every weekday.
- Transit interchange for interstate, intertown and local buses and taxis
- Public open space / with shade plantations and plantations along railway.

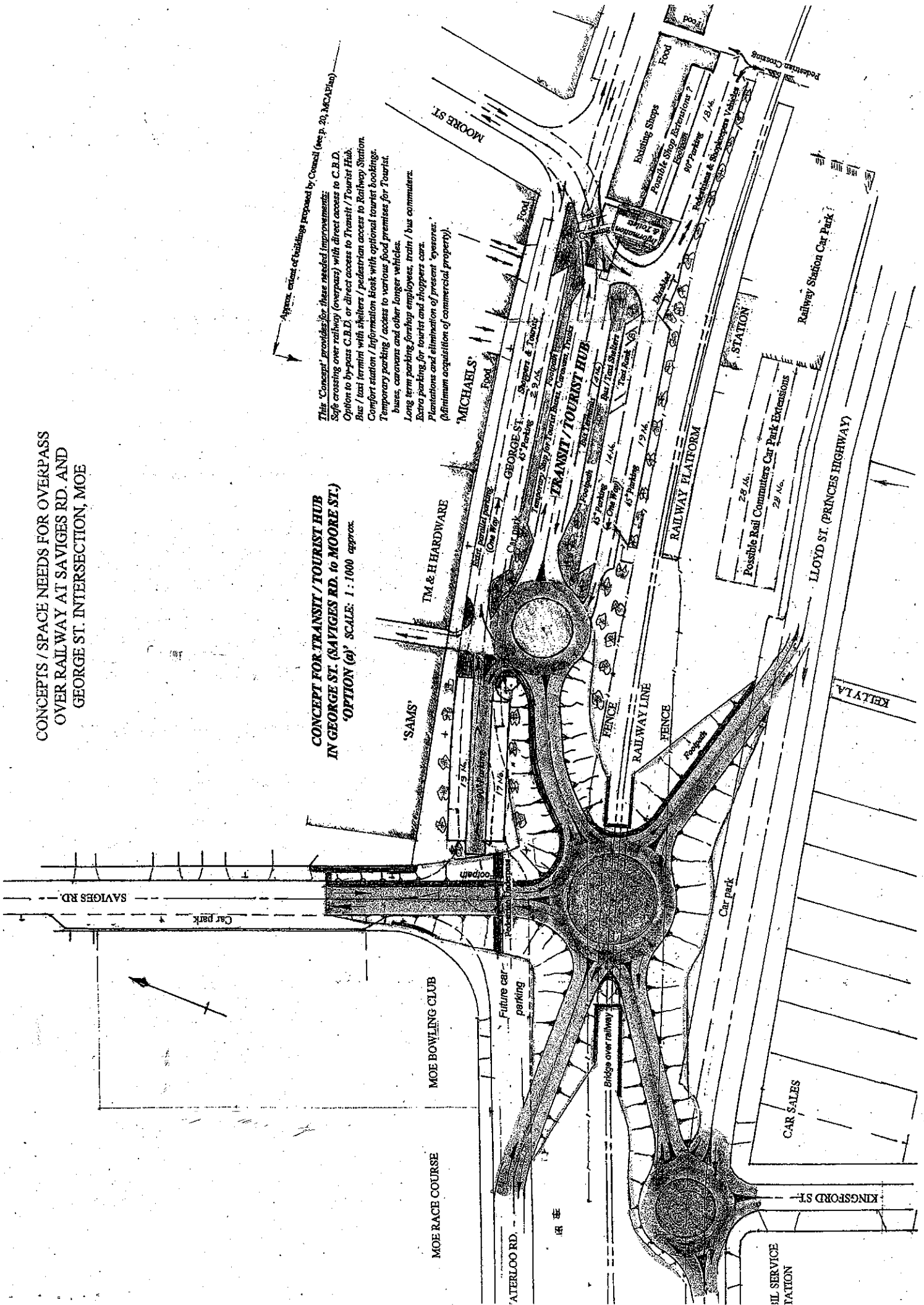
I have pointed out these needs in earlier submissions to Council and the State Minister for Roads and Transport / VicRoads. The latter advise that these are matters for Council to initiate and deal with and officers of the Council have advised that the matters raised are 'outside the scope of MACP'. However at the time of adopting of the 'concepts' of the 'MACP' Councillors spoke of all details being reviewed at the 'design / public consultation' stage.

I hope that you will be given the opportunity to seriously consider these matters before making decisions regarding what specific other 'projects' Council is currently trying to promote for the same areas.


Manager / Principal Associate

CONCEPTS / SPACE NEEDS FOR OVERPASS
OVER RAILWAY AT SAVIGES RD. AND
GEORGE ST. INTERSECTION, MOE

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



Approx. extent of buildings proposed by Council (see p. 20, MCAPlan)

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

'SAMS'

TM & H HARDWARE

'MICHAELS'

ATERLOO RD.

Future car parking

MOE BOWLING CLUB

MOE RACE COURSE

RAILWAY

Bridge over railway

RAILWAY LINE

RAILWAY FENCE

RAILWAY PLATFORM

Car park

CAR SALES

RAILWAY SERVICE YARD

KINGSFORD ST.

Possible Real Commuters Car Park Extensions

RAILWAY STATION CAR PARK

STATION

PEDESTRIAN CROSSING

RAILWAY

LLOYD ST. (PRINCES HIGHWAY)

RAILWAY STATION CAR PARK

STATION

PEDESTRIAN CROSSING

EXISTING SHOPS

POSSIBLE SHOP EXTENSION 7

RAILWAY STATION

RAILWAY PLATFORM

RAILWAY STATION CAR PARK

LLOYD ST. (PRINCES HIGHWAY)

CAR SALES

RAILWAY SERVICE YARD

ATERLOO RD.

Future car parking

MOE BOWLING CLUB

MOE RACE COURSE

RAILWAY

Bridge over railway

RAILWAY LINE

RAILWAY FENCE

RAILWAY PLATFORM

Car park

CAR SALES

RAILWAY SERVICE YARD

KINGSFORD ST.

Possible Real Commuters Car Park Extensions

RAILWAY STATION CAR PARK

STATION

PEDESTRIAN CROSSING

RAILWAY

LLOYD ST. (PRINCES HIGHWAY)

RAILWAY STATION CAR PARK

STATION

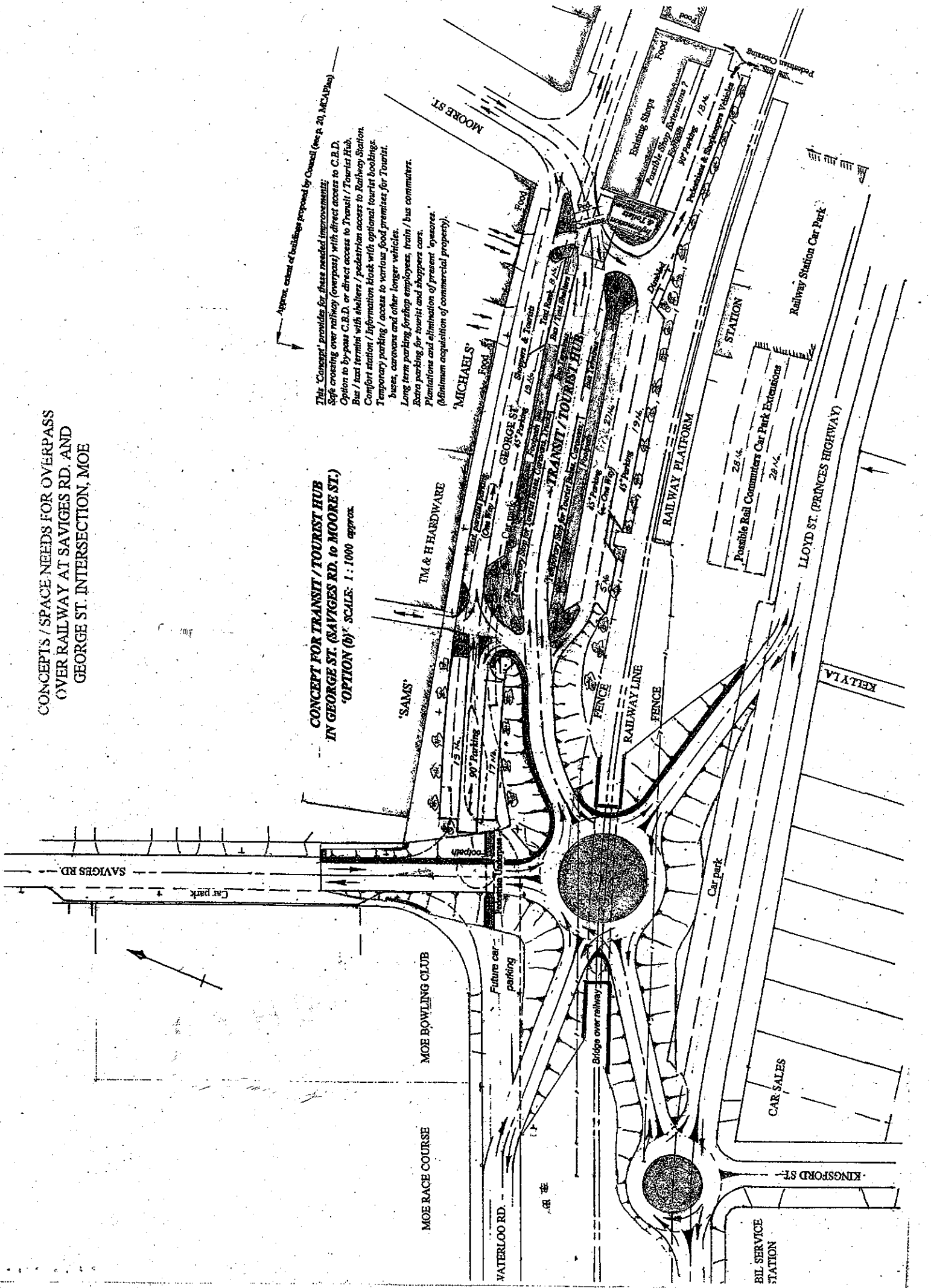
PEDESTRIAN CROSSING

CONCEPTS / SPACE NEEDS FOR OVERPASS
OVER RAILWAY AT SAVIGES RD. AND
GEORGE ST. INTERSECTION, MOE

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

Approx. extent of buildings proposed by Council (see p. 20, MCP/Plan)

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



BL SERVICE STATION

CAR SALES

KINGSFORD ST

KELLY LA

LLOYD ST. (PRINCES HIGHWAY)

Possible Rail Commuters Car Park Extensions
28 %
28 %

STATION

Railway Station Car Park

RAILWAY PLATFORM

RAILWAY LINE

FENCE

Bridge over railway

WATERLOO RD

MOE RACE COURSE

MOE BOWLING CLUB

RAILWAY LINE

GEORGE ST

MICHAEL'S

TM & H HARDWARE

'SAMS'

MOORE ST

Existing Shops

Possible Shop Extensions?

By Parking / 9%

Problems & Shopkeepers Vehicles

Food

Food

Food

Food

Food

Food

Food

Food

Food

Food

Food

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Pettinella Distributors Pty Ltd

PO Box 132

COLDSTREAM VIC 3770

ABN 51 006 879 394

Mobile

5th August 2009

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

Dear Sir,

RE: MOORE STREET, MOE

We are the Freehold owners of the property situated at and known as 1- 3 Moore Street, Moe.

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

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

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

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

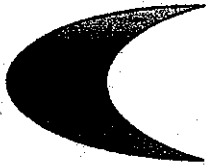
We request that Council take the necessary action to implement our request.

Yours Faithfully



Tony Pettinella

Pettinella Distributors Pty Ltd



ARBARDAR PTY LTD
a.c.n. 005 869 358 a.b.n. 61 005 869 358
P O Box 4781, Knox City Centre 3152
Telephone /Fax: (03) 9758 7798
e-mail: maxlethlean@gmail.com

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

22nd September 2009

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

Dear Sir,

RE: MOORE STREET, MOE

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

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

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

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

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

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

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

Yours Faithfully

Max and Pam Lethlean
Arbardar Pty Ltd

DEAR SANDY

FINISHED AT LAST!
THE TWO LETTERS I
SPOKE ABOUT.

THE 'POOL' ONE IS
FOR THE EXPRESS.

PLS. RING ME IF YOU
HAVE ANY COMMENT

ATTACHED ARE
YOUR COPIES.

T.A.
DON

15 September 2009

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

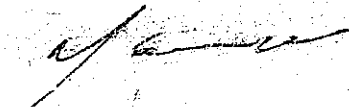
Dear Mr Buckley

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

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

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

Yours faithfully


Don Coupe

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

ACTION ON TRARALGON POOL SHOULD NOT BE ALLOWED TO "DRY UP"

I have read with interest the information published in the LV Express recently under:- Pool study 18/5, tenders, and feasibility study 30/7.

Feasibility studies (data gathering) are often overly expensive, take far too long (in this case results by 31/3/2010) and are regarded with suspicion by the public in general because their input is not included.

2010 will probably see much council debate on the matter, including budget discussions and restraints. In order to speed up this process I believe that if a committee were to be set up comprising of experienced community citizens, a retired civil engineer and the city engineer, much local experience could be tapped into. For example the Newborough Indoor Pool and Yallourn North Pool where solar heating was installed at a very low cost were both driven mainly by local interested people.

I also believe there are only two site options, but the present 50metre outdoor site appears ideal. It is central and accessible for schools, pedestrian or bus access and car parking is available.

Consideration for an annexed gymnasium needs to be given, this may attract addition funding from either State or Federal Gvt. Also a cafeteria , large sliding doors to open during summer and solar heating should all be considered.

Council should also check other 50m indoor pools, especially the 50m pool at Narooma Southern NSW which is an example of how a 50m outdoor pool can be converted very successfully into an indoor heated complex.

In short I, and the local community no doubt, would dearly like to see a start made in 2010, not 2011 or 2012. If only we could cut the red tape to a minimal and just get on with it.


Don Coupe

From: _____

Sent: Wednesday, 30 September 2009 10:07:19 AM

To: Hiren Bhatt

Subject: Moe Rail Precinct Revitalisation Project Comments

Hi Hiren

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

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

Kind Regards

Maree Hall



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From:
To: Hiren Bhatt <Hiren.Bhatt@latrobe.vic.gov.au>
Date: 29/09/2009 2:41:28 PM
Subject: Moe rail precinct revitalisation project

Hi Hiren,

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

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

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

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

to drive to the neighbouring towns of Morwell, Traralgon and Warragul to shop and not support our local economy. The services seemed to either be more readily available in these other places and there was more merchandise to choose from. Moe was just stagnant and for anybody who remembers the better times, it was sad to see.

I feel that those people who are opposing the move of the library from its current location to the new precinct will probably be the same people who will begrudgingly use the new library and in the end, wonder how they ever coped without it. In my discussion with the library manager this morning (his name escapes me - I'm sorry) he said that the library is only half the size needed to cope with a community of Moe's size. Moe deserves better services and that includes a modern new precinct complete with library, internet cafe, a skate park for the young to go to be themselves, new parking for train commuters etc. Also, I think that it's great that the rail trail will travel through the town. Anybody who has ever been involved with cyclists knows that they like to stop for a coffee and a rest and Moe will be a great place to do that in with our handful of excellent cafe places like Groovy Tuesdays and Cool Beans. This current library is great and it's been marvellous for the time being but let's face it, the building is not historic. The only really historic building in Moe would probably be Purvis stores and I'm no historian, so I'm not entirely sure. But I know that something (the library) that was built in 1981, doesn't hold historical value.

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

Thanks and cheers,

Judie Burelgh

From: [REDACTED]
Sent: Monday, 5 October 2009 4:27:14 PM
To:
Subject: RE: new taxi rank

Hi David,

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

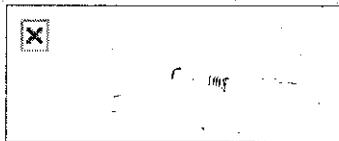
We thank you for your feedback. Please don't hesitate to contact me if you have any other questions or feedback.

Kind regards,

Hiren Bhatt
Place Manager - Moe Activity Centre
Latrobe City Council

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

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



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

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

My Name is David Brant EX Manager moe taxis,

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

From: Hiren Bhatt
To: b
Sent: Thursday, October 01, 2009 4:12 PM
Subject: RE: new taxi rank

Hello,

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

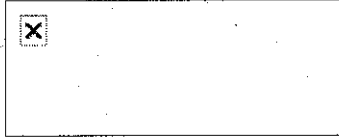
Thanks and regards,

Hiren Bhatt
Place Manager - Moe Activity Centre

Latrobe City Council

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

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



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

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

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

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

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

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

www.latrobe.vic.gov.au

Dear Hiren Bhatt,

I am writing in regards to the MACP plan for Moe's Central Business district.

While an internet cafe, library and skate park are great things to have in a town, Moe already has them. Why get rid of 14 shops which people have worked hard for, while at the same time, creating higher unemployment for the sake of moving services from one place to another?

Why not create a larger shopping precinct instead? If the area can be used for what will eventually become an eyesore, why not make everyone happy and create more jobs by placing more shops instead? That way, noone will lose their business, people will have somewhere to shop as well as gain employment.

Everyone is forced to shop in Morwell or Traralgon while it's possible to let Moe shine and attract tourists to a great part of Latrobe Valley instead of seeing it as a "Dead Zone." Let Moe reach it's full potential.

The current plans won't attract as many people as you think. It's boring.

Another idea is thinking safety. The Lloyd St intersection where drivers must cross the train lines is seriously dangerous. Especially at four in the afternoon when traffic is congested. The line of cars waiting to cross onto Lloyd St is indescribable. Near miss accidents are a regular occurrence as well as frustration, over-use of

precious fuel and cars' temperatures soaring.
People want to go home but they can't move
because of the constant flow of Lloyd St.

A man in a four wheel drive was nearly hit
by an oncoming train; admittedly he shouldn't
have been on the tracks but he was stuck between
the boomgates and the only way out was for
me, a learner driver, to put my six month old
son's life, my fiancé's life and my own at risk
and pull out in front of traffic so this man
wouldn't be hit and probably killed.

This intersection NEEDS traffic lights to keep
everything moving along. I'm sure it wouldn't
be too much to ask as Narracan Dve/Dinwoodie Dve
wasn't as dangerous as this and that got
attention.

So instead of trying only to make money and
attract tourists, how about we put the
communities' safety first and then worry
about revamps. You won't have customers
if no one has been saved from accidents.
Look after the people who count.

Yours Sincerely

L. Capron

Latrobe City	
Doc. No:	
Action Office:	

Head Office



To: Latrobe City c/- President - CFM **From:** Manny Gelagos - Managing Director

Fax: **Pages:**

Phone: **Date:** October 5, 2009

Re: Moe Rail Precinct **cc:**

Firstly congratulations on the release of the proposed ideas and plans for the new Moe Rail Precinct – the ideas and concepts look exciting overall for the town!

As the Business Owner and Property Owner of 50-54 George St Moe which includes my businesses and T M & H Hardware and Future Flicks and 46 George St and 2-10 Moore St Moe we are extremely concerned with the Car Parking scenarios under the new Revitalization Project and what it offers our customers. It is critical going forward that we have parking opportunities within close vicinity to our doors as we are in the fast service industry and people do not walk to obtain our products.

I would like to meet with the relevant people and work through some issues and concerns that we have including all my tenants. We have all made substantial investment in these locations and just want some things clarified to us and also would like to share our vision also that affects these areas going forward into the future that would be of interest to you.

I can be contacted on the above at your convenience.

Kind Regards

From: [REDACTED]
Sent: Wednesday, 30 September 2009 2:56:07 PM
To: Hiren Bhatt
Subject: Moe Rail Precinct Revitalisation Project

To Hiren Bhatt,

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

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

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

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

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

Thank you for your time.

Mrs Nicole Goodwin

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

From: Jane Burton
To: Hiren Bhatt <Hiren.Bhatt@latrobe.vic.gov.au>
Date: 7/10/2009 6:26:07 PM
Subject: Fw:

FYI

From:
To: Jane Burton
Sent: Wed Oct 07 18:23:35 2009
Subject:

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

I've looked the Activity Centre plans and noticed that there's going to be a new skate park built.

I don't know what the councils plans are for the new park, but I just thought I might chuck in a few suggestions.

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

'Convic Skate parks' have designed many of Australia's top skate parks. I'm not implying that Moe needs to have one of the best skate parks in Australia, but this company sure knows how to build a good quality skate park. they've built parks like – Frankston, Geelong water front, and even the biggest skate park in the world, Shanghai - All skate parks people come from all over to enjoy. the link to their website is here - <http://www.convic.com/>

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

Regards, ~~Craig Hallinan~~

7th October, 2009

Mr. Hiren Bhatt,
Latrobe City Council,
PO Box 264,
MORWELL VIC 3840

Dear Sir,

re: Moe Rail Precinct Revitalisation Project - Draft Master Plan.

I am writing following the presentation by representatives from SBJ Urban on Tuesday evening 6th October, 2009.

One matter of concern appeared to be the proposed relocation of the Skate Park. Is there a possibility that it could be relocated to a site adjacent or near the new playground area in Apex Park? This option would be more convenient for parents of both older and younger children to have them in the same area at the same time instead of either end of the town!

I also understand that both sides of the rail would be covered by CCTV cameras when the project is completed. Is it possible for such cameras to be installed, particularly on the south side near the station, now?

I realise the need for studies, consultations and plans however the project should be implemented sooner rather than later. We have a town and community to be proud of so the prompt commencement and completion of any of the proposed work would only enhance Moe and encourage businesses and visitors alike.

I look forward to further reports regarding the project,

Yours sincerely,

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

From: _____
To: Hiren Bhatt <Hiren.Bhatt@latrobe.vic.gov.au>
Date: 8/10/2009 6:51:16 PM
Subject: MACP - Moe Rail Precinct Revitalisation Project

Hello Hiren

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

I do have a couple of concerns:

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

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

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

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

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

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

Regards

Vic Mitchell



Date 7/10/2009

John Mutsaers - Grad Dip. MA

Blogspot: <http://johnmutsaers.blogspot.com/>

Po Box 374 Moe, Victoria 3825. Ph +61 3 5127 3762. Mob 0402 392 799 e-mail jmarf2@dodo.com.au

Chief Executive Officer
Mr. Paul Buckley

Latrobe City Council
Po Box 264
Morwell
Vic 3840

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

Dear Sir,

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

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

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

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

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

Yours sincerely
John Mutsaers

From: _____

To: Hiren Bhatt <Hiren.Bhatt@latrobe.vic.gov.au>

CC: Jane Burton <JaneBu@latrobe.vic.gov.au>

Date: 10/10/2009 10:46:43 PM

Subject: (DWS Doc No 454277) MOE RAIL PRECINCT - DRAFT MASTERPLAN

Hello Hiren

RE: MOE RAIL PRECINCT – DRAFT MASTERPLAN

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

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

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

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

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

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

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

In Summary:

1. Keep MOORE STREET as an easy roadway to important tourist destinations. Do NOT encourage visitors to bypass the CBD.
2. “COMPROMISE” and keep at least half the carparks at the top end of Moore Street and blend them into the landscape
3. Under no circumstances should you be moving the skate park closer too the CBD and RETAIN the existing car park closer to precinct & retail shop – This should not be replaced by a skate park I (and many others) will be VERY disappointed if the above matters are not given serious consideration in the next draft. It was quite obvious at the meeting that the “main” issue at the meeting was carparking so I am sure you will get continued retaliation from the public if they do not see any changes – There needs to be some compromise!!

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

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

Kind Regards

Joe Diamante

From: Jane Burton
To: Hiren Bhatt <Hiren.Bhatt@latrobe.vic.gov.au>
Date: 14/10/2009 11:25:10 AM
Subject: Fw: Moe Town Plan

From:
To: Jane Burton
Sent: Wed Oct 14 11:09:46 2009
Subject: Moe Town Plan

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

Kate Collings

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From: Jane Burton
To: Hiren Bhatt <Hiren.Bhatt@latrobe.vic.gov.au>
Date: 14/10/2009 11:44:23 AM
Subject: Fw: New Moe

From:
To: Jane Burton
Sent: Wed Oct 14 08:32:56 2009
Subject: New Moe

Hi Jane,

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

Regards Kristine Sapkin

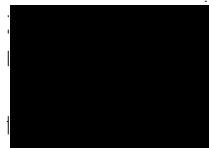
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15 OCT 2009	
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October 14, 2009

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

Dear Ms Bhatt

RE: Moe Rail Precinct Revitalisation Project

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

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

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

Yours faithfully

A handwritten signature in black ink that reads "Jon Hall".

Jon Hall

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

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

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

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

~~Bill S. Beck~~
Rate payer and concerned citizen.

From: William Carmichael [REDACTED]
Sent: Monday, 19 October 2009 11:42:44 PM
To: Hiren Bhatt
Subject: Moe revitalisation project

Dear Hiren,

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

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

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

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

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

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

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

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

Thankyou for the opportunity to comment

Yours faithfully,

Deidre Carmichael

From: D Taylor
To: Hiren Bhatt <Hiren.Bhatt@latrobe.vic.gov.au>
Date: 22/10/2009 8:51:04 PM
Subject: macp submission

To Latrobe Council
Submission on MACP Rail Precinct

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

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

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

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

David Taylor



Rotary Club of Moe

(Incorporated) ABN 11 637 844 651

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



DISTRICT 9820
CHARTERED 1949

President: Roger Taylor

Secretary: Diane Wilkinson

19 October 2009

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

Dear Cr Price

Re: Moe Rail Precinct Revitalisation Project - Draft Master Plan

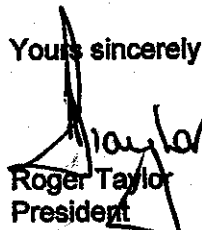
On 12th October, the Rotary Club of Moe hosted a combined Service Club meeting involving the Moe Apex Club, the Moe Lions Club and the Rotary Club of Moe.

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

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

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

Yours sincerely


Roger Taylor
President

Latrobe City

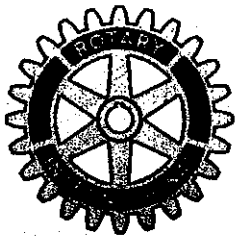
22 OCT 2009

Doc. No:

Action Officer:

Disposal Code:

Comments:



Rotary Club of Moe Inc

ABN 11 637 844 651



**DISTRICT 9820
CHARTERED 1949**

**President – Roger Taylor
Secretary – Diane Wilkinson**

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

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

PO Box 155, Moe Victoria 3825

From:
Sent: Tuesday, 27 October 2009 2:18:57 PM
To: Hiren Bhatt
Subject: Public Art: Snakes and Ladders

Hi Hiren and Jane,

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

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

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

Keep up the good work,
Donna

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

From: c
Sent: Tuesday, 27 October 2009 1:38:35 PM
To: Hiren Bhatt
Subject: Public Art: Labyrinth

Hi Hiren and Jane,

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

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

Thanks, Donna

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From:
To: Hiren Bhatt <Hiren.Bhatt@latrobe.vic.gov.au>
Date: 28/10/2009 7:10:26 PM
Subject: MOE RAIL PRECINCT - SUBMISSION - Brian Handley & Associates

Dear Hiren,

RE: MOE RAIL PRECINCT - SUBMISSION

Unfortunately I was unable to attend the public information meeting held October 6th. Nonetheless, I have taken an active interest in this proposal since first mooted and have been closely following public commentary.

My personal background is that I have lived in this region most of my life, being born and raised in Yallourn and moving to Newborough with my parents in 1966. My working life started in 1964 with the SECV where I enjoyed a 22 year tenure before leaving in 1986. From there I spent ~3 years professionally with the National Party before starting my own Financial Services Business in 1988. This has grown to a staff of 12 with our Head Office in Moe CBD. We also have a full time office in Geelong, plus casual offices in Bairnsdale & Melbourne. I married in 1970 and have raised four children to adulthood. Over this period we have lived in Newborough, apart from a 15 month Rotary study trip to the USA and five years on farm property in Trafalgar.

While these days a percentage of our time is spent in Geelong, Moe is still quite central to our lifestyle and business interests. It remains our HO with 10 staff. We also own two Units in the Moe Central Building as well as the front shop in Shaws Arcade. So from both a personal and business perspective, we are very keen to see Moe develop and prosper into the future perceiving this Rail Precinct proposal as, potentially, a quantum leap forward for the town. To turn this proposal into a reality, still requires a lot of thoughtful analysis, which we can ill afford to get wrong. I welcome this opportunity to put forward my submission.

In making this submission, I do so in good faith, in spite of having become somewhat

guarded and skeptical about government sponsored consultation processes, having seen firsthand, when working for the NP, the sham of a public review conducted by Local Government Review Board (LGRB) into the reform of Local Government. The outcome from this inquiry was a fait accompli from the onset, but democracy had to be seen to be served. This political sham destroyed the credibility and legitimacy of Local Government reforms imposed on the community. That said, I am not suggesting this public consultation is an academic exercise, as it would be sheer folly to ignore the views of key business stakeholders.

POSITIVE DESIGN FEATURES: Broadly speaking, I love the Streetscape design features and congratulate the 'Visionaries' who have brought it to this point. This project should give Moe the 'shot in the arm' its image so desperately needs. Even though I am a proud local resident and businessman, one can't just ignore the 'image' issue Moe suffers, albeit unfairly in my view. We grapple with this in our own business. Without wishing to sound pretentious, we are quite successful within the Financial Services Industry and have a number of quite wealthy clients from across the length and breadth of Gippsland and indeed from Melbourne. Many travel to Moe for appointments and to be frank, some are quite uncomplimentary in their opinions of the town and what they see and experience. I don't propose to go into specific feedback in this submission. Suffice to say, Moe needs to somehow dress up its social image. For this reason, collectively, business people in town who I have contact with, are absolutely opposed to housing the Skate Park within this Rail Precinct. It is seen as a serious flaw in the design and runs the risk of substantially undermining the objectives and appeal of this critical project. Allow me to give you my reasoning:

- 1) A Skate Park conflicts with the peaceful environment we are trying to create in this setting for both visitors and locals alike.
- 2) I know of no other town with a Skate Park right in the middle of its CBD hub.
- 3) I am perplexed as to why a Skate Park facility is being given exalted status and rate payer dollars when its patronage represents such a small percentage of local young people.
- 4) The architecture of this facility cannot be complimentary to the community village theme we are trying to achieve.
- 5) Whether we like to admit it or not, the current facility attracts a percentage of users who are prone to anti-social behaviour, including vandalism, in all its ugly forms. Our Moe Central Building is simply unable to get glass insurance due to our claims history. Graffiti is also a major distraction for owners and tenants. One recent incident at the Skate Park as told to me by the woman involved was that she had to intervene to stop a young man being physically accosted by a group of thee youths at Skate Park entrance. This young man was a visitor, who had travelled to Moe by train and was

simply walking past the Skate Park en route to visit his Grandmother. He did not know his attackers. This (brave) lady who intervened, saved the day and personally escorted him to his Grandmother's place.

6) The noise generated in and around such facilities is not in keeping with the ambience I think we should be trying to cultivate within this new precinct.

7) If it goes ahead, the likely outcome is that people will give the area a wide berth. Perception is reality for many people and they will elect to stay clear of an area that they perceive to be unsafe.

8) Moe needs to cultivate a 'safe', 'clean' & 'welcoming' image for our town. This Skate Park right in the middle of our CBD will send all the wrong messages and will serve to just reinforce the negative image of our town many outsiders love to have. I have heard how many from Traralgon refer to Moe and the Skate Park will serve as a monument to this image. Surely a 'mini' Botanical Garden incorporating a large Water Feature, (like at the Geelong Eastern Beach), would provide a far more welcoming feel in this public domain, open space area. We deserve something in Moe that has that 'WOW' reaction. I can hear the future reaction now to the Skate Park "WOW, what were they thinking", not WOW isn't this great.

9) Finally, it has the potential to affect investment decisions. Broken windows, graffiti and anti-social behaviour affect business decisions. This is why the Casey City Council have an 'active' anti-graffiti policy in place. This is why the Moe Central Body Corporate wrote to Latrobe City Council seeking similar support for the Moe CBD; sadly to no avail.

At this point I would like to counter the arguments in support of facility:

a) "We have to provide a facility for our young people". I am not opposed to this in principle. Moreover, I am not opposed to Skate Parks per se. In fact I admire the skills many of these young people display. However, let's not fudge the numbers, this facility is NOT used by 95 percent of young people in Moe. It is a minority sport, a fringe sport and it does attract a 'fringe' element. Why then are they given such 'lofty' status of deserving this facility right in the heart of the CBD?

b) I have also heard it said that if the facility is in a busy CBD this results in better behaviour. Moreover, being near the Police Station it will reduce the likelihood of anti-social behaviour. If this is the thinking of those who support the facility in the CBD, it's really an admission that this sport does need to be monitored. The Moe Junior Tennis & Cricket Clubs don't need to be under the constant eye of the public and police.

The reason I have focused so heavily on this issue, is because I think the success of this huge effort to so positively transform the look of Moe CBD could stumble if this idea is not shelved. I know of no business or person in my network who supports this proposal. Those who support its location in the CBD by and large are not people who invest their own money in business in the town. Owning a business is high risk and this needs to be recognised and appreciated. Our own business alone underwrites the wages of ten people and by small business standards requires a substantial payroll. For all these reasons, my own view is Council should look at options in Haig Street in vicinity of the Indoor Skating/Hockey Facility. This is on the fringe of the CBD and the serious Skate Board users should not have a problem getting there. It is only just opposite K Mart. If not there, maybe Apex park area, or somewhere on South side of town.

CAR PARKING: This is a vexed question and not easy to strike the right balance between the preferred urban design objective of more open spaces for both aesthetics and functionality. The proposal to remove existing parking bays in Moore street between George and Hasthorpe Lane on one side and George and Purvis Lane on the other, arguably does have a detrimental impact on businesses within the Moe Central Building. On balance, I am OK with this as creating more 'openness' is conducive to the safe & welcoming environment we are seeking. That said, an overall net loss of car parking in our town is a minus. Not sure what the answer might be to lack of car parking bays at western end of George street, but I feel it needs more brainstorming by all interested parties.

UNITE NORTH & SOUTH: The separation of Moe by our own Berlin Wall (Railway line) is an ongoing issue. From what I can see from Masterplan, we still only have this one small pedestrian level crossing and a "potential future footbridge". Is it feasible to have a very wide pedestrian crossing in area of proposed bridge? Clearly the more seamless we can make the integration of North & South the better.

POLICING: As good as this facility will potentially be, if it gets overrun by an anti-social element, then it will quickly become a no-go zone. For this reason I think it is essential that Council have strictly enforced by-laws.

Eg:

No riding of bikes, skate boards, scooters anywhere within the new precinct or the

CBD for that matter. The amount of damage done to public and private property in the CBD is an indictment on lack of policing. (In Bairnsdale where they have an active enforcement of such bans, they work. We have a business office in Bairnsdale and the town has a peaceful ambiance, which Moe could also have if we made the effort).

· A no smoking zone to eliminate ugly cigarette butts everywhere, as happens in front of Mid City Tavern, where patrons hang out to smoke and just throw butts on the ground. Not a good look for the town

· Fines imposed for littering, including gum. It works a treat in Singapore

· No skylarking

· (other ??)

We want to encourage people to our town and this will only happen if we make it 'safe' 'clean' & 'welcoming'. Wishing will not make it so. We have to make it happen in the way Bairnsdale and many other towns do. The unfortunate brutal fact is that many people will only shop in Moe for essentials because they are put off by being exposed to bad language and other manifestations of anti-social behaviour. We see a lot of this from our building and while I know it is symptomatic of our times and not particularly unique to Moe, it won't help if we just go into denial mode or look the other way. Local residents and visitors, don't look the other way, they go the other way, which is not good for business or morale of the town.

In summary, this new precinct development is not just about Urban design, it's also about urban behaviour and sometimes we need to impose some discipline when self discipline is missing. This is the role of police and/or by-laws officers. A much more visible presence of both is needed, plus an educative campaign to build collective pride in our town. I would suggest that concurrently with imposing these 'social standards', Council promotes a "Courtesy is Catching" campaign and encourages people to keep their town safe, clean and friendly. I would like to think the majority of people would respond positively and then peer pressure would cause a flow on effect.

SUMMARY: This is an exciting concept, a very impressive urban design which has the potential to give Moe a huge boost in morale. I congratulate Council on its very open and accommodating consultative process. Clearly, no project of this magnitude will please everyone and there may be collateral damage, like losing car parking outside our own building. Personally I am philosophical and relaxed about this as long as the balance sheet is a very big positive. To this end I think there needs to be a total re-think on the Skate Park proposal, plus more consultation with key business stake holders, to perhaps fine tune some of the design aspects. I thank you for the opportunity to make

this submission, which had been endorsed by the **Moe Central Body Corporate**, representing the seven units within our building. I am willing to make myself available to discuss above points should this be sought by Council officers.

Regards,

BH&A with the lot Brian Handley

PH: _____

FX: _____

Email: _____

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From: Belinda & Greg
To: Hiren Bhatt <Hiren.Bhatt@latrobe.vic.gov.au>
Date: 28/10/2009 2:20:18 PM
Subject: request re:Moe Rail Precinct Revitalisation Project

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

Regards

Cheryl Neal
[REDACTED]

Hiren Bhatt

From:

Sent: Thursday, 29 October 2009 10:50 AM

To: Hiren Bhatt

Cc:

Subject: Re: MOE RAIL PRECINCT - SUBMISSION -

Dear Hiren,

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

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

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

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

regards

Daryl Larson

4/11/2009

To: Mr Hiren Bhatt
Latrobe City Council

Submission by Alix Williams et al

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

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

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

GEORGE STREET – TRAFFIC

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

LAND SOUTH OF GEORGE STREET

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

CIVIC/COMMUNITY HUB

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

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

LLOYD STREET

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

MOORE STREET

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

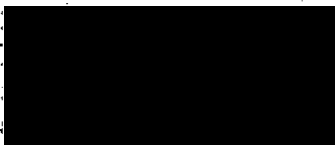
Note page 101 re table 4 Pedestrian Warrants: Third column should read "George Street (west of Moore St)" and fourth column "George Street (east of Moore St)"

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

We look forward to your response.

Alix Williams

Alix Williams



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Doc. No:	
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Disposal Code:	
Comments:	

Ken Whittaker



email -

28th. October 2009

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

Moe Activity Centre Plan – offered consultation process – critique.

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

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

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

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

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

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

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

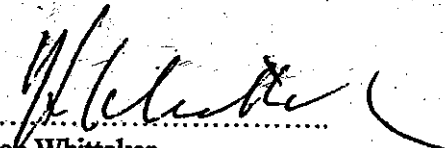
When I questioned one of your officers (Tom McQualter) at the George Street shop – public display earlier in the year as to who's idea was it to move the library, he responded that it was the Melbourne based designers that had come up with the idea, when in fact it was your office and the councilors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

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

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

A prompt reply to these questions would be appreciated.

Yours sincerely,



 Ken Whittaker

Hiren Bhatt

From:

Sent: Friday, 30 October 2009 9:04 AM

To: Hiren Bhatt

Subject: Moe Rail Precinct Project

Hi Hiren,

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

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

Regards,

~~Alan Cox~~



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



Latrobe City

a new energy

30 October 2009

Mr H Bhatt
141 Commercial Rd
MORWELL VIC 3840

Latrobe City ABN 92 472 314 133
Telephone 1300 367 700
Facsimile (03) 5128 5672
Post to PO Box 264 Morwell 3840
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Internet www.latrobe.vic.gov.au
AUSDOC DX217733 Morwell

Dear Mr Bhatt

**RESPONSE TO MOE RAIL PRECINCT REVITALISATION PROJECT -
DRAFT MASTERPLAN**

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

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

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

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

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

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

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

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

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

Yours sincerely

SARAH LEWIS
Youth Mayor

From:
To: Hiren Bhatt <Hiren.Bhatt@latrobe.vic.gov.au>
Date: 2/11/2009 10:14:24 AM
Subject: Moe Rail Precinct - skate park relocation

To whom it may concern

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

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

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

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

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

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

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

Have a great day

David Beltrame

Check out The Great Australian Pay Check Take a peek at other people's pay and perks

Latrobe City
Re. Moe
Precinct Plan

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

YEATMANS NEWSAGENCY
3A Moore Street,
Moe, Vic. 3825
Phone: (03) 5127 1002

30.10.09

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

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

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

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

Yours sincerely
Jacelyn + Julian Yeatman

Latrobe City	
- 2 NOV 2003	
Doc. No:	
Action Officer:	
Disposal Code:	
Comments:	

ATTENTION
HIREN BHATT.

30.10.09

Dear Sir,

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

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

Yours faithfully

Jean Piper

(Council Secretary)

30 Oct. 2009

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

City	
2009	
Doc. No:	
Action Officer:	
Disposal Code:	
Comments:	McC: All CR's.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

* Comments re Proposals In George St. :

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

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

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

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

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

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

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

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

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

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

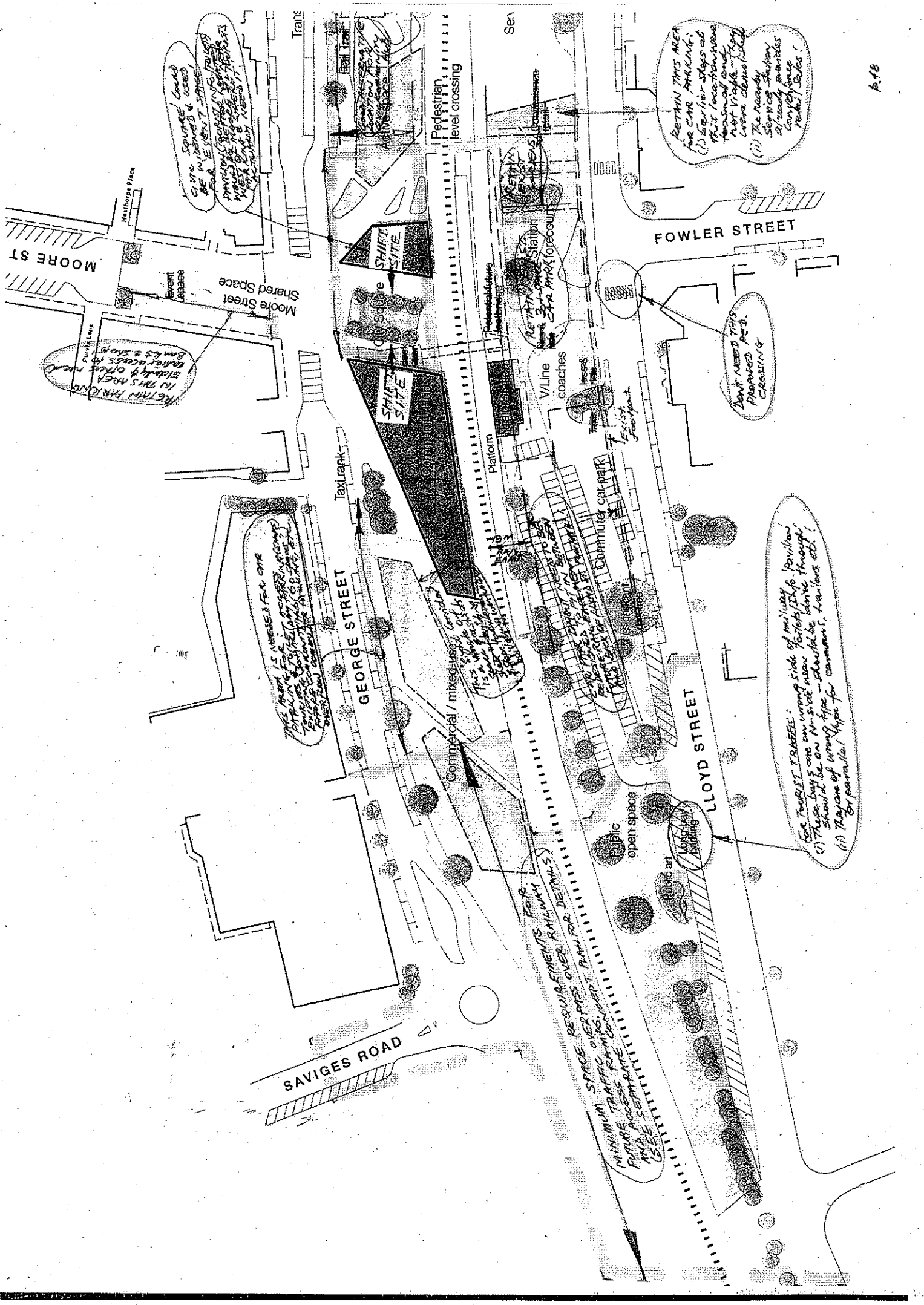
(In the present proposals the building is a three storey one, tapered in shape, some parts narrow with sharper angular corners consequently less usable space because of angular internal corners, walking / access space needed around staircases, lift wells, doors and for additional passages. The wisdom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

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

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


P.G. Abouin (Manager / Principal Associate)

p 2 of 2



GIVE SQUARE (could be widened & used) BE WIDENED & USED AS A EVENT SPACE. PROVIDE SEATING FOR PEOPLE WHOSE USE IS A WALKWAY. WALKWAY NEEDS TO BE WIDENED & USED.

RETAIL PARKING (IN THIS AREA) EITHER LEADS TO BIKES & STOPS

THIS AREA IS NEEDED FOR CAR PARKING & STOPS FOR BIKES & STOPS. THIS IS A WALKWAY TO THE STATION. THIS IS A WALKWAY TO THE STATION.

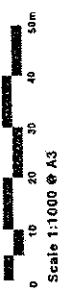
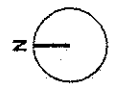
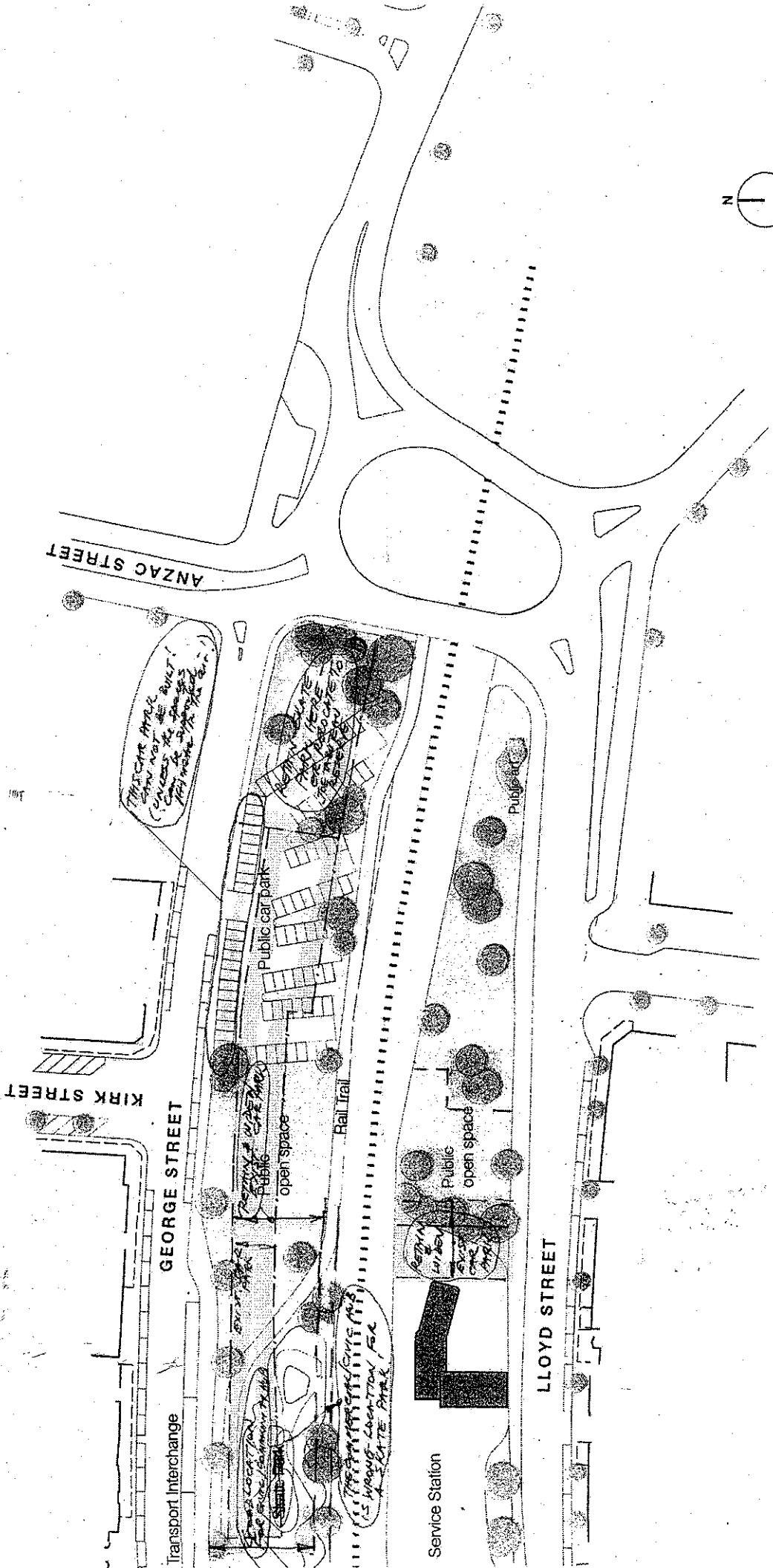
Commercial / mixed-use. Car park. This is a walkway to the station. This is a walkway to the station.

MINIMUM SPACE REQUIRED FOR... PLAN FOR DETAILS. FUTURE TRAFFIC OVERPASS OVER RAILWAY AND SEPARATE. SEE SEPARATE.

RETAIN THIS AREA FOR CAR PARKING. (i) Earlier stages of this location have been used for not traps - they were demolished. (ii) The nearby Station Services provides a/walkway to the car park / cycle.

THIS AREA NEEDS TO BE PROVIDED FOR CREATING

FOR PUBLIC TRAFFIC: (i) These bays are on wrong side of roadway provision. (ii) These bays are on wrong side near toilets / info through. (iii) Should be on N-side - should be bike through. (iv) Should be on wrong side - should be for commuter, trailers etc. (v) Or provide / info for commuter, trailers etc.

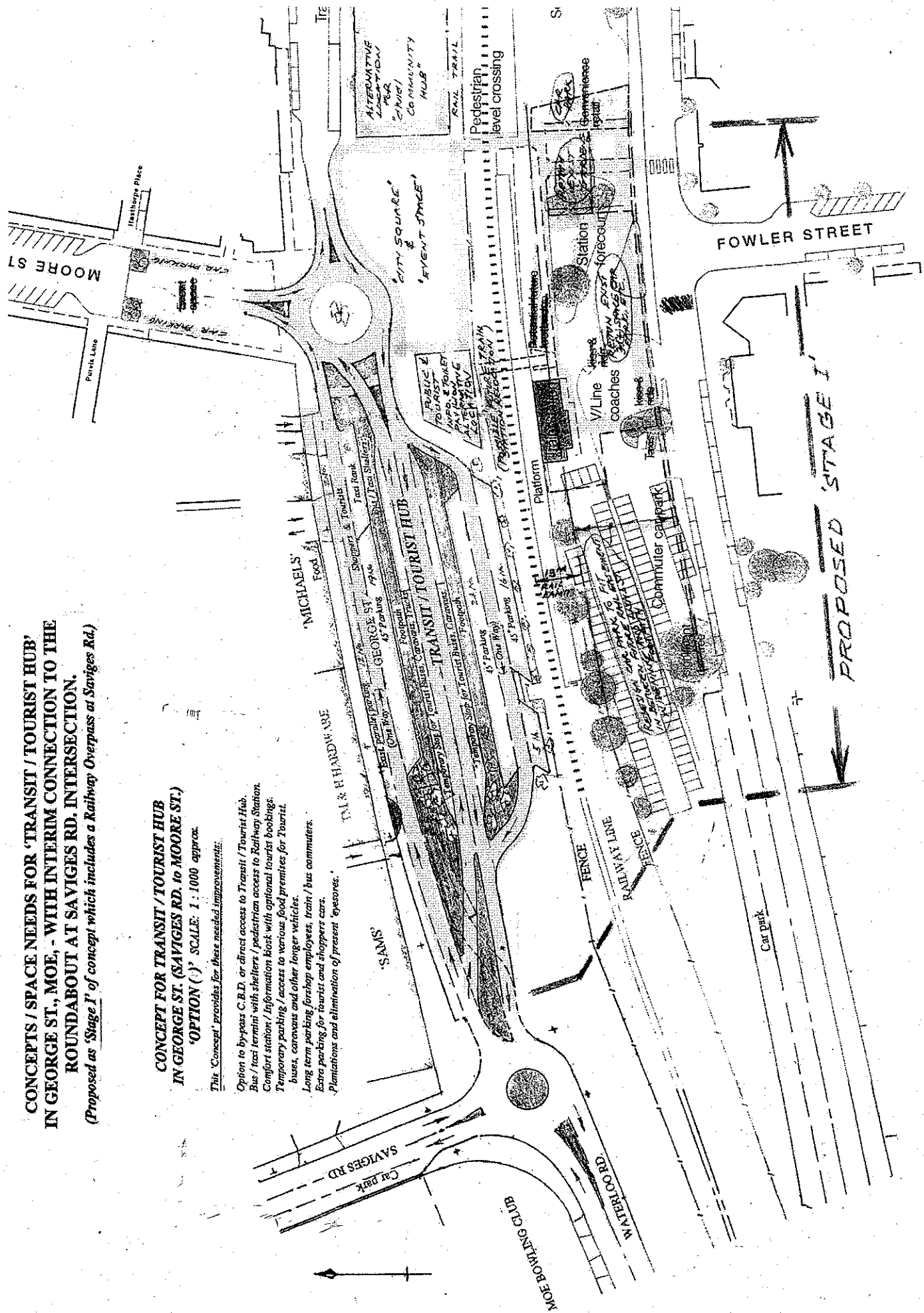


**CONCEPTS / SPACE NEEDS FOR 'TRANSIT / TOURIST HUB'
IN GEORGE ST., MOE, - WITH INTERIM CONNECTION TO THE
ROUNDBOUT AT SAVIGES RD. INTERSECTION.**
(Proposed as 'Stage I' of concept which includes a Railway Overpass at Saviges Rd.)

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

This 'Concept' provides for these needed improvements:

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



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

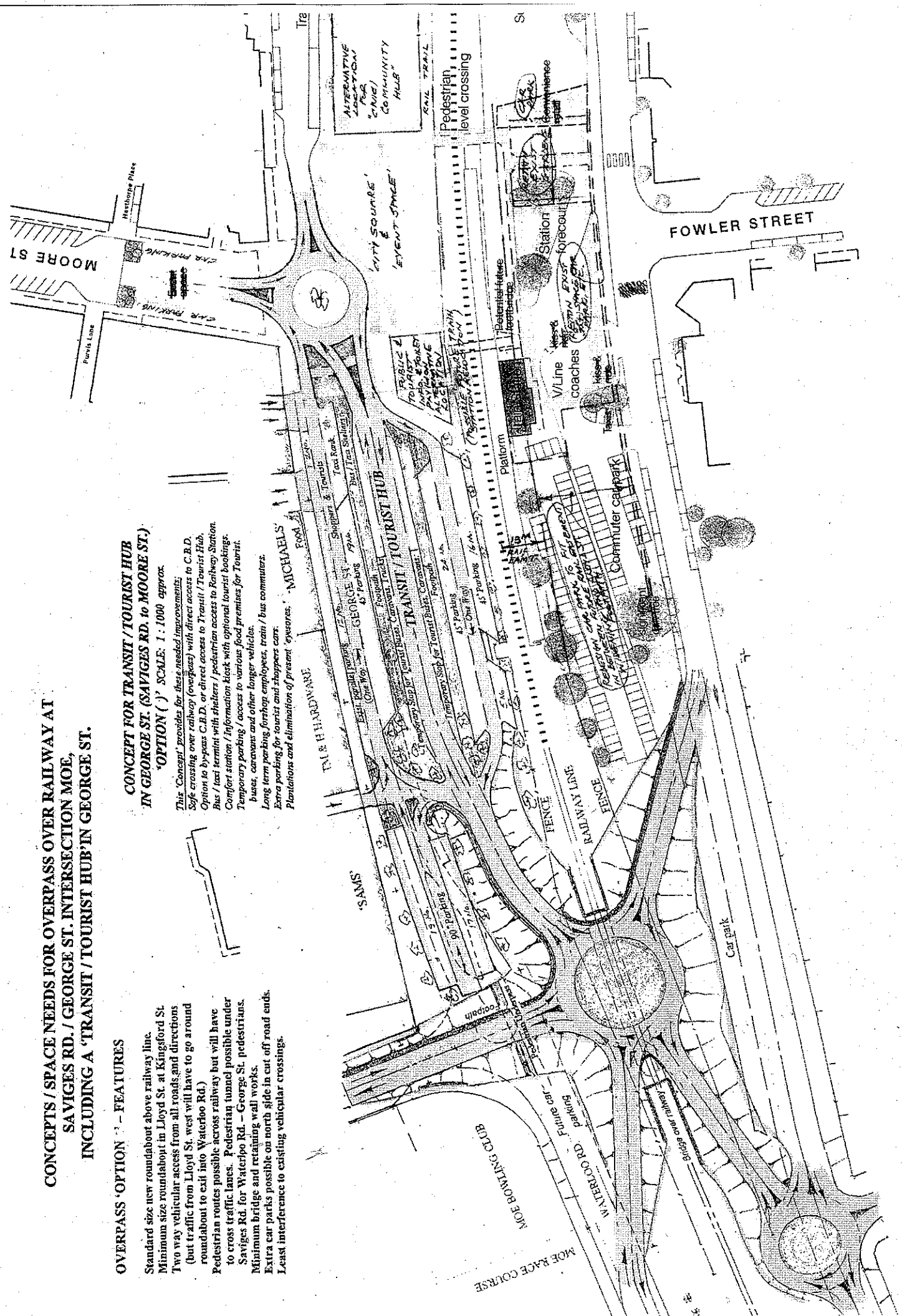
OVERPASS 'OPTION 1' - FEATURES

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

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

'OPTION 1' SCALE: 1 : 1000 approx.

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



Hiren Bhatt

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

FYI and response please Hiren.
Thanks.

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

Jane,

Just a short email in response to the Final Draft out for comment.

In general, I agree with the redevelopment, however:

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

Regards,

Chris Brown
Build Eng

4/11/2009

Hiren Bhatt

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

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

Sincerely,
[REDACTED] Hood

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

Tuesday, November 3, 2009

To whom it may concern,

Re: Moe Rail Precinct Revitalisation Project

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

Consequently, my interests in the Library are

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

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

In short

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

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

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

Yours Sincerely,

Peter Menck

DETAILED CONCERNS

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

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

2. Working environment and successful collocation of services

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

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

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

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

Public Toilets:

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

Other concerns:

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

4. Potential for future expansion

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

5. Ease of access by car and safe parking

Inadequate parking:

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

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

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

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

3/11/09


Attention Hiren Bhatt.

HAVE MY SAY RE MACT PLAN!

As a resident since 1959 I strongly object to any plan in Moe that disregards the few old trees remaining in Moe. I have watched the two Manna Gums chopped down at back of Leggie's Bottleshop driveway + cried that these huge old gums were NOT worth considering + look how ugly that place is without those trees + the many others I have seen chopped at Apex Park for 'PROGRESS' and at other places, THE CEMETARY is another example etc etc.

* I have seen the decimation + ugliness replace the specialness of large old trees.

Sincerely

 [MOE HIGH SCHOOL '59 '60]

Wednesday, November 4, 2009

To whom it may concern,

Re: Moe Rail Precinct Revitalisation Project

I write as a concerned member of the Latrobe City Library Staff. I am based at the Moe Library. My specific duties lie in the daily operation of the Moe branch. These duties include answering reference and other enquiries, provision of housebound services, provision of storytime and activities, collection management within the branch, overseeing of school holiday activities within the branch, cataloguing, sorting and storage of donated items, and management of the inward and outward flow of SWIFT items for the Latrobe City Library Service.

My interests in the Library are

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

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

In short

- The ground floor of the building is not large enough
- There is no suitable public or parking
- The facilities for community groups are inadequate

I anticipate that the designers, and interests groups within the building, will make compromises to achieve minimal functionality. This will further eat into the area allocated for the library.

I hope I am wrong and that these concerns will be taken into consideration in the final design and that Moe will end up with a cultural and functional asset to the City.

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

Yours Sincerely,

Jennifer McNab

DETAILED CONCERNS

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

- Is there room to set up a collection at least as big as Moe currently supports? The new design has walk through areas, and wasted space near the stairwell, internal and external doorways and the multitude of glass walls. There appears to be no more usable space than the existing library, possibly less. The current library does not have enough floor space for the book stock we should be carrying, or to run Storytime in the library, nor does it have enough space to run school holiday or other activities like Booktober. Is Moe to be always limited in hosting these activities?
- The central staircase may look pretty but it is completely impractical. It impedes vision, limits shelving arrangements, creates a hazard for small children, and is an impediment to people with limited mobility..
- The story time room is only 7 x 5 m²— no space has been allowed for craft tables.
- The loading dock does not appear to be under cover. Access from dock to sorting room is unusable. There is no provision for the management of the Swift items — a growing aspect of library. The door to loading dock is impeded by access to the internal toilets. Convert the ground floor public toilets to an office combined with the loading dock and a sorting room.
- The Senior Library Officer/ Branch Librarian has no desk or office space on the ground floor: cannot see from the main workroom into the main library — they are on different floors! They will not be able to respond to enquiries or assist at the desk without unnecessary disruption and delay. An office must be provided on the ground floor with vision to the desk, easy access to the loading dock and SWIFT sorting area.
- The two story arrangement is at best inconvenient and will likely require additional staff and a service lift to move books and equipment between levels. Splitting the collection will be inconvenient for families wanting to choose from an assortment of collections on two levels.
- Will it be costly to cool & heat with all the glass on the north side?
- There is no strong room.
- Where would an after hours returns bin fit?
- The circulation desk has no security controlled checkout area that is independent of the check-in/council service desk.
- The shape of the building is ugly and inefficient. Acute internal angles are wasteful. Why is the building not wider and closer to rectangular? The space appears to be there. Who cares about viewing trains from an upper deck?
- No provision has been made to replace the storage shed. This is used for storage of donated and other items for the biannual book sales. An area of at least 24 square metres needs to be allowed at secure ground level.

2. Working environment and successful collocation of services

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

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

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

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

Public Toilets:

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

Other concerns:

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

4. Potential for future expansion

- There is no provision for construction of a later expansion. If this building is not going to be big enough for the current needs what of the future? Perhaps the site is not suitable?

5. Ease of access by car and safe parking

Inadequate parking:

- No parking for the City's Community Bus. Are housebound patrons to be brought in through the loading dock?
- No dedicated parking for patrons. I expect the parking by the station will be completely used by commuters.
- Inadequate access to parking for elderly and disabled.
- Questionable security of after-hours parking for evening events.
- It seems that we could expect in excess of 80 people in the building, based on the room descriptions. Parking should be appropriate to this number.
- Only 9 parking spots have been provided for staff. I anticipate far more staff in the building on a regular basis, not including staff for the coffee shop or adjacent council buildings. Given the current policy of Community Information Officers continually being moved around the City's libraries and service centres, I would expect all staff to need car parking allocation.

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

Moe Library currently has 10 community groups which use the meeting room. Two of these use the room twice per week, 4 on a weekly basis, and the other 4, monthly. The building needs a single space of 90 m² minimum with access to a kitchen and permanent provision of secure storage for equipment and resources belonging to community groups.

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

MOE RAIL PRECINCT REVITALISATION PROJECT

Firstly we would like to congratulate everyone from Council to Planners for the efforts in preparing plans and details for this project and also thank everyone involved for allowing the businesses and community to have input and involvement.

Both Jeff Hitchens and his family (TM & H Hardware) and Michael Gotis and family (Michaels Golden Hen & Silks Restaurant and Property Owner of 9 shops in Question) either own or operate the whole area from the Hardware to the Corner of Moore and George St and there are current plans and discussions to expand the Hardware to a 3000m² shop and of course the current Michaels Golden Hen & Silks Restaurant (100 pple eat in) and we have indentified the Car Parking availability a very big issue that will affect the growth of these big local businesses.

Currently between Savages Road & Moore St there are 40 parallel parking spaces. Council guidelines suggest approx 38 parking spaces per 1000m² so having such a big area with a view to the expansion it is important for you to know that the current 33 car parks on the plan will be totally inadequate for the area we operate let alone the new Library facility. This information has not been provided to you before so we feel this is vital when it comes time to the final drafts for this project to be released and with such large businesses operating this area parking is vital for the comfort of the customers I'm sure you would agree whether local or tourists alike.

We would at some stage like to formally discuss our development plans going forward and also like to hear your thoughts and ideas so that between us, all there is total transparency and honesty so that we can help you make the right decisions that will benefit the town long term.

We appreciate the opportunity to express our thoughts and positive concerns and trust you will give it your upmost consideration based on our large invested interests which only compliments this project.

Kind Regards

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Comments on Moe Rail Precinct Revitalisation Project

Overview

The plans show imaginative use of a somewhat restricted and inconvenient site. However, there has been little or no public consultation to date, and there are now some very significant areas of concern.

The main issues to be addressed –

- Poor provision for library facilities
- Lack of convenient parking either for tourist centre or civic/community hub

Library/Civic Centre space

This ambitious project puts so much on a small site, that the library is forced to be on two levels. The proposed space is only just adequate, and there is no room for future expansion. (p.81)

This is very far from ideal.

- Reduces user-friendliness and convenience of library
- Parents of young children will find difficulty in accessing the non-fiction collection on the upper floor – the children's play area is on the lower floor, and library staff cannot be expected to supervise unattended young children
- A high proportion of non-fiction material is primarily for recreational, not educational/information use. (e.g. biographies, histories, hobby and interest materials, home handyman and gardening, cookery, etc.) Such materials need to be readily accessible, not quarantined upstairs with no staff to help locate subjects
- There will be a problem with re-shelving non-fiction material, as staff cannot be re-shelving upstairs and at the same time keep an eye on the reception desk downstairs, and so cannot help out when there is a queue.
- There will be difficulty in supervising the upper level – either extra staff will be required, or there may be behaviour/vandalism problems
- The need for stairs/lifts cuts down on the usable collection space, as awkward corners and traffic areas are created

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Lack of convenient parking places

Whilst the plan apparently provides an extra 67 parking places (p.46), there are virtually no available spaces within less than 100 metres of the community centre or tourist buildings.

- If, as proposed, the railway line is widened in the future, there will be even fewer spaces
- There is no drive-through long-bay parking for tourists, who often have boats, trailers or caravans
- Parents with young children, the elderly, and members of the public with mobility problems will be disadvantaged, particularly if the weather is wet, or very hot
- Users of the meeting rooms will not be comfortable walking so far after dark
- A majority of users of the community centre arrive by car – public transport is sparse even within the town area, and virtually non-existent to outlying townships and rural living areas – thus a substantial proportion of the population will be disadvantaged if there is nowhere to park

Conclusion

The City of Latrobe is a wonderful place to live, and offers many advantages.

Not least of these advantages is the freedom of small town lifestyle, room to move, a leisurely atmosphere, with easy parking for a wide range of shopping and services.

This plan suggests a solution more suitable to a large, congested city, and does not answer Moe's needs.

The plan as it stands represents a retrograde step of many residents, by reducing the accessibility of the library.

The planners, rather than considering the needs of the users of the proposed facilities, are expecting everyone to adapt to their ideas (p.60).

Cate Riches, retired librarian
Formerly Chief Librarian, City of Moe
Designer of current Morwell Library
November 2009

**Moe Rail Precinct
Revitalisation Project.**

Submission to

Latrobe City Council

Hiren Bhatt

October 2009

Written by

Wendy Baillie

**C
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PE**

Introduction.

For as far back as the 1970's when the freeway by-passed the City of Moe, it has had to struggle with its economy. It suffered severe setbacks when Mid Valley shopping centre opened and again when the S.E.C was privatised. In more recent years Moe has started to recover slightly and as Melbourne becomes more accessible it should begin to flourish again. For all this though Moe will remain a rural town reliant on its smaller specialty shops rather than large urban complexes, such as Traralgon has. This is why the plans for the revitalization are wrong. They have tried to urbanize a country town and it can not work.

The removal of the specialty shops along George St will put a huge financial strain on the economy of Moe, simply because the replacement buildings will not provide any extra employment in the town, and some of the existing shops may be forced to close if suitable accommodation can't be found. Added to this fact the new designs do not allow adequate parking for the patrons of the existing businesses along the top end of Moore St and the North side of George St, both to the east and west, let alone for the new proposed library/service centre.

Moe has struggled with an image problem from the time the Government settled the single parent family's in the southern part of the town. It has had to deal with the issue of the Jaiden Leskie case and all the derogative remarks put forward by the likes of Sam Newman. This is the time to rectify the problem and put all the existing ghosts to rest. Provide Moe with the transport hub that it was promised, not another Ettamoga Pub minus the car on top and no parking.

Submission re Moe Rail Precinct Revitalization Plan

Concerns

- Is it prudent to create parks and treed areas adjacent to the railway? As pleasant as these areas may be for the overall ascetics of Moe, they could create a security risk for pedestrians. Shady treed areas at night present a threatening sight to people on foot regardless of how well lit up they may be and would not be well patronized due to this fact. Much as we try to ignore it there is already a problem with groups of people using the open space around the railway now for a meeting place, disrupting the passerby's wishing to pass through.
- It is not economically sound to demolish operating businesses to make way for a library/service centre and pavilion building. These commodities will not generate income into Moe. In fact because the targeted buildings are mostly specialty shops, and may have to close, money will be spent out of town as customers will have to travel to buy products once readily available in Moe. It also stands to reason that they will spend money in other places while they are there thus further reducing the economy of Moe.
- All of the consultation held on this project has indicated that the shared zone in Moore St has not worked, but instead of opening it up again the design extends it into George St, tying up two streets instead of just one. Moe is a rural town and as such requires easy access to shops, they do not have time to walk half way around the town to use an ATM machine or pick up a bunch of flowers. It has been found that even in cities such as Bendigo shared zones and malls have had a detrimental effect on the area.

- Moving the skate park serves no useful purpose whatsoever and swapping it with the Herbert Martin car park is not viably sound. Shoppers do not want to park on the outskirts of town and walk to do their shopping, however pretty it is. Unless of course Council is going to provide a shuttle bus service.
- Consultation also found that there is a need for extra car parking in the CBD. The current design fails in every aspect to address this issue. Not only have they moved the Herbert Martin car park to end of the CBD, opposite a supermarket that has its own, but they have removed all of the current spaces being used in the old goods yard and replaced it with a supposed commercial use area. They have removed all of the car parks from the top end of Moore St and turned it and George St into a bottleneck shared space. There are 2 ATM machines in this stretch and soon to be a florist, all commodities that require short term parking close to the amenity.
- They propose to move a perfectly good library to the railway end of town but have not provided one car park for the people utilizing the building. Now that is what I call smart, and they have built it of glass.
- The current design which was supposed to incorporate a transport interchange hub has failed to do so. There are less spaces provided for taxi's than we currently have, there is no room for a bus to turn should the need arise and again no parking.
- The traffic count that was carried out on the George St/Moore St area was a farce. In no way can it claim to be a fair representation of the traffic flow through the area. To do so would require the traffic being monitored 24/7 over at least a four

week period, not just a couple of hour's morning and evening at the least busy times of the day.

- The designers of this revitalization project were not even local people and as such have no concept of the needs of a small rural town. All their grandiose ideas may be fine in larger metropolitan cities but will not work in a rural town. The ideas presented are all from cities with a population of over 1 million people. The whole of the Latrobe Valley boasts of a population of 73,000, with Moe/Newborough having only 18,000. That is a long way off these 2008 population totals.

Quebec City	7,800,000
Melbourne	3,806,092
Rhode Island	1,050,785
Oxford England	51,000,000
Greater Bendigo	96,908
London	770,000

- This now brings us to the whole crux of the matter. The new \$4,000,000 plus proposed library/service centre. A building that from the sketched designs looks very much like the Ettamoga pub minus the car on top. It is top heavy, made of glass and the internal layout leaves much to be desired. The main reason people frequent a library is to conduct research of some kind or another whether it be on a computer or in books. They do not want constant distractions from the comings and goings of people in the street. To propose such an open glassed plan for a library defies even thinking about. The adult reading room is situated right against the railway line with no buffer zone at all. Double glazed thermal glass may

prevent the heat but it will not stop the noise of the trains. The constant rumble of the trains will have to eventually cause major structural damage to the building, top heavy as it is. The overall size of the library space is actually smaller than that which the current building could be extended to. There are venues in town already that have meeting rooms available without putting a dozen more in the proposed new complex. The town would benefit far more from a Medicare centre and small businesses than meeting rooms.

- There is still the issue of site contamination and the ownership question regarding the old goods yard site. Neither of these issues has been tackled properly and need to be dealt with. The public should be made aware of the costs involved in the decontamination process and the availability of the goods yard land. Is this still going to remain the eyesore it has been for years due to undecided ownership.
- The only real way to bring the two sides of Moe together is not to build an illusion but to connect Moore St and Fowler St together by way of an overpass.

Moe is in need of revitalization but not at the cost of businesses and the economy. If we are going to lose our place of business over this it should be done right. We deserve it to be something Moe can be proud of, not some monstrosity like was built in Morwell.

Ratepayers want the money spent wisely and not splashed out extravagantly on something that in a few years time people will look at and say 'I wish they had done this differently' Don't ridicule Moe further. Get it right.

**Moe Rail Precinct
Revitalisation Project.**

Submission to

Latrobe City Council

Paul Buckley

October 2009

Submitted by

Moe Traders Association Inc.

Submission re Moe Rail Precinct Revitalization Plan

Moe Traders Association Inc

Introduction.

Future development in a town should reflect its surroundings and be of a long-term benefit. Moe is the gateway to the Latrobe Valley and has easy access to the snowfields, surf and city, with the growth of Melbourne continuing to extend toward the Latrobe Valley, any new infrastructure should provide for the future expansion of population, vehicular access and economic growth. The proposed design in the current Moe Rail Precinct Revitalization Project does not adequately cover any of these aspects.

The Moe Traders Association have been approached by traders to protest on their behalf the most contentious areas of SJB Urban's design for Moe.

Parking

- The main issue both traders and residents have with the current design is the lack of parking that has been allowed. It has taken away spaces from much needed areas and moved others to the edge of the CBD. Some of the questions asked concern studies done to support the current design such as, has there been a car park study done that includes all of the parking areas both official and unofficial? We would appreciate the answer to this question.
- a) The Lloyd St railway commuter parking is deemed to be insufficient. Currently the 7.02am train has insufficient car parking at the station on most days. If you take into consideration where the commuters do park currently in the 'unofficial areas,' the proposed car parking spaces will only cater for the current users, give or take a few spaces. If we are looking at

long term needs (i.e. 10-20 years) and wanting to encourage/promote public transport usage, this proposal lacks foresight. Either we plan appropriately for the increased perspective usage or we will constantly be trying to play catch up. Although this may not be in Council's direct control, they should be strongly urging V/Line to rethink their position, as this will have ramifications for Council's parking.

In addition, when looking at the car parking summary in the final draft, the total spaces stated can be regarded as deceptive as the commuter car park spaces have a particular target and as has already been mentioned, may only be meeting current demand. If we take that into consideration, then we are only gaining 1 car parking space based on the official carparking spaces, however that then is negated once one takes into account the unofficial car parking spaces that exist and are heavily utilised. Also the commuter car parking would be considered more long term parking, whereas the other car parking spaces are short term parking with higher turnover.

- b) The proposed move of the Herbert Martin car park to the eastern perimeter of the CBD disadvantages shoppers in Moe, especially the elderly and disabled, utilising the clinics, chemist and other shops along George St. Car parking should be strategically placed to aid strip businesses and not larger chain stores. The few spaces gained in the actual carpark are gleaned from others along George Street. The bus parking also takes valuable spaces from the George St car parking.
- c) On the current design the top [southern] end of Moore St loses valuable short-term parking spaces and is detrimental to existing businesses i.e.- Major banks, florist, food stores. It also creates issues with the elderly, disabled and mothers with young children and prams. The parking in this area has a high turnover reflecting the demand created as a direct result

of the businesses that reside there. . It should be noted that until recently there were a number of vacant stores that are now occupied hence creating more pressure on parking.

- d) The plan proposes to eliminate all the unofficial parking from in front of TM&H and other businesses on the western end of George St. This area is busy even at an early hour, due to the business emanating from the 'Tradies'. This reduced parking hugely disadvantages these businesses, with no provision made to compensate for the loss of these parking spaces in the immediate vicinity. The inclusion of the library/service centre at the cost of the George St shops has created mixed feelings throughout the town. The designers of this project, SJB Urban, have failed to take into account that a building of the dimensions proposed should have allocated at least 100 car spaces, yet according to the plan, this building has none. Why not? Without the use of the unofficial parking now being utilised along the area of the old goods yard, the patrons of the library/service centre will be forced to use the spaces along George St, further disadvantaging the shops along this strip. Alternatively, they may be forced to use the Lloyd Street Car Park (if any spaces are available) which would be competing with its purpose of being a commuter carpark.
- e) There are no proposed long bay parking in George Street which again shows the lack of local knowledge, as it would be required for those tourists that may need to access the tourist centre, stop for a bite to eat, or pick up some supplies. It is useless placing long bays only in Lloyd Street because those tourists planning to go down Moore Street to the mountains, are not interested in doing extra loops of the town to get to their destination and this would only indicate poor planning.
- f) The fact is that retail activity requires convenient parking spaces that can handle high turnover, this proposal fails to take into the account that the majority of businesses in the Moe CBD are small businesses, not major chain stores, yet it is the small businesses that

are being disadvantaged. It is bad enough that due to the economies of scale that small businesses can find it difficult to compete with the chain stores, but when Council then strategically (?) position parking away from these stores, people will opt for where they can find convenient parking-this is not rocket science. The public want to park close to the stores that they patronize and are known to do "blockies" until a space is available. The result is that too little parking, makes good businesses less viable.

Due to the lack of consultation with all traders in the CBD, the consultants have failed to receive the local knowledge that is imperative when making such decisions. One cannot help but wonder whether or not the consultants and council officers took in consideration crucial factors such as :

- Moe/Newborough have a significant portion of their population that are 60+ years old, which when compared to Latrobe City's overall population in that age group is above the average. This design has not taken into consideration the age demographics and the mobility of these residents.
- Did they look at how people get around in the town and their retail spending habits?
- Did they take into consideration the catchment area of Moe? A number of the farming communities nearby come into Moe for their shopping as well as the small towns of Trafalgar and possibly Yarragon. The current public transport system does not cater for this, thus the reliance on motor vehicles whatever the petrol price becomes in the future.

Shared Space

- All consultation on the proposed upgrade has indicated that the shared zone in Moore St has not worked. It has in fact been detrimental to the town as a whole. The question we have been asked is why Council would agree to two streets being bottlenecked when the

one we have is a failure? Safety issues in shared zones are more prevalent than with normal crossings, as pedestrians take advantage of the fact it is shared and walk out in front of cars without even looking. Shared zones should be applied to low volumes streets where pedestrians outweigh motor vehicles, which is not the case in Moore St.

- Have the consultants been informed that a few years ago a petition was presented to Council requesting the removal of the shared zone, placing a speed limit of 40km and a designated pedestrian crossing area? We were told that no decision would be made pending the outcome of the MACP.
- Moore Street is the main thoroughfare and a significant shopping street. It is inconceivable that the Council and the consultants would consider tampering with it. We do not want the road traffic diverted/discouraged from using Moore Street and were the consultants made aware that it was only a few years ago that we finally got Council to redirect the tourist traffic through Moore Street, which has resulted in an economic boost to the businesses? In case we have not made ourselves clear we want tourist traffic and traffic through Moore St. The sustainability of the businesses in the Moe CBD should be paramount!

SJB Urban

- SJB Urban designers have failed in almost every aspect of their design concept.
 - a) They have failed to allow adequate parking for the current population let alone the projected population for the next 10-20 years. True and proper traffic surveys have not been undertaken. The surveys that have been used as examples were not during the busiest times of the day. If they had consulted with businesses they would have discovered that on weekdays the hours between 10 am and 4 pm are the busiest, compared to Saturdays when the town starts to get busy from approx 10.30am-1pm. There may be a formula that the

- consultants are required to use, but one needs to ask how accurate is this data when local behavior is not taken into consideration?
- b) In regard to the event space, there is already an area designated in Moore Street, which was created when the Moe City Council upgraded the top end of Moore Street. This was created at the expense of precious car parking spaces and has been the most underutilized area – why would we think this would be any different? In addition, in a circumstance where the roads are blocked for an event has Council taken into consideration how this will affect the public transport system (namely buses)? Should George St be blocked at the Moore St shared section for any reason, there are no provisions for buses to turn and exit the other way. Then depending on the final decision of the Bus Review, has Council started to consider if there would be any implications?
- c) They have failed to take into consideration the weather patterns and wind direction in the Valley. Consultation should have been sought by the consultants with local traders and residents. Consideration has not been given to the effects of the afternoon sun glaring on the windows of the iconic building, blinding pedestrians and drivers proceeding south along Moore St.
- d) They have failed to provide the transport hub that Moe needs and was promised. In all the council consultation meetings held with the public, this was and is the most important issue. They have in fact reduced the number of taxi ranks available and the same with the buses. One might even be inclined to say that the once integrated transport hub has been replaced with a dispersed system. If we were aiming to link local bus services to train services, we need to take into consideration the time it would take to reach the train station from the bus stop and may we suggest that we look at it from an elderly and a person with a disability time frame. There is inadequate provision for long-bay parking which is on

Lloyd St and not within easy access to retail and food outlets and none whatsoever for trucks, yet the designers have included long bay parking on Lloyd Street. How are they being catered for? At the second consultation meeting it was stated by the consultants and council officers, that council did not have the authority to upgrade any parking off Lloyd Street as it is VicRoads responsibility. Why then is this to be incorporated in the plan and can council confirm whether VicRoads has approved this? If approval has been given by VicRoads for this upgrade, who will bear the costs?

Removal of established businesses.

- The Moe Traders Association object to outside competing businesses opening in the proposed new complex after forcibly removing the established businesses from their prime commercial positions. The purpose of the revitalisation for Moe was to increase the economy in the town, how is the removal of the businesses along George St being replaced with an iconic building addressing this issue? Failure to relocate these businesses will result in reduced economy that will not be supplemented by the library/service centre.

Project design.

- The design comparisons used throughout the final draft plan of the Moe Rail Precinct Revitalization Project are all from regions boasting a population of more than one hundred thousand. The whole of the Latrobe Valley has a 2008 population of 73,000. The concept used is not fitting for a town of 18,000 people.

The examples that have been presented are from places that are more urbanised than here, we are not comparing similar towns *that rely mainly on strip retail shops for its economy and employment. Need we remind you that small businesses are one of the main employers of the area?*

Undisclosed Information

- The Moe Traders Association feel Council should make publicly available all information regarding the costing involved in all aspects of the design. Not just the cost of the buildings but all those hidden cost such as the purchase and removal of the existing businesses, rehabilitation of contaminated areas, etc. Will you do this?
- a) The public should be made aware of any ownership rights to the land on and around the proposed site. The site of the old goods yard has raised the most ire among traders and residents alike. This is the area they would most like cleaned up and beautified but it is an area marked on the design project for future commercial development. With this in mind we are concerned that it may remain in its present state for a long time to come, thus defeating the whole purpose of the plan. Council should inform the public on whether that area will be purchased by Council or does it still remain in VicTrack's possession? What negotiations have occurred with VicTrack regarding their intentions for the land and the current indication of commercial/mix use at the hands of a private developer which has always been in place, so what has changed from what we had-nothing. The placing of the commercial/mixed use, active space, convenience retail and potential future footbridge on the plan when at best could be described as "possible developments" not definite, is misleading as Council does not control these areas and cannot ensure they will come into fruition.
- b) With less than 5 million allocated for the Moe Rail Precinct Revitalization Project and the cost of the library/service centre quoted as being in excess of 4 million, Moe Traders Association would be interested in how the whole plan is to be staged. We ask Council to

provide the public with how long it will take before we see the completed plan and the projected overall cost to completion.

- c) Council should make public all feasibility studies performed, all ownership rights to the land, the cost of moving the coaxial cable should it be an issue, the results of the contamination studies and any other hidden costs involved in the completion of this project. Will Council do this?
- d) The plan does not even acknowledge the current bus review- one would think that with the possibility of an increase in inter and intra-town bus services, that this would have an impact on the existing public transport system.

Skate park

There is concern about the moving of the skate park from its current position. According to the plan a priority is to 'improve safety and amenity of skate park and supervision opportunities'. Once again we would question the consultants on the lack of local knowledge that they have. Currently the skate park is near the police station and in their visual line. A few years back there was a suggestion of moving the park and a police officer informed us that, that was there preferred site as it was easy to supervise, hence we suggest that Council investigates if this is still the preferred option and take it under advisement.

Civic and community hub

There are a number of proposed uses for the library/community facility and one would expect that there are business plans and feasibility plans undertaken to ensure that this will ensure maximum usage, including Council informing the public know upfront, not only the cost of the construction of the building but also the projected ongoing running costs.

Closing

The Moe Traders Association support development in Moe and look forward to an upgrade, but it must be for the benefit of the town and businesses as a whole. It has to have economic value and include infrastructure designed for a growing population. The current draft of the Moe Rail Precinct Revitalization Project fails to address these issues and we urge Council to reassess the draft at their earliest possible convenience and then allow further public comment.

When looking at the aims and benefits of Transit Cities, it talks about improving the use of public transport, building communities that offer fair access for all to services and employment opportunities, encourage sustainable development, and more local retail stores, so most shopping can be done locally. It does not state that an iconic building will be the life anchor for the town- it is the retail community that will help sustain this town and as such its time that Council rethinks their position on a number of issues, such as parking, traffic direction, etc.

Council has failed to adequately consult with the business community and its time they rectified this prior to any final decisions being made- if this is to occur a friendly reminder that do not conduct consultation sessions during peak retail days/hours, as all it indicates to us is the lack of understanding of this sector.

COMMITTEE FOR MOE

ABN: 97 322 745 090

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

2nd November, 2009

Mr Hirem Bhatt,
Latrobe City Council,
PO Box 264,
MORWELL 3840

Dear Sir,

MOE RAIL PRECINCT SUBMISSION

The Committee for Moe is fully supportive of the current project but would like to suggest some constructive thoughts, ideas and reasons.

If required a subcommittee of two people from our group would be happy to meet the relevant consultants and Latrobe City project managers to qualify our ideas and suggestions.

As funding is the major key issue – the staging and implementation of the various projects should be viewed with what will have the greatest need and benefit for the community.

1. The Civic Community Building would be better moved to the east side of the City Square.
 - Building east allows for greater scope for further development without restrictions – i.e. Train Station Enlargement
 - Allows for more open sight lines to Moore Street intersection from railway and retains views to mountains from existing platform over existing (distant) single storey buildings on George Street instead of the back of a close (new) three storey building
 - Proposed wedge shape design and location although aesthetically great will create a Wind tunnel effect due to our prevailing westerly wind flow and would cast a continuous shadow over the existing station during winter months.
2. The west side “Goods Yard” to be developed with open air pavilion, toilets, Transport Hub and long bay visitor parking as the number 1 priority.
 - This would also include the first stage of extra commuter parking.
3. Moore Street shared zone area to incorporate much more car parking in southern end
 - Entrance to Purvis Plaza must have a pedestrian path access

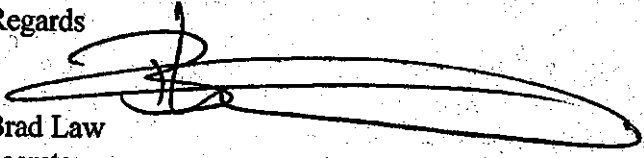
- The Plaza has the busiest pedestrian foot traffic area in town when fully operational.
- 4. City Square needs to be slightly enlarged to incorporate lost shared space in Moore Street.
- 5. The existing Skate park to be refurbished in its current position or relocated to the opposite side of the railway line.
 - We don't believe the proposed location is appropriate as it is a premium space that could be better utilized by all the community.
- 6. Service Station development to be restricted to current site.
 - Development either side of service station to be car parking or landscaped gardens.
- 7. Commuter car park on south side to be expanded when funding available.
- 8. Consideration to better motor vehicle movement from north to south across railway should be investigated.

Moe really needs a central green space - a town square – a happy, vibrant and safe CBD where people [locals and visitors] can meet, sit and talk in peace – it is really important that we strike the balance between business and community needs - in fact if we really think about it the two are inseparable.

What is good for community will be good for business.

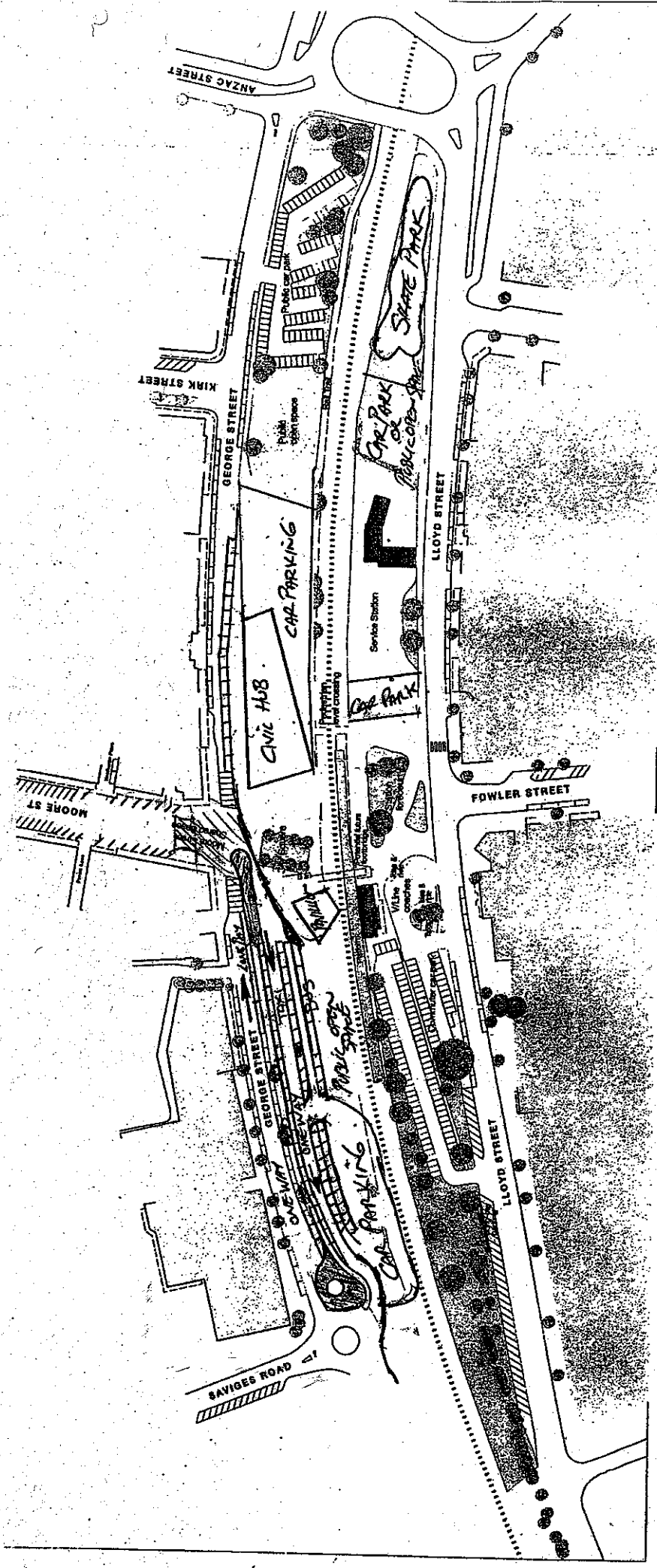
Please find enclosed a copy of plan with amendments.

Regards



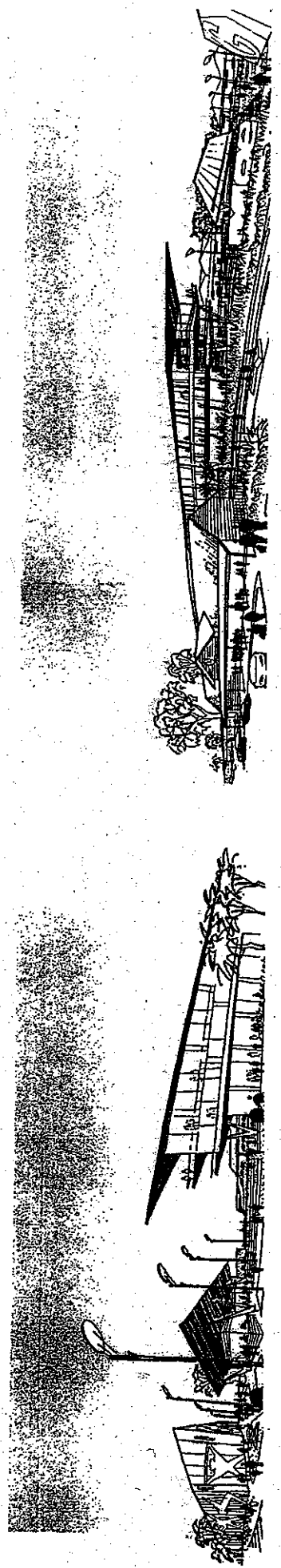
Brad Law
Secretary
Committee for Moe Inc.

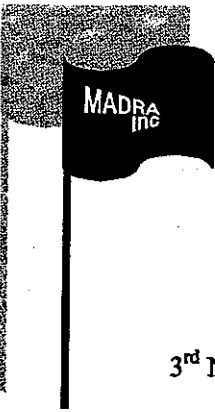
*Information about the Committee for Moe can be found on our website
www.committeeformoe.com.*



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Moe and District Residents Association Inc.

No. A0052091G

3rd November, 2009

Mr. Paul Buckley
MACP Masterplan- Train Station Project
Latrobe City Council
PO Box 256
MORWELL, Vic. 3840

Dear Mr. Buckley,

Please accept this submission from Moe and District Residents Association Inc. (MADRA Inc.) to the public submission process for the *MACP Masterplan: Moe Train Station Project*.

We have circulated a full copy of our submission to all Councillors and take this opportunity to extend an invitation to meet with them to discuss and consider its contents.

We would appreciate if your office could coordinate a mutually convenient meeting time.

If you have any queries or require further information, please contact me ph. [REDACTED]

Regards,

Cheryl Wragg
Secretary
MADRA Inc.

On behalf of the Committee of Management, Masterplan subcommittee, and MADRA members

Encl.

Latrobe City	
- 5 NOV 2009	
Doc. No:	
Action Officer:	CEO & H. Shatt
Disposal Code:	
Comments:	Hcc: All cr's.

**Submission by
Moe and District Residents Association Inc.
(MADRA Inc.)**

to the

**'MACP Masterplan', (SJB Urban/LCC)
November 2009**

MADRA Submission to the 'MACP Masterplan', SJB Urban/LCC, 2009

Recommendations

Recommendation 1a: *The Masterplan must be amended to relocate the Moe railway station and platform, commuter car parking, V-Line bus facilities, and long bay parking to the north side of the railway line. The Masterplan must provide for appropriate pedestrian crossing access in consideration of two railway lines.*

Recommendation 1b: *That the Masterplan be amended to redesign the proposed commuter car park (south side) with regards to the 13 metre railway easement, to integrate the proposed car park with the existing south side railway station forecourt car park and to remove the impractical and hazardous long bay parking from the proposed commuter car park on the south of the railway line (Lloyd street). The integrated commuter car park (south side) should be conceptualized as temporary given the underpinning plan for the rail line duplication and, as a consequence, supplemental to commuter 'park and ride' car parking located on the north side of the railway line.*

Recommendation 2: *The Masterplan must be amended to prioritize the provision and integration of transport infrastructure in and around the relocated Moe railway station and in accordance with the "Public Transport Guidelines for Land Use and Development". As part of this, dedicated facilities must be provided to the full range of buses servicing Moe and integrated into the design. The design and location of the north and south commuter car parks must be changed. The amendments must be undertaken in conjunction with the amendments as per Recommendation 1.*

Recommendation 3: *The Masterplan be amended to:*

- *remove the proposed 'civic/community hub' building from the design;*
- *extend the pavilion building to house the Moe railway station and locate it to the west on the (vacated) site of the previously proposed 'civic/community hub' building;*
- *remove the 'commercial/mixed use' buildings from the design and locate there facilities for the full range of buses servicing Moe,, commuter and visitor car parking, 'kiss and ride' facilities, and taxi bays;*
- *remove the 'active space' building from the design;*
- *extend the public open space to the east of the proposed city square to open up that area and provide full visual connection across the existing railway pedestrian crossing from Lloyd street to George Street and the augmented road pedestrian crossing across George Street;*
- *develop the shared zone as per the Masterplan in the southern end of Moore street and through the intersection with George street (with caveats below), using road surface treatments to slow traffic, removing the height distinctions between footpath and road, and other treatments designed to prioritise pedestrian usage and slow traffic movement through the area;.*
- *amend the shared zone to provide disabled car parking places outside the Bendigo Bank and National Bank;*
- *amend the shared zone to remove the 'bottlenecking' of George street and replace with various road surface treatments to slow traffic. Install a roundabout to manage traffic through the intersection of George and Moore Streets and*

- incorporate into the shared zone using road surface treatments to slow traffic approaching and traveling through the roundabout;
- amend the Masterplan to incorporate the design for George street to the west of Moore street as developed by Mr. Peter Aboltins and extend shared zone treatments into his design as appropriate;
 - amend the shared zone to extend it along George street to the east to embrace the existing road pedestrian crossing and augment the crossing with pedestrian operated signals as recommended in the Masterplan (p 101);
 - maintain the commuter car parking behind the Herbert Martin gardens and extend southward to the railway line fenceline. Beautify the area.
 - remove the iron picket fence and replace with low visual impact fencing to safeguards against persons entering the rail line area using e.g. tall Perspex sheeting.
 - Develop a green area on the site of the existing skatepark.

Recommendation 4: Amend the Masterplan to remove the skatepark from the design. A new, larger, state of the art skatepark should be constructed as a matter of priority adjacent to Apex Park in the Jo Tabuteau reserve. LCC and the State government commit to funding the skatepark as soon as possible and to finish its construction at the Jo Tabuteau reserve in 2010.

Recommendation 5: That reference to the Library and Council Service Centre be removed from the Masterplan. Further, that LCC and the State government commit to funding the renovation, extension and integration of the Moe Library and Council Service buildings on their current site.

Recommendation 6a: That Council develops detailed estimated costings of the Train Station Precinct Project, makes these public, invites public comment and uses both the comment and the costings in the decision making process about the design. That as part of these detailed costings, Council develops comparative costings for critical parts of the project, including renovating and extending the Moe Library and Council Service Centre on their current site compared to the 'civic/community hub' building proposal, and ; relocating the Moe railway station to the north side of the railway line and anticipating the railway line duplication in the design compared to the cost implications of ignoring the railway line duplication and not relocating Moe railway station to the north.

Recommendation 6b: That Council amend the Masterplan to remove the 'civic/community hub building', the skatepark, the 'commerical/mixed use' buildings, and the 'active space building' from the phasing timetable.

Introduction

This submission considers the main aspects of the *MACP Masterplan* document, with particular focus on the design as shown on pages 48-49 and its description in the body of the document. Attachment 1 amends the design as per our comments in this submission.

We do not discuss the layout of the *Masterplan* document, or the use (and/or appropriateness) of the pictures and diagrams appearing in the document. Nor have we included too much detailed assessment of individual aspects of the *Masterplan*. We have read the *Masterplan* closely and taken particular care to check the diagrams and schematics including measuring and assessing various features of the designs using the scale measures, followed by on-site checks.

The MADRA submission is a critical assessment of the main features of the *Masterplan* based on our long experience of Moe's town layout, the habits of use by Moe's population, our respect for the built heritage of our town, the needs of the town structure and our community now and into the future, and whether the proposed *Masterplan* design will fulfill those needs. MADRA is also sensitive to costs issues, given that residents, ratepayers and taxpayers will pick up all costs arising from the project. This submission is informed by previous MADRA submissions on the MACP. All MADRA's submissions are guided by MADRA policy, developed and endorsed by MADRA's membership.

Major Comments

1. South side: Lloyd Street, Easement for Rail Line duplication, relocation of the Moe railway station

The *Masterplan* document says:

'The project needs to incorporate an easement for potential future rail expansion (additional track) on the south side of the existing railway line. This comprises an offset distance of 13 metres from the centerline of the existing tracks.' (p. 24)

The diagram on pages 20-21 of the *Masterplan* document shows the easement, including its dissection of the current Moe railway station.

However, careful examination and measurement of the *Masterplan* overview diagram on pages 48 & 49 shows that the design does **not** incorporate an easement for future rail line expansion. On the Lloyd street side, the railway station and platform, the proposed new car park, the potential future footbridge, and the proposed convenience retail are impacted by the easement. On the north side, the entire design is impacted because it does not anticipate the need to relocate the railway station/platform, and to provide commuter car parking and V-Line bus facilities to that side of the railway line.

Conclusion: The *Masterplan* must incorporate an easement for potential future rail line expansion. Consequently, it must relocate the Moe railway station and platform, commuter car parking, V-Line bus facilities, and facilities for other buses and long bay parking to the north side of the railway line. It must provide for appropriate pedestrian crossing access in consideration of two railway lines. In its proposed format, the *Masterplan* is incorrect and redundant. If Council and the Project Control Group continue to pursue the *Masterplan* in its current format, there will be significant cost implications into the future, realized at the time of constructing the rail line duplication.

Recommendation 1a: *The Masterplan must be amended to relocate the Moe railway station and platform, commuter car parking, V-Line bus facilities, and long bay parking to*

the north side of the railway line. The Masterplan must provide for appropriate pedestrian crossing access in consideration of two railway lines.

Recommendation 1b: That the Masterplan be amended to redesign the proposed commuter car park (south side) with regards to the 13 metre railway easement, to integrate the proposed car park with the existing south side railway station forecourt car park and to remove the impractical and hazardous long bay parking from the proposed commuter car park on the south of the railway line (Lloyd street). The integrated commuter car park (south side) should be conceptualized as temporary given the underpinning plan for the rail line duplication and, as a consequence, supplemental to commuter 'park and ride' car parking located on the north side of the railway line.

2. Developing a transport interchange as per the "Public Transport Guide Lines for Land Use and Development". Department of Transport, Victoria.

The *Masterplan* document says:

Currently, the different transport modes in Moe lack effective systematic or physical integration. The designs for the redevelopment of the precinct should provide for enhanced connectivity between trains, local and regional buses, cycling, walking, taxis and private vehicles.' (p. 23)

As stated in MADRA's earlier submissions, we have been concerned that Council's focus on relocating the civic hub from Albert Street to the railway corridor would have the effect of demoting the supplementation and integration of Moe's transport infrastructure and displacing it away from the Moe railway station.

The *Masterplan* document also states that:

'the nature and facilities of the interchange developed at Moe Station should be consistent with the principles contained in the "Public Transport Guide Lines for Land Use and Development" published by Land Use and Planning Referrals Team Public Transport Division Department of Transport, Victoria'. (p. 98)

We have reproduced the objectives and principles of the "Public Transport Guide Lines for Land Use and Development" appearing in the *Masterplan* document as attachment 2 to our submission.

The current format of the proposed *Masterplan* does not comply with the "Public Transport Guidelines for Land Use and Development" and, as such, realizes MADRA's earlier expressed concerns. In particular:

a) The proposed transport interchange (Latrobe Valley Bus Line routes) in George Street is too far from the railway station and, as result, contrary to the "Public Transport Guidelines" for an efficient modal interchange. The *Masterplan* fails to 'integrate transit stops and interchanges into the design and layout of the activity centre', does not 'minimize walking distances within the interchange', does not 'provide a direct route to the railway station', and does not 'provide clear views of train, tram or bus arrivals and departures' of the "Public Transport Guidelines". In order to achieve these design principles, it would have to be located on or near to the site of the proposed 'civic/community hub' building;

b) The proposed parking/pick up area for V-Line buses is inadequate and wrongly informed. The *Masterplan* document states, incorrectly, that 'V-Line...services

*effectively "replace" rail services and location immediately adjacent to the station building and platform is appropriate' (p. 98). Although V-Line runs some Melbourne services by bus, it also regularly augments rail services with buses to alleviate overcrowding, particularly on the 'sprinter' services. This sees a crush of buses, cars and train passengers in the forecourt area of the railway station. The *Masterplan* design does not provide distinct facilities for V-Line buses and will not ease the conflict between passengers, cars and buses in the forecourt area. As a result the *Masterplan* design contravenes a principal objective of the "Public Transport Guidelines" to 'maximise quality, safety and security of the passenger and operating environment' and 'minimise the potential for conflict between passenger, cyclist and vehicle movements'. MADRA has argued consistently for dedicated facilities for V-Line buses separate from cars, that ensures safe and legible pedestrian access and is in close proximity to the railway station, as per the "Public Transport Guidelines";*

c) There is no provision for or consideration of tourist buses that come into Moe four times weekly (approx.), daily school buses, or interstate buses. The needs of each of these services are distinct and completely ignored in the proposed *Masterplan*. This is contrary to the principal objective of the "Public Transport Guidelines" to 'maximise passenger and public transport vehicle capacity';

d) The proposed commuter car parking is insufficient and inadequate. In addition to the proposed south-westerly car park being compromised by the 13 metre railway easement, it is not big enough. The long bay parking needs to be 'drive in-drive out', *not* 'drive in then back out onto a busy road'. The car park proposed in the north east location is too far away from the railway station. As a consequence, both the north and south car parks and the long bay parking proposed in the *Masterplan* do not comply with the principal objectives of the "Public Transport Guidelines" to 'maximise passenger and public transport vehicle capacity', 'maximize quality, safety and security of the passenger and operating environment', and 'minimise walking distances within the interchange and to nearby attractors';

e) The proposed potential future footbridge and lift presents a range of major issues including security, access and practicality. Unlike other lift serviced railway stations e.g. Dandenong, the proposed arrangement for Moe is not just servicing a railway station but a township with a significant population requiring 24 hour access, every day.

Conclusion: The *Masterplan* must prioritise the integration of Moe's transport infrastructure and ensure that all transport modes and services have dedicated facilities. In its proposed format, the *Masterplan* fails this fundamental design requirement and, not surprisingly, fails the principal objectives and design principles for an efficient modal interchange as specified in the Department of Transport's "*Public Transport Guidelines for Land Use and Development*". Further, the inadequacy of the transport related features will only be exacerbated at the time of the rail line duplication as this will substantially reduce the amount of space available on the south of the railway lines. Filling up the north side with civic functions will leave insufficient space to accommodate relocated transport infrastructure and services. This can only lead to further future displacement of transport infrastructure away from the Moe railway station.

Recommendation 2: *The Masterplan must be amended to prioritize the provision and integration of transport infrastructure in and around the relocated Moe railway station and in*

accordance with the "Public Transport Guidelines for Land Use and Development". As part of this, dedicated facilities must be provided to the full range of buses servicing Moe and integrated into the design. Design and location of the north and south commuter car parks must be changed. The amendments must be undertaken in conjunction with the amendments as per Recommendation 1.

3. Designing Moe's modal transport interchange.

MADRA believes that the railway corridor is the wrong location for a library. Since viewing the *Masterplan*, MADRA also asserts that the proposed 'civic/community hub' building is the wrong building for this site.

MADRA believes the 'civic/community hub' building should be removed from the design.

MADRA agrees with the design and intention of the 'pavilion' building and believes this should be moved to the west, onto the site of the 'civic/community hub' building and extended to house a relocated Moe railway station sitting alongside the relocated station platform.

The extended pavilion building located in the recommended position would provide toilets accessible to commuter, tourist bus and visitor parking that should be located to the west, on the site of the proposed 'commercial/mixed use' buildings. The 'commercial/mixed use' buildings should also be deleted from the design.

The site where the pavilion building had been proposed should be extended as paved open space, supplementing the civic square area and housing quality public art/installation, lighting and seating. Extending the open space in this area will also provide a clear visual connection between the George Street pedestrian crossing, the existing railway pedestrian crossing and the Lloyd Street pedestrian crossing, and demark this as a pedestrian corridor.

To the north of this area, in the George and Moore streets intersection, we believe a traffic roundabout should be installed to manage traffic movements through the intersection.

We support the development of the proposed shared zone in George Street, both to the west and the east of Moore Street, and in the southern end of Moore Street. We believe car parking access for disabled passengers should be provided in the southern end of Moore Street, outside the Bendigo Bank and the National Australia Bank. While we support road treatments, landscaping, planting and other treatments/features aimed at slowing traffic approaching and passing through the George/Moore Street intersection, we do not support 'bottlenecking' George Street.

We support the road, parking and bus facilities design for the western end of George Street as developed by Mr. Peter Aboltins as a preferred road, parking, and traffic management design incorporating and utilizing the railway goods yard area and George Street. We also support the future development of an additional north-south railway overpass. Mr. Aboltins' design will not encroach upon or prohibit the future construction of such an overpass.

We believe the pedestrian controlled crossing should be installed in George Street to the west of Moore Street, as recommended in the *Masterplan* (p 101).

We believe the commuter and shopper car parking behind the Herbert Martin gardens should be retained and extended up to the railway fenceline. It should be considered the principal 'park and ride' commuter car park in Moe supplementing other car parks in the modal transport interchange.

We support the removal of the iron picket fence along the railway fence line and its replacement with a less visually intrusive alternative.

We support a 'green space' being developed on the site of the current skatepark.

Recommendation 3: *The Masterplan be amended to:*

- *remove the proposed 'civic/community hub' building from the design;*
- *extend the pavilion building to house the Moe railway station and locate it to the west on the (vacated) site of the previously proposed 'civic/community hub' building;*
- *remove the 'commercial/mixed use' buildings from the design and locate there facilities for the full range of buses servicing Moe, commuter and visitor car parking, 'kiss and ride' facilities, and taxi bays;*
- *remove the 'active space' building from the design;*
- *extend the public open space to the east of the proposed city square to open up that area and provide full visual connection across the existing railway pedestrian crossing from Lloyd street to George Street and the augmented road pedestrian crossing across George Street;*
- *develop the shared zone as per the Masterplan in the southern end of Moore street and through the intersection with George street (with caveats below), using road surface treatments to slow traffic, removing the height distinctions between footpath and road, and other treatments designed to prioritise pedestrian usage and slow traffic movement through the area.;*
- *amend the shared zone to provide disabled car parking places outside the Bendigo Bank and National Bank;*
- *amend the shared zone to remove the 'bottlenecking' of George street and replace with various road surface treatments to slow traffic. Install a roundabout to manage traffic through the intersection of George and Moore Streets and incorporate into the shared zone using road surface treatments to slow traffic approaching and traveling through the roundabout;*
- *amend the Masterplan to incorporate the design for George street to the west of Moore street as developed by Mr. Peter Aboltins and extend shared zone treatments into his design as appropriate;*
- *amend the shared zone to extend it along George street to the east to embrace the existing road pedestrian crossing and augment the crossing with pedestrian operated signals as recommended in the Masterplan (p 101);*
- *maintain the commuter car parking behind the Herbert Martin gardens and extend southward to the railway line fenceline. Beautify the area.*
- *remove the iron picket fence and replace with low visual impact fencing to safeguards against persons entering the rail line area using e.g. tall Perspex sheeting.*
- *Develop green area on site of existing skatepark.*

4. Moe skatepark facilities

MADRA strongly supports upgrading Moe's skatepark. However, we believe the skatepark cannot be improved to the requirements of users on the site proposed in the *Masterplan*. The area is too narrow to accommodate an adequately sized skatepark and will constrain/prohibit any future expansion.

MADRA believes that a new concrete skatepark should be constructed at the Apex Park/Lions Park/Jo Tabuteau reserve area, should be of contemporary design, and large enough to

accommodate up to sixty proficient scooters, bikers, and skateboard riders. We believe there should also be a smaller (and gentler) junior skatepark co-located near the playground facilities in the park.

Locating the skatepark facility at the Jo Tabuteau reserve, behind the new multi-ability playground area, would provide continuity in recreation facilities at this site. This area is constantly attended by adults with small children visiting the playground. The site is serviced with carparking and public toilets nearby. It is closer to the main population base of Moe. It has been identified by young people in Moe that we spoke to as their preferred location for a skatepark.

MADRA has visited skateparks at Moe, Trafalgar and Warragul and talked with fifteen young people at the facilities, to inform this submission. We learned that young people from Moe and Newborough regularly travel to Trafalgar, Warragul and Drouin to use their skatepark facilities because Moe's facility is sub-standard.

Trafalgar has a real skatepark, better than Moe's retrofitted facility, but it was identified by all users as being too small. A skatepark facility must have sufficient room to accommodate the three different user groups (scooters, bikers, skateboarders) at any one time. Because of the small size of the facility at Trafalgar, different types of users must wait their turn. Trafalgar's skatepark is located in the car park behind the Trafalgar Newsagency and other strip shopping on the Princes Highway. Trafalgar skate park is approximately the same size as the existing Moe skatepark.

Warragul's skatepark is three to four times larger (approximately) than Trafalgar and Moe's skateparks. Yet, it was identified by users as needing an extension to accommodate the number of users at peak times.¹ The Warragul skatepark is located in the middle of the Warragul recreation reserve/park area, surrounded by trees, shade, greenery and other recreation park users. Public toilets are nearby.

The skatepark users we spoke with identified the following elements as essential for good skatepark design:

- must be large enough (too small can't accommodate different types of users);
- shade cloth over the actual skatepark and shaded areas around the park;
- seating;
- drinking fountain;
- bins;
- lighting;
- car drop off areas;
- car parking and toilets nearby.

The only safety/security issues raised by skatepark users we spoke to were lighting, and the problem of small children using the skatepark. They identified the solution to the latter problem being a small, junior skatepark for younger children. We asked skatepark users about more general security and supervision issues – none were identified. The proximity of the current Moe skatepark to the Moe police station was not seen as relevant. The key to skatepark security would seem to be having a quality facility, with good support facilities (as listed above) that attract lots of young people focused on skateparking activities.

We also raise the serious question of soil and ground water contaminants at and around the rail corridor as reported in the *Masterplan* in Section 3.2.3 'Constraints' with regard to the

¹ Presumably, if Moe had an appropriately sized quality skatepark, there would be less demand on Warragul and Drouin's facilities.

location of the skatepark as proposed in the *Masterplan*. A VicTrack commissioned report is cited in the *Masterplan – Phase II Environmental Site Assessment – Moe Rail Station* (SKM 2006). Without identifying the contaminants, they are presented as posing a constraint 'for safety reasons...to some building construction and activities' (p 23). Do contaminants identified in this report pose health and safety risks arising from the location of a youth recreation facility at this site?

Recommendation 4: *Amend the Masterplan to remove the skatepark from the design. A new, larger state-of-the-art skatepark should be constructed as a matter of priority adjacent to Apex Park in the Jo Tabuteau reserve. LCC and the State government commit to funding the skatepark as soon as possible and to finish its construction at the Jo Tabuteau reserve in 2010.*

5. The Moe Library and Council Service Centre

The *MACP Masterplan* says:

'The existing Moe library facilities are deemed inadequate for current usage levels and Moe's current population, and potential growth in patronage. There is potential to give this service and key community facility a 'lift' in spatial quality and amenity' (p 22)

This is factually incorrect. There has not been any public consideration of Moe's existing library facilities, their adequacy or otherwise, and their potential for an on site upgrade.

In 2006, the Council commissioned an internal, confidential report to consider on site expansion and renovation of the facility, incorporating the current LCC Service Centre. Entitled the '*Moe Precinct Concept Plan*' (LCC, 2006), the report compared this with an offsite rebuild, including estimated costings. The report was not made publicly available and only became public through an FOI appeal case that saw partial release of the document. The costings were and continue to be withheld.

The Moe Library and Council Service only became the so-called 'catalyst' building for the MACP after the original catalyst project involving the old Moe police station and station house as specified in the David Lock report, were sold by the State government.

The community was not consulted at all by LCC about the Moe Library and Council Service Centre becoming the MACP 'catalyst' project before it appeared as such in the MACP document. Tract Consultants, co-authors of the MACP document, were directed by LCC to designate it thus and show it relocated to the railway corridor.

MADRA supports renovating and extending the existing Moe Library and integrating it with the LCC Service Centre on its current site. MADRA does not support relocating the Moe Library and Service Centre to the railway corridor.

Analysis of the '*Moe Precinct Concept Plan*' shows that extension and renovation of the existing facilities, plus a first floor extension to the library building (with foundations and first floor slab already in place), would deliver a larger, more substantial building than that proposed in the *Masterplan* document. It would be large enough to accommodate a nursing mothers room, a parents room, and all of the community meeting facilities shown in the 'civic/community hub' building of the *Masterplan*. (See attachment 3.) Given the

withholding of estimated costings we must presume that it would be significantly cheaper to extend and renovate the existing Moe Library and Council Service Centre.²

Extending and renovating the current facilities would allow the library collection to be housed on one rather than two floors, and avoid the inconvenience to users, staffing issues and related costs of the *Masterplan's* proposal. It would also deliver a quieter building untroubled by vibrations and noise from the train line, and be more thermally efficient than the *Masterplan's* proposed building.

Recommendation 5: *That reference to the Library and Council Service Centre be removed from the Masterplan. Further, that LCC and the State government commit to funding the renovation, extension and integration of the Moe Library and Council Service buildings on their current site.*

6. Funding, costings and staging

Since 2006, LCC has had estimated costings for an extensive renovation of the Moe Library and Council Service Centre on site, and costings for various plans to build these facilities in the rail corridor. Yet to date, Council has withheld these costings and all information about the comparative cost from LCC ratepayers and Moe residents.

The cost of the *MACP Masterplan* is of significant public interest. Council has a statutory obligation to make the most efficient use of Council resources and finances. We are deeply concerned that Council is committing to an expensive project without revealing the estimated costs to Moe residents and LCC ratepayers. MADRA believes LCC should make public estimated costs and comparative costings and allow LCC ratepayers to make comment.

We do not agree with the process described in Section 7 of the *Masterplan* that Council will commit to the design and then work out the project costs. Instead, we believe LCC should develop estimated costs out the design, make these public and allow them to be used in making decisions about the final decision. This should include comparative costings showing, for example, the cost of the 'civic/community hub' project with the estimated cost of extending and refurbishing the Moe Library and Council Service Centre on their current site. A second important cost comparison is that of including or excluding the railway line duplication and relocation of the Moe railway station in the design. Getting this wrong will have future cost implications for LCC ratepayers, Moe residents and Victorian taxpayers alike. To avoid this, the matter should be properly considered during this conceptual phase of the project.

Due diligence should also show the cost of acquiring the row of George Street shops and compensating affected businesses, the cost of acquiring the Victrack land, and whether Council anticipates selling the Moe Library and Council Service Centre and the estimated amount of sale proceeds.

MADRA does not agree with the suggested project phasing in the *Masterplan*. Recommendation 3 to remove all superfluous buildings from the design and focus on improving the transport infrastructure to support relocating the Moe railway station suggests a more obvious, logical and sensible phasing of the project.

Recommendation 6a: *That Council develops detailed estimated costings of the Train Station Precinct Project, makes these public, invites public comment and uses both the comment and*

² Presumably, if extending and renovating the existing Moe Library and Council Service centre was more expensive than the offsite option, Council would have released the estimated costings.

the costings in the decision making process about the design. That as part of these detailed costings, Council develops comparative costings for critical parts of the project, including renovating and extending the Moe Library and Council Service Centre on their current site compared to the 'civic/community hub' building proposal, and ; relocating the Moe railway station to the north side of the railway line and anticipating the railway line duplication in the design compared to the cost implications of ignoring the railway line duplication and not relocating Moe railway station to the north.

Recommendation 6b: *That Council amend the Masterplan to remove the 'civic/community hub building', the skatepark, the 'commerical/mixed use' buildings, and the 'active space building' from the phasing timetable.*

Background

This is the fourth submission by MADRA in response to the Moe Activity Centre Plan. The other submissions were: written submission to the proposed C62 Structure Plan Amendment (10/12/08); written and verbal presentation to the C62 Structure Plan Amendment Planning Panel (9/06/09); and written submission to the public notice inviting responses to the MACP Urban Renewal Strategy and Implementation Report (26/05/09). Prior to the establishment of MADRA in September, 2008 individuals who have since gone on to join MADRA made written and verbal submission to the 2007 MACP public submission process. While these submissions did not represent the views of MADRA, our members bring a depth of knowledge, interest and continuity to our engagement with the MACP and its composite projects from 2007 to current.

MADRA has consistently supported the development of an integrated transport interchange in and around the Moe railway station. Moe's transport infrastructure is inadequate to the current and future needs of our community and the outlying communities serviced by Moe. We have drawn attention to the inadequacy of commuter car parking, the lack of facilities for tourist, school, interstate, inter town and local buses, the inadequacy of provision for V-Line buses, the inadequacy of taxi facilities on both sides of the railway, the lack of tourist information and public toilet facilities, and the inadequacy of north-south road and pedestrian connections. MADRA supports the retention of the Moe Library and Council Service Center on their current sites in Albert and Kirk Streets and their upgrade and integration at that site. We also support the development of a civic plaza in Kirk Street abutting the Moe Library and Council Service Centre. Our position on all these matter is consistent and upholds the Objectives of LCC's Municipal Strategic Statement.

Lastly, during the last six months MADRA has become aware of VicTrack's plan to duplicate the railway line between Moe and Traralgon and the requirement to allow for a 13 metre easement to the south of the existing railway line. We are also aware of the Department of Transport's active consideration to relocate the Moe railway station to the north of the railway line, on George Street.

Attachments

Attachment 1: Annotated MADRA re-design of the *MACP Masterplan* (p 47-48)

Attachment 2: Excerpt from *MACP Masterplan* - 8.2.2 Facilities (page 98)

Attachment 3: Excerpt from the *Moe Precinct Concept Plan* (LCC, 2006) – Albert Street redevelopment – renovating and extending the Moe Library and Council Service Centre

Attachment 2

Excerpt from Masterplan - 8.2.2 Facilities (page 98)

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

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

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

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

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

Hiren Bhatt

From:
Sent: Friday, 6 November 2009 5:19 PM
To: Hiren Bhatt
Subject: moe rail precinct

Dear Hiren

As a fairly new business owner in George Street, Moe I was excited to hear of the money being spent in the business centre to help bring Moe more up to date with current trends.

I have invested not just mine, but my family's future in two retail premises and a very large business and was very disappointed to find out that you plan to put a skate park right opposite one of my shops. We already have trouble getting parking near our store and totally disagree with moving what little car park we have way down near safeway in favour of a skate park which would do no justice to any retailer in our area. There is not a day goes by without customers complaining about the lack of car parks in George street. We already experience several problems with the youth of Moe who use the existing skate park. Over the last few years there have been several cars damaged and emblems, and wheel caps stolen.

I have read in full the submissions entered by [redacted] and Mr Joe Diamente and I fully back up what both of these highly respectable business men have said.

Whilst I am excited about what is happening for Moe I cannot express more my great concern in involving a skate park in the middle of the business area. We have several parks and vacant land which would be far more suitable.

I also know that the elderly (which in our particular street make up a large proportion of customers) feel very threatened and unsafe being around the type of crowds that frequent the current skate park.

I certainly hope that you take notice and listen to us the people that have invested in Moe.

Thanking you for your time.

19/11/2009

2/11/09

Latrobe City	
- 5 (01 00)	
Doc. No:	
Action Officer:	Jane Burt
Disposal Code:	
Comments:	

Moe Taxis

Ph:
Fax:

RE: PROPOSED LOCATION CHANGES OF MOE TAXI RANK.

To Whom It May Concern,

After a review of the Moe Rail Precinct Revitalisation Project Final Draft dated September 09 the directors of Moe Taxis are compelled to respond to significant changes that we believe will compromise the quality service we provide the public and wider community of Moe/Newborough and surrounding towns.

Moe Taxis are a group of local business people who are proud of the fact we deliver one of the most professional taxi services in regional Victoria. We are relied on heavily by the elderly, disabled and the broader community to provide a safe, efficient service while our aim is to make Moe Taxis customers experience as pleasant as possible. An aim we are passionate about.

There are currently 12 taxis based in Moe to service the community which consist of sedans, wagons and a W.A.T (Wheelchair Access Taxi) vehicle.

Currently we operate from a single rank located on the south side of George Street, east of Moore Street which has approximately 10-12 vehicle spaces aligned end to end which allows us to position vehicles in a line formation. From this location we have a proven ability to coordinate operations effectively on a daily basis without compromising the quality of service we provide our customers. Other benefits of this location are as follows:

- Enough room to accommodate all taxis in in one location (a condition of our industry accreditation is to have all 12 taxis available to service the public at any given time, hence the need for space for at least 10 taxis with an assumption that a minimum of 2 taxis will be in work all the time)
- Current rank location is established and its whereabouts known by the wider community.
- Pedestrian and level crossing in close proximity to rank allows for a safe customer route to and from the rank (bearing in mind the demographics of the majority of people who use our service who are the elderly: most with some form of walking aid, disabled including mentally and physically impaired and parents with children: often in prams or strollers)
- A clear view of traffic east and west along George Street allowing drivers to make a clear decision when to safely enter traffic travelling west or when to perform a u-turn travelling east (approximately 1 in 3 jobs would require a driver to make a u-turn at the rank, the vehicles travelling east along George Street having to give way at the pedestrian crossing allows the taxis a break in traffic to safely perform a u-turn)
- We currently have an extensive set of internal rules and regulations in place that the business works to which mainly evolves around the rank and its function in the current position. These rules are largely the systematic way jobs are delegated to vehicles in particular areas. Working to these rules provides transparency and ethical grounds for each and every person involved in the business. Also importantly reducing customer waiting times and overall efficiency. These rules are a cornerstone of the business.

After considering councils proposal of 2 new taxi ranks the first being located on the south side of George Street, west of Moore Street and the second being situated in the train station foreground we believe these locations will adversely effect our ability to provide the community with the quality service we already proudly deliver.

- Firstly our ability to operate efficiently from separate rank locations will be difficult to say the least. Vehicles situated at the train station rank will sit idle for long periods while the George Street rank will continue turning over customers regularly. (there clearly isn't enough customers come from the train station precinct including Lloyd Street businesses to warrant stationing taxis

permanently south of the railway line, a pick up and set down area similar to the proposed kiss and ride spaces would be suffice to service customers at the station. Currently approximately 90% of all jobs to and from the station are pre booked with vehicles arriving 5-10 minutes early for customers, the remaining 10% make their way to the rank via the level crossing)

- Insufficient spaces provided at the proposed George Street rank, 5 on map Page 48 and but 6 as stated on Page 43 with the potential for more as required. (As outlined previously we require a minimum of 10 spaces as we have 12 cars in town and working at any one time)
- Drivers ability to enter traffic travelling west and perform u-turns travelling east in a safe, decisive manner with the George Street rank situated directly opposite a laneway (which accesses a large car park) and with the added traffic congestion anticipated with the introduction of the bus terminal on George Street.

These are a few of the issues we have anticipated with the proposed relocation of taxi ranks however we are supportive of the town moving forward and would like the opportunity to discuss our ideas and other issues with members of council.

Please contact us at your earliest convenience to allow this process to move forward.

Yours Sincerely

Michael Breen
Manager Moe Taxis



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

RS:tw

14th October, 2009
 Attention: Hiren Bhatt
 Latrobe City Council
 PO Box 264
 MORWELL 3840

Dear Sir/Madam,

I write this letter in respect to the Moe Rail Precinct Revitalisation Project Draft Master Plan which has been on display for the benefit of the community and public in general.

Unfortunately I have been unable to attend the two public meetings held to present the draft master plan, so my comments are made on the strength of opinion without necessarily knowing the full analysis made by the consultants.

The two issues I would like to raise are the reduced car parking arrangements at the top of Moore Street and the positioning of the public car park.

In respect to the Moore Street car parking proposal the provision of no available parking spaces is detrimental to all businesses, particularly retail outlets who rely on this type of access. By all means consideration should be given to having a clear way on the occasions when events are held within the CBD precinct, however to effectively allow no parking 24 hours, seven days a week provides no advantages to any user as vehicles will still be using the zone for no other purpose than accessing major thorough fares.

As an added disadvantage to this the placement of the public car park to the extreme east of the development draws car parking away from the Civil/Community Hub and central shopping area adding to the shortage of available car parking where it is most needed. For people driving into the town for the express purpose of using the Community Hub it is extremely unlikely they will gain a car park within any close proximity of the facility.

In closing I would like to congratulate the Shire on their initiatives and firmly believe the improvements are of great benefit to the Moe Community

Should you wish to discuss the matter further or should you have any questions, please feel free to contact me on either 51277 133 or 0409 194 084 at anytime.

Kind regards,

JOHN KERR & ASSOCIATES PTY TLD

ROBERT SIM

From:
Sent: Friday, 13 November 2009 5:05:03 PM
To: Jane Burton
Subject: Plans for Moe

My name is Georgia Collings, I am 17 years old and have lived in Moe all my life. Recently i have viewed the new plans for Moe and think they are fantastic. I personally believe that this will do wonders for the town as it will make the towns appearance 1000 times better than what it currently is. I often wonder why other towns such as Traralgon or Morwell are frequently upgraded and Moe isn't, so i think it's very important that these plans go ahead, and it will hopefully bring more people into the town. As i have lived in Moe all my life, i have frequently had comments made to me about the town due to it's appearance and the towns morale. I believe that these plans will make a difference to individuals perception of the town.

I definitely encourage and support the idea.

Yours truly,
Georgia Collings

Head to the Daily Blob on Windows Live [For more of what happens online](#)

VicTrack

~~ACCESS~~

Latrobe City	
28/09/09	
Doc. No:	
Action Of:	
Disposal:	
Comment:	

Your ref: 447984 JB:PQ

Peter Quigley
General Manager Built & Natural Environment Sustainability
LaTrobe City Council
PO Box 264
MORWELL VIC 3840

Dear Mr Quigley

Submission to Moe Rail Precinct Revitalisation Project

I refer to the above project and to your letter of 25 September 2009 seeking VicTrack's formal response to the Masterplan prepared by SJB Urban which will be considered by Council for final adoption in November 2009.

The Masterplan has been developed from a collaborative effort of representatives from Council, VicTrack, DOT, DPCD, VicRoads and RDV. Accordingly, VicTrack is supportive of the proposed draft Masterplan and notes that it demonstrates design efficiencies¹ which integrate well with existing uses whilst providing proposed future development opportunities within a public transport (rail) environment.

Whilst VicTrack recognises that the Masterplan addresses the issues of future DOT operational requirements, existing assets and commuter carparking, the following comments are made:

DOT operational requirements.

VicTrack is conscious of the changing needs of public transport and the effect this may have on the proposed Masterplan. VicTrack requires the Council to remain in constant contact with DOT representatives on this issue to ensure all future operational requirements are captured prior to detailed design works.

Commuter Carparking requirements.

The commuter carparking as presented in the Masterplan requires modification to better address turning areas and ingress/egress points on to Lloyd Street. Having said this, it is noted that there is no net loss to commuter carparking. With expanding urban growth boundaries and increased demand for public transport, VicTrack requires Council to remain in constant contact with DOT and V/Line regarding future forecasts for commuter carparking at Moe.

We also suggest that further thought be given to the location of the long-bay carparking areas and the requirement for these within this particular location of Moe.

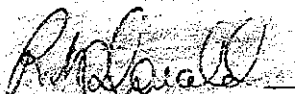
Existing Assets

It is unclear as to what consideration has been given to existing *underground* assets such as the communication cables and sewerage. VicTrack has underground communication cables at this location which appear to be generally in the vicinity of the Civic Hub and Passive Open Space areas. Whilst it is recognised that this is a masterplan exercise, location of underground assets will need due consideration during detailed design and feasibility stage for the Civic Hub precinct.

It is noted that due consideration has been given to the proposed Moe-Yallourn Rail Trail with a suggestion of a bicycle opportunity to compliment this.

VicTrack believes that the Masterplan will make a significant social and economic contribution to the Moe community (subject to successful applications for budgets and grants) and we look forward to continuing to work with Council on this project.

Yours faithfully



Bob McDonald
Chief Executive

04/11/2009

From:
Sent: Thursday, 26 November 2009 9:54 AM
To: Jane Burton
Subject: Moe Rail Revitalisation Plan Project

Dear Jane

I have followed this debate over an extended period of time & on occasions been a part of the community consultation process.

I must say that over my 30 years in public practice I never observed a council to be more inclusive & exhaustive in a spirit of openness to include the community as the Latrobe City has been on this project.

Some 6-8 weeks ago I was invited to the Latrobe City's presentation of the concept plans presented by imminently qualified architects & designers. I walked away thinking that apart from the usual suspects attempting to raise "red herrings" wanting guarantees about council process of dealing with the possible sale of the old library, that the overall plan would change forever the look & feel of entering Moe's CBD for the better.

Whilst views were expressed around the level of parking & whether the skating rink was in the right spot or not, I felt that the project once completed would bring Moe up to speed with the look & feel of Morwell & Traralgon with our own signature building & community precinct.

So upon leaving the meeting I felt the presentation was overwhelming supported by myself & others of a like mind.

To my astonishment I read in the Moe News on Tuesday this week the banner headline that the project has been delayed yet again!

As you know a letter that I wrote on behalf of my client Tanjil Place Medical in respect of the existing Moe Library & service centre was the subject to a freedom of information application to VCAT.

What I find disgraceful is that the very same people whose behavior & alleged misconduct in illegally obtaining confidential council documents, an issue they were roundly criticized for in the VCAT judgment, was never reported in the local press to expose them or action taken against them. These very same people are still at large attempting to pass off the minority views of their secular groups that they control as some how representative of the wider views of the Moe Community.

Quite frankly I am appalled at the way they have manipulated so called public opinion on the issue of the Moe Rail Revitalisation Plan Project, I believe the Latrobe City's behavior & patience with these groups has been exemplary, but must be at an end.

Time for consultation is over!

I urge the Latrobe City councilors to immediately vote to proceed with this project in the knowledge that the overwhelming majority of people in Moe want it to happen!

Regards

Pearse Morgan CA CPA


From:
Sent: Thursday, 26 November 2009 11:57 AM
To: Jane Burton
Subject: MOE CBD REDEVELOPMENT

Dear Jane,

I am writing to express my dismay (but not surprise) at the decision to again delay the Moe redevelopment project. It appears that the noisy usual suspects are still attempting to derail the first major development that Moe has seen in 20 years. This town has suffered greatly over recent times due to industrial restructuring and desperately needs a renewed centre and focus of which it can be proud. New and improved facilities will help to kick start that process and help to renew the area. A revitalized CBD is essential to attract new investment and the residential growth that is currently being enjoyed in places such as Trafalgar. Why anyone with the town's interests at heart could not support the project is beyond me. If the money had been made available to Traralgon, the thing would have been finished before the ink on the contract was dry.

Without exception, the people I see in my private and professional life just wish the council would "get on with it". Unfortunately they don't tend to have the time to make as much noise as some purported community spokespeople.

The council has been through an extended and comprehensive process.

It doesn't matter what council does, these people will never be satisfied till the project is derailed that the money is spent in another town, because that is what will happen if we do not get on with it.

It is time for the Council to do the job it was elected for. The decision was made after extensive consultation and we have to accept that no solution is going to make everyone happy.

Enough is enough.

Get on with it.

Could you please submit this e mail to council at the appropriate time

Regards,

Vaughan Speck

**MID GIPPSLAND
FAMILY HISTORY SOCIETY Inc**

Association number A0023846S
ABN 88 735 748 406
<http://home.vicnet.net.au/~mgfhs>
mgfhs.inc@gmail.com
PO Box 767, Morwell 3840



Latrobe City

27 NOV 2009

Doc. No:	
Action Officer:	
Disposal Code:	
Comments:	

The Mayor and Councillors
Latrobe City Council
141 Commercial Road,
Morwell, 3840

Re: Moe Rail Precinct Revitalisation Project

The following submission has been forwarded to Hiren Bhatt. By this letter we wish to alert the council to the issues that directly relate to the functioning of the society.

I write on behalf of the Mid Gippsland Family History Society Incorporated. The Mid Gippsland Family History Society (MGFHS) provides research services for the public and its members from its facilities in Moe Library's meeting room.

The Society maintains several computers, a significant hardcopy and electronic library, and other office supplies in locked storage within the Moe meeting room. In addition to monthly general meetings and committee meetings, our volunteers provide assistance for the general public every week in the meeting room. We have approximately 45 members.

We believe that the activities of the MGFHS complement those of the library.

Our expectation, given the Library relocation, is to maintain and improve upon the current arrangements. In this regard we are concerned about access, parking and adequate permanent storage, floor space & facilities for community groups such as the MGFHS. To maintain our current requirements we need

- Night time access
- Disability access
- Access to toilets day and night
- Sink and tea making facilities
- Seating for 40 people
- Suitable tables and equipment for conducting meetings
- Floor area or wall space for both permanent and temporary displays
- Adequate room and access for installing our compactus
- Adequate wall space for at least three computers and two microfiche reader/printers
- Power outlets to support the above and casual requirements

It looks like these requirements will not be met by the proposed floor plan
In brief it would seem that:

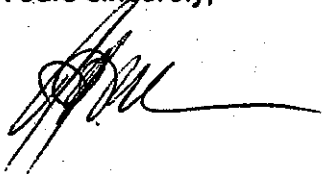
- There is no dedicated parking for visitors to the library.
- Parking is too remote for elderly and disabled members and visitors.

- No adequate meeting room or lecture room for public events.
- No permanent allocation for the MGFHS family history collection or society documents, equipment and other resources. None of the meeting rooms are large enough for this society.
- No meeting room with a kitchen, an essential feature.

We recognise that the closing date for submissions regarding the project passed in early November 2009. Our recent committee meeting was the first opportunity we had to discuss the project. The MGFHS is happy to provide information to assist the council improve the design for the Library and requests that this society and other stakeholder groups be contacted directly.

We would appreciate a response to the President at the address above.

Yours sincerely,



Peter McNab
Secretary
Mid Gippsland Family History Society

Courtesy Copies:
Ms J. Kyriacou

MOE CIVIC CENTRE PROPOSAL AMENDMENTS

After studying the Council's Consultants' proposal, there are a number of concerns that need to be raised.

1. No assessment of the number of people living within walking distance of the proposed civic hub. Less than 3% are within 500 metres, and less than 10% are within 1 kilometre. With recent subdivisions in Old Sale Road and Moe Heights, the average distance from the civic hub for 90% of the community is 2.2 kilometres (refer Map No.1 and page 16 of the Report attached). The buildings indicated in pink are all commercial. **Note:** Inside 500 metre radius there are 310 dwellings and within a 1 kilometre radius a total of 827 dwellings.
2. **Shared Zone:** Note the VicRoads guidelines page 103 indicate a maximum of 200 vehicles per hour, and yet the consultants' figures show more than double this recommendation. The peak hour movements of 1,962 vehicles to 610 pedestrian movements indicates that the shared zone proposal is no longer relevant. **Note:** The shared zone in Bendigo (with a population of 27,000) has a road with a median strip with four lanes of car parking. This is in total contrast to the narrow Moore Street plan.
3. Page 10 2.2.1 of the report states: "the function of the transport hub services and the rail precinct must remain as a transport hub". The consultants have ignored this concept, by having the bus and taxi ranks on the opposite side of the railway line from where the passengers are embarking and disembarking. The report also states establishment of a bus interchange at the station, which has been ignored.
4. The former goods yard to be developed into short term parking in the report, has also been ignored. No planning has been put in place to enhance pedestrian access from the station to the north of the railway line. (Refer page 12 of the report).
5. 3.2.1 of the report recommends the relocation of the skate park. This initially was located approximately 150 metres to the west, and the relocation to its present site was requested by Council and the Police in order to be in a visual line from the police station.

My suggestions to improve of the plan are as follow:

1. A 5 metre wide underpass under the rail line at the end of the platform, eg. Morwell, with steps to both the station and the civic hub. This is to be an open, well-lit passage way for ease of access from the north to the south. This could be enhanced by planting shrubs etc. by the entrances.

2. Provision for buses and taxis should be immediately outside the station for convenience. A covered waiting area for both bus and taxi passengers for weather protection should also be incorporated. A passenger drop off and pick up zone would be adjacent to the platform.
Note: Between 7.30 and 8.30am on 14th October, 26 cars dropped people off at the station.
3. Car parking at the station needs to be increased as Moe is growing, with approximately 900 new building blocks being released in one estate in 2010.
4. Traffic flow would be improved by making the car park one-way from west to east, with the entrance located west of Kellys Lane (this would avoid removing any of the existing trees). A traffic island at this point would enhance traffic movement into the station. A roundabout at the intersection of Fowler and Lloyd Street would eliminate the current traffic flow problems.
5. Planning of the new civic hub should be extended to provide for a future rail platform development. As this is a Greenfield site, it is logical as this proposal would allow for the future second railway line and demolition of the existing station as a new platform will have to be built.
6. If the civic hub was relocated to the east, then a large green park area would be opposite the station and the existing car park on the east could be extended to cater for the needs of residents and their access to the civic buildings.

Enclosed:

1. Transparent overlay;
2. A Moe map;
3. Pages from the consultants' report.

Peter Deasley
November 2009

SAVIGES ROAD

GEORGE STREET

MOORE ST

CIVIC HUBS

5m UNDERPASS

PUBLIC OPEN SPACE

Civic Community Hub

Commercial / mixed-use

Proposed future
concourse
Platform

STATION
for road

130 CAR SPACES

Public
open space

significant
oak tree

on-street
parking

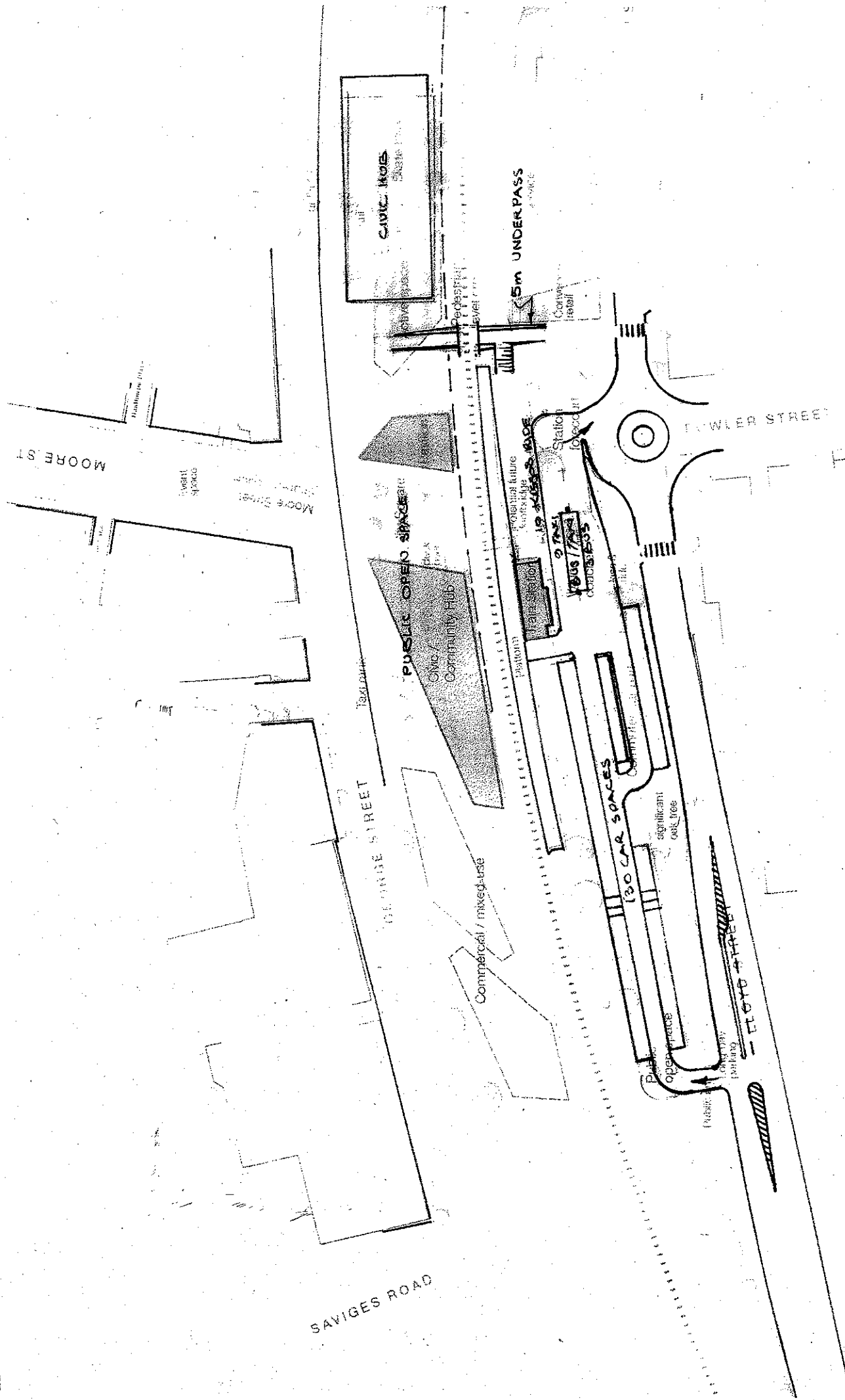
1500m² TREE

Plant
spaces

Moore Street
Plant
spaces

24.04.17

WHEELS BUILDING



ANZAC STREET

SKATE PARK

KIRK STREET

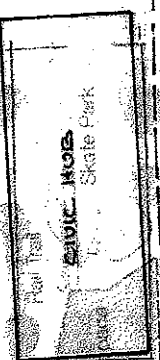
GEORGE STREET

Public open space

Bail Trail

Public open space

FLOYD STREET



5m UNDERPASS

Convenience retail



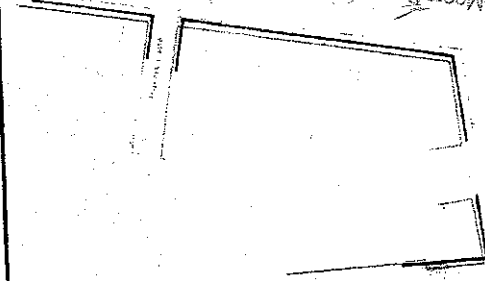
PUBLIC OPEN SPACE
Community Hub
Boulevard

Station for footpath

FWLER STREET

MOORE ST

Shared Space
Moore Street



Platform

POST BOX

TRUCK

2.1 Background Document Review

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

The information set out below provides key inputs and prompts for the planning and design work presented later in this Report.

2.1.1 Moe Rail Revitalisation Project: Community Engagement & Consultation Activities (2009)

Consultation Findings Report

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

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

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

Vision

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

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

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

The consultation process aimed to maximise opportunities to:

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

Core principles of the consultation process:

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

Function Themes

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

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

Car parking facilities

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

Library services

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

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

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

The LTCP provides several key outcomes for Moe:

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

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

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

Issues with the LTCP were identified as follows:

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

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

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

Framework Plan Elements

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

Development Principles

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

Implementation Projects

- Project 01: Moe Train Station Precinct, principles and actions:
- Pedestrian level crossing – relocate west to align with Moore St
 - Civic hub plaza – open public space, partial cover
 - Civic hub library – integrate library, community, transport and commercial facilities/activities
 - Civic hub pavilion – amenities, bikas, health
 - Commercial development site (south, adjoining service station)

Project 02: Integrated Bus Loop and Street Upgrades

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

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

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

3.1 Site Analysis

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

The plan on pages 20-21 represents an outline analysis of the existing physical conditions within and around the Moe Rail Precinct, identifying various factors which may influence the design outcome, including:

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

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

NON RESIDENTIAL

500m R. 3/2 NOMINATION



Aerial image of Moe CBD

3.2 Site Assessment – Station Precinct

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

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

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

3.2.1 Issues

Barrier to north-south movement

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

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

Lifestyle/entertainment

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

Visibility of Station from north

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

Station entrance from north

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

Skate Park

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

Youth and child-friendly facilities

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

Image, appearance, aesthetics

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

Library

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

Rail Trail

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

Legibility

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

RELOCATION / VISIBILITY FROM POLICE STATION

5.1.2 City of Greater Bendigo inputs

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

The development of Shared Space

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

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

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

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

Notes from telephone conversation between Simon McPherson (S.B Urban) and Tim Bucks, Landscape Architect, City of Greater Bendigo (21 August 2006)

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



Shared Space, Bendigo

1962/610

399

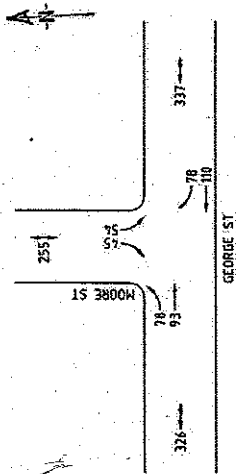


Figure 7: 2009 Pedestrian & Traffic Peak Hour Volumes at Moore & George Street Intersection (Fri 0830-0930)

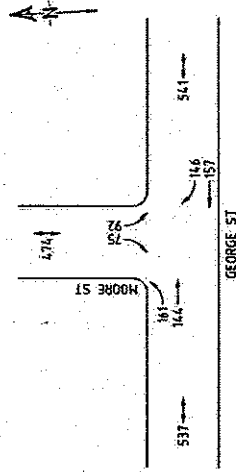


Figure 8: 2009 Pedestrian & Traffic Peak Hour Volumes at Moore & George Street Intersection (Fri 1530-1630)

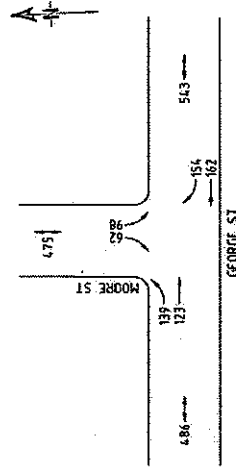


Figure 9: 2009 Pedestrian & Traffic Peak Hour Volumes at Moore & George Street Intersection (Fri 1030-1130)

Shared Zones

Existing Moore Street Shared Zone

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

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

There is a strong definition between the vehicle carriageway and footpath, that discourages pedestrians from actively using the street space. It is preferable that the shared zone is on one level to "enhance the sense of equality between pedestrians and vehicles." [VicRoads guidelines].

The existing vehicle carriageway is predominantly bitumen seal and does not clearly set apart the shared zone area from any other street within the locality. It is desirable that the shared zone surface be treated differently to emphasise to the driver that they are in a shared zone, and to modify their behaviour.

Limited speed reduction devices currently exist within the shared zone. (Refer to Figure 11). VicRoads suggests that straight road lengths should not exceed 50m.

The vehicle carriageway is currently too wide. This encourages higher vehicle speeds and provides less protection for pedestrians.

Further to the above, appropriate and inappropriate locations for shared zones, as guided by VicRoads (Traffic Engineering Manual Vol 1, Chapter 4 – Edition 4, September 2009), compared to the existing situation, are summarised in Table 5 below.

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

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

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



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

Shared Zone - Master Plan

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

Restricting the shared zone area on Moore Street to just the southern section. The northern section would be converted to a typical urban street with clearly defined vehicle and pedestrian areas.

Relocating the majority of car parking on Moore Street from the southern to the northern section of Moore Street (i.e. to the proposed non shared zone area). A preliminary review has indicated that the car parking supply along Moore Street may be slightly increased from the existing supply.

Continuing the shared zone area to include the intersection of George Street and Moore Street. This would provide a direct link to connect to the open space proposed between George Street and the railway line.

Raising the shared zone area such that pedestrians and vehicles are on one level.

Treating the shared zone area to clearly differentiate between the shared zone and surrounding road network.

Restricting traffic lane width to reduce traffic speeds.

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

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

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

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

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

Altering the town centre network to encourage the through vehicles to use alternative routes (other than Moore Street and George Street). This may also include road blockages and / or one-way traffic routes.

Reducing car parking demand within the shared zone (this is already proposed as part of the Master Plan as the majority of car parking will be relocated to the northern section of Moore Street, but south of Albert Street). Introducing traffic calming measures to discourage the use of George Street for through traffic. This may be difficult as bus access is required to be maintained.

Concentrating the pedestrian active, low vehicle land uses in close proximity to the George Street / Moore Street intersection.

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

Railway Car Park

The railway car park is proposed to be increased to 100 car parking spaces (minimum) which is consistent with the requirements of the Department of Infrastructure. This can be achieved on the western side of the railway station building. A car park design for at least 100 spaces, which will also cater for V/Line buses, is currently being prepared. It is proposed that this car park will predominantly cater for rail commuters.

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

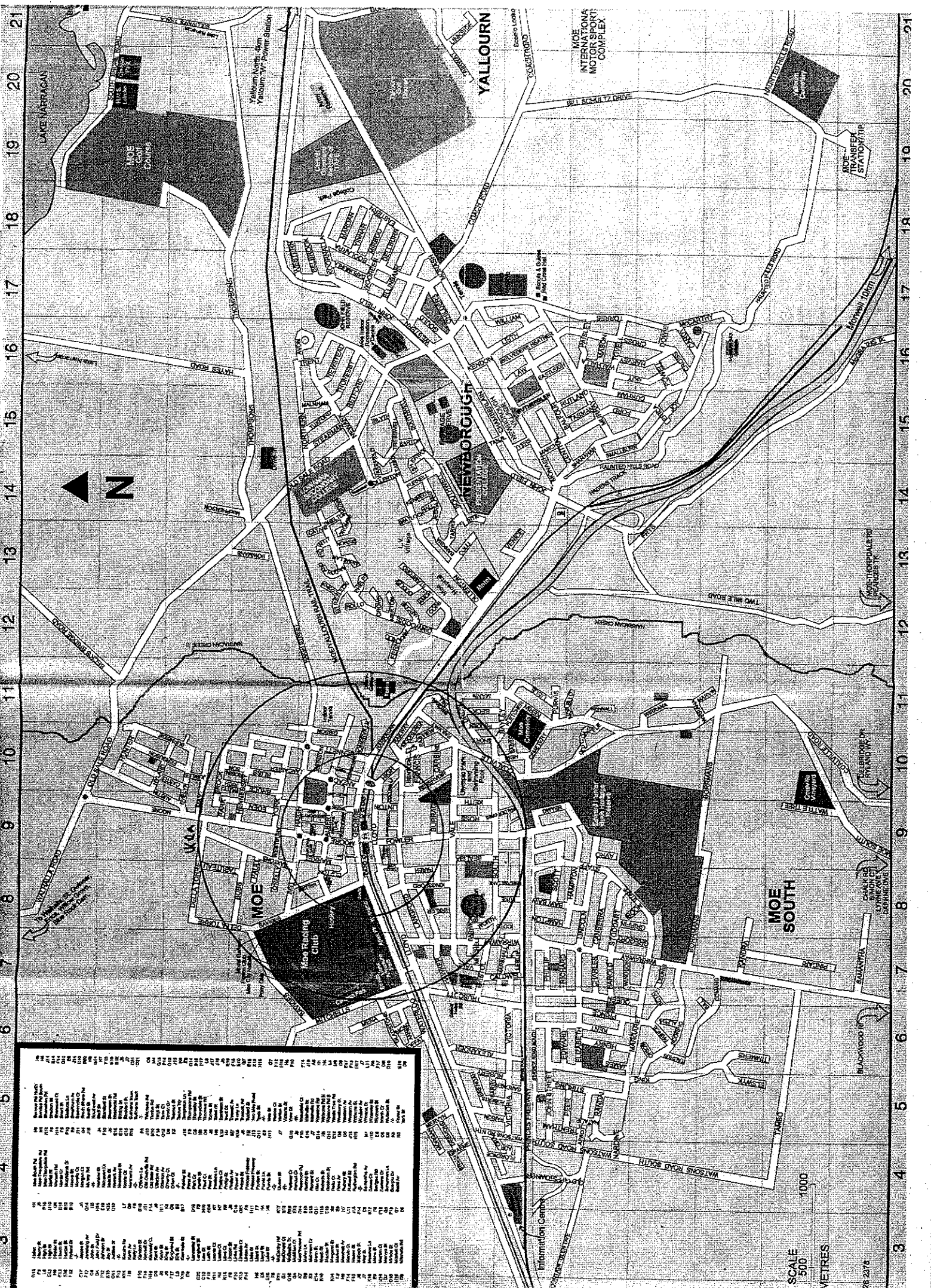
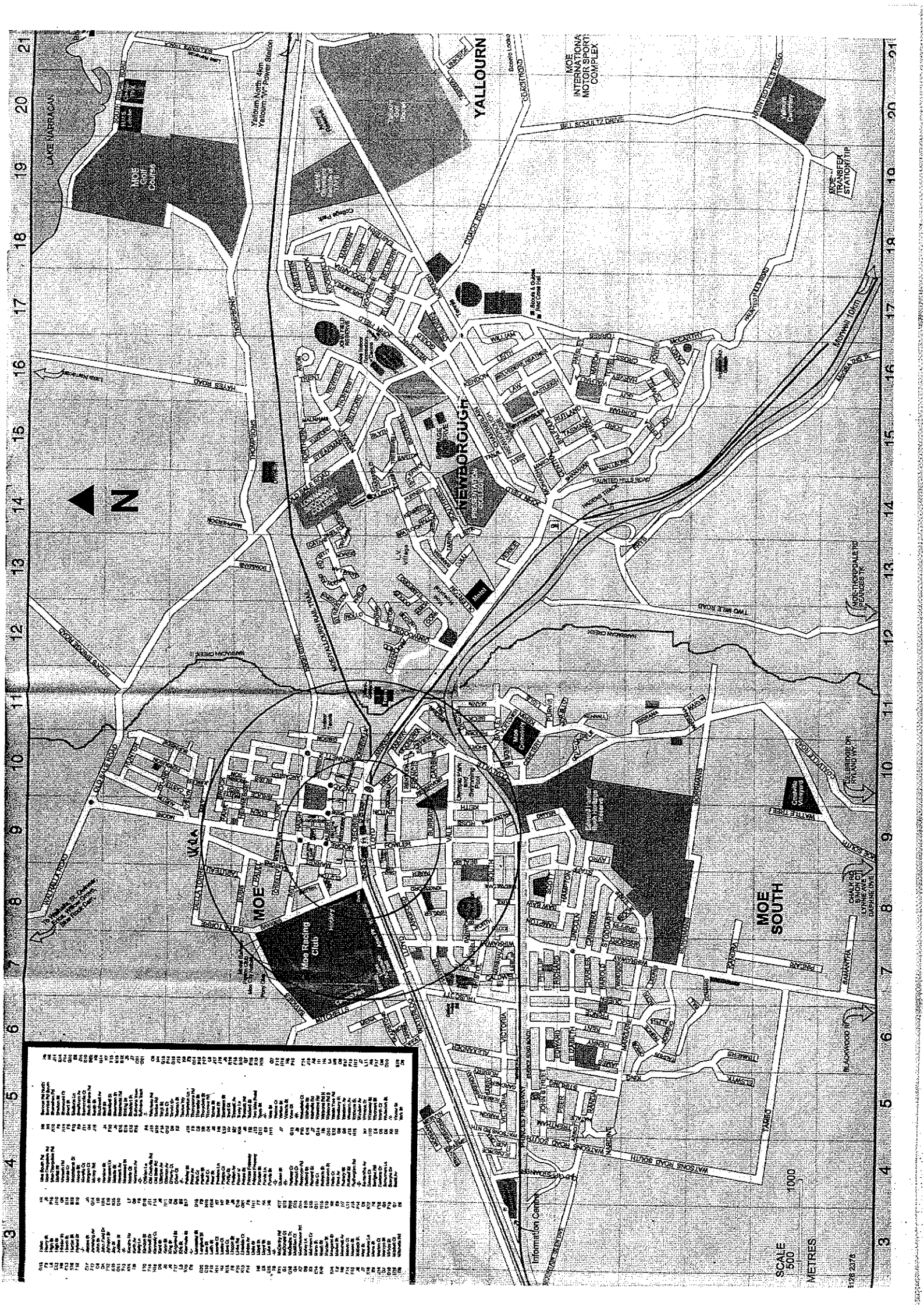
The V/Line coach service and set-down / pick-up areas (including the provision of two taxi bays) will ingress via the proposed railway car park access (described above) and egress via a secondary access approximately 30m west of Fowler Street.

The existing car park access located on the northern side of the Lloyd Street / Fowler Street intersection is in a prohibited location (according to Australian Standards - AS2880.1:2004) and is proposed to be removed / relocated as part of the Master Plan development. This will improve safety and capacity at the Fowler Street / Lloyd Street intersection by:

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

George Street Car Park

The George Street car park will gain access off the southern side of George Street approximately 40m east of Kirk Street. This car park will be available to the public for the V/Line train services and customers and staff of the town centre and rail precinct. In the order of 90 spaces will be supplied.



SCALE
500
1000
METRES

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Jane Burton

From:

Sent: Friday, 27 November 2009 8:07 AM

To: Jane Burton

Subject: Moe Railway Precinct

Dear Jane,

As a Newborough resident I am intensely disappointed to hear that the only civic development opportunity in Moe, the Railway Precinct, is not, at least in the short-term, to go ahead.

Such incredible short-sightedness in not progressing this much needed development on the part of Latrobe City (as a result of a very small, yet vocal minority) reflects very poorly on it's ability to serve the greater good of the Moe/Newborough community.

I cannot help but observe that the views of selected vocal yet unrepresentative Councillors, (who individually have always opposed the development along with others who don't live in the community) have unfairly influenced the already indecisive behaviour of the City.

What improvements then can we now look forward to, regarding the revitalisation of Moe?

Best regards,

27/11/2009

From:

Sent: Monday, 30 November 2009 10:28:35 AM

To: Latrobe Central Email

Subject: Moe rail revitalisation project

TO WHOM IT MAY CONCERN

I along with my family are writing to show support for the planned revitalisation project for Moe. Please do not let a hand full of people stop this project. Moe is in much need of a facelift in the shopping district. I have lived here in Moe/Newborough for 45 years and it is time for some fresh ideas.

When people don't complain, take this as positive feedback, don't let 20 people decide for the rest of us 17,000 plus residents.

If you need positive support at your next meeting please let me know as I have many positive residents who would be happy to attend.

Thanks, Tracey Borthwick

From:]
Sent: Tuesday, 1 December 2009 1:49:58 PM
To: Latrobe Central Email
Subject: Moe Rail Precinct revitalisation Project

Hi, My name is [redacted] and I am writing to voice my support for the new developments as planned for Moe. I have read that you have been getting some negative feedback for this project and felt that it was important to hear positive as well. My family and I would be more than happy to shop in Moe as the beautifications are made. Let's keep Moe moving forward.

Thanks,

From:
To: Hiren Bhatt <Hiren.Bhatt@latrobe.vic.gov.au>
Date: 27/11/2009 7:05:16 PM
Subject: Re: [S] RE: MACP Plan

Dear Hiren,

I am once again contacting you about my current views on the MACP Plan. I had a lengthy conversation with Julie, Library Manager, this morning and I remain unconvinced about the merits of the plan as it now stands.

I still maintain that the Library should remain in its present location, and extended and improved. I think parking is more than adequate in its present site, and access easy for all levels of the community.

As far as the library being more attractive to the youth in the community in the proposed location I again have to disagree. To my knowledge, and from my experience with my own grandchildren, I believe most students have not much need for community library services nowadays. They have access to their own school/university libraries and most have their own computers at home for study aids. I can't see students coming off the train and flocking to the new library if it is relocated. Those who need the community library will avail themselves of those services in its present location, as they do now.

Julie and I discussed another concern I have about the noise levels in the library if relocated from its present site. I believe that train traffic would definitely be discernable, contrary to Julie's insistence that this is not a problem at the City Offices located in Morwell. I have spoke to people who have been in that particular building and have had to stop their conversation as the train roared by, as they could not be heard. I do not think this is appropriate for a library, a place which I think should provide a fairly quiet environment.

Another concern I have is the parking area for the proposed plan. From what I gather it will be located at the Eastern end, in place of the present skate park. I think this is a long distance away from the amenities people will need to access, making it especially difficult for the elderly and anyone who is handicapped.

I understand that the plan has some merits, but not enough to convince me that it should proceed unless there is further consultation about all areas of community concern.

I will continue to talk to other members of the community and assess how people feel generally. I do believe Moe could benefit from some new amenities, but I don't know if this is the answer.

Kind Regards,
Lina Jones

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

From: Hiren Bhatt

To: _____

Sent: Wednesday, November 25, 2009 1:01 PM

Subject: [S] RE: MACP Plan

Dear

Thank you for your email yesterday. I'm sorry to hear your opinion of this project has changed so much. I would be happy to have our Library Manager contact you to discuss the Library component of the project and perhaps clarify or respond to any concerns you now have. Would you be happy for me to forward your contact details to the relevant person?

Regards,

Hiren Bhatt

**Place Manager - Moe Activity Centre
Latrobe City Council**

<mailto:hirenbh@latrobe.vic.gov.au>

Direct: (03) 5128 5520

Mobile: 0427 464 341

Fax: (03) 5128 5672

Phone: 1300 367 700

PO Box 264, Morwell 3840

141 Commercial Rd, Morwell 3840

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

<C:\DOCUME~1\hirenbh\LOCALS~1\Temp\att3afe8.jpg>

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

From:
Sent: Wednesday, 25 November 2009 11:36 AM
To: Hiren Bhatt
Subject: Re: MACP Plan

Dear Hiren,

Thank you for your reply to my email about the Moe Rail Precinct Revitalisation Project. Since then I have spoken to business people who are directly affected by these changes and I have reconsidered my views on the matter. I do not believe that any businesses should be at a disadvantage because of the proposed changes.

Also, I am of the view that the Moe Library should remain where it is located at present and monies available used to improve the facilities we already have. I believe it is in a better position for accessibility and see no reason to make the change. This matter should be given further serious consideration and consultation with the community.

There are other issues that I've been made aware of involving the project design overall and again I believe more thought needs to be given to this aspect.

I hope that eventually we can come up with a plan that will satisfy the majority of the community and benefit Moe overall.

Kind Regards,

Lina Jones

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

From: Hiren Bhatt <<mailto:Hiren.Bhatt@latrobe.vic.gov.au>>

To:

Sent: Tuesday, October 06, 2009 4:00 PM

Subject: RE: MACP Plan

Dear

Many thanks for your feedback and encouraging comments on the Moe Rail Precinct Revitalisation Project.

We have registered your feedback, and it will be included in the submissions to Council.

Please don't hesitate to contact me if you have any questions.

Kind regards,

Hiren Bhatt

Place Manager - Moe Activity Centre

Latrobe City Council

mailto: hirenbh@latrobe.vic.gov.au <<mailto:%20hirenbh@latrobe.vic.gov.au>>
Direct: (03) 5128 5520

Mobile: 0427 464 341
Fax: (03) 5128 5672

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

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

From:
Sent: Thursday, 8 October 2009 3:05 AM
To: Hiren Bhatt
Subject: MACP Plan

Attention Hiren Bhatt:

I am writing to express my opinion about the Moe Activity Centre Plan and to give it my full support. We in Moe have always felt we've been left out and haven't had a fair go in Latrobe City planning. Now we have this wonderful opportunity and yet there are still those, who seem to me very shortsighted, who are decrying it and trying to stop its progress. I understand that some people will be inconvenienced and hope they can find support and other means of continuing their businesses elsewhere. I don't profess to understand all the details of this plan, but I do think it will benefit Moe greatly and wish all involved the very best.

Kind Regards,

Lina Jones

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

Latrobe City 29/11/09

01 DEC 2009

Artist - Author - Librarian Tutor
Vacation Consultant

Doc. No:

469221

Action Officer:

Disposal Code:

Comments:


Dear Council

It is good you have deferred a decision on MRRP. The current plans are completely out of character with Moe's friendly, neighbourly atmosphere and clearly will make life difficult if not impossible for many small businesses.

The current strip arrangement is perfectly workable; what is needed is some creativity & incentives for small businesses to start up & thrive in existing shops.

The railway station & park has charm. Moe is NOT a modernistic



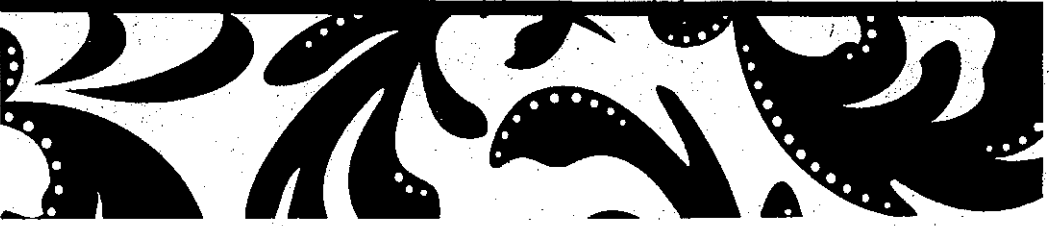


urban centre, and if it is allowed to develop down that path I believe you'll find the new complex will be a failure in terms of occupancy & usage. Maybe consumers - the people of choice would just rather take their business to Traralgon or Mowell.

Changing things simply because they can be changed but without any underlying need for change simply leads to complications & failure.

Invest money in upgrading existing shops & services & in maintaining our lovely homey little town.

Sincerely, Elizabeth Rose



From:

To: Hiren Bhatt <Hiren.Bhatt@latrobe.vic.gov.au>

CC: kkaye.mclaren@latrobe.vic.gov.au <kkaye.mclaren@latrobe.vic.gov.au>

Date: 1/12/2009 10:13:46 AM

Subject: Moe Rail Precinct Revitalisation Project

Dear Hiren,

Thank you for talking to me this morning when you are obviously under duress. I appreciate that.

My comments are late because I have had other commitments with community groups, including MOaRTTZ. It is not a real excuse as I should have put in my response long ago.

As a Past President of the Moe Development Group I commend the plan in general. This is close to the proposal we were discussing years ago, the main difference being that we wanted the Fowler Street entrance to the Freeway to be opened and that would have meant some reconfiguration to the Railway crossing.

This plan is excellent in that it brings the two sides of the railway line into congruence again, something which has been lacking. The development of the Lloyd Street part of the precinct is important and looks in keeping with the George Street program, although I feel that further car-parking will be necessary as the rail traffic continues to expand. The concept of Moe as an attractive living place for commuters will need to have that. I would not support the acquisition of the Park space to the west of the railway station until and unless the area opposite on George Street - noted here as potential commercial mixed use - has been put to this use. Access to the station via a foot crossing would be no more dangerous than the already existing foot access.

I fully support the Civic/Community Hub model. We had that as part of our early plans at the Moe Development Group with the addition that the Moe Yallourn Rail trail would start right there at the Centre. We also wanted that to be an art gallery and a tourist centre - and that means access to GOOD TOILETS!!!

I have recently visited the Churchill Hub while promoting the MOaRTZ 10th Anniversary Writing Competition and think that a parallel to that in Moe would be an excellent facility.

I commend the plan and my suggestions are more adjustments to fine tune it so that it becomes a real centre useable by the people in Moe now, and the ones we hope will come to live in our liveable town.

Graham Scott

From: Tracy Bertoli
Sent: Tuesday, 1 December 2009 2:43:47 PM
To: Latrobe Central Email
Subject: Moe Rail Precinct

Hi, My name is Tracy Bertoli and I am writing to you in regards to the Moe Rail Precinct Revitalisation Project. I believe there has been some negative feedback concerning this. I would like to take this opportunity to voice some positive feedback for this project. I feel Moe needs a facelift to bring some new shoppers into our area. My Family & I have lived in the area for 20+ years. I believe there are approximately 17,000 people living in the area, so please don't let a handful of negative people stop this from going ahead. Remember to keep MOE moving forward

Regards, Tracy

From:

To: Hiren Bhatt <Hiren.Bhatt@latrobe.vic.gov.au>

Date: 1/12/2009 9:05:59 PM

Subject: moe rail

So many things are needed in Moe, this "project" isnt one of them. Perhaps spending the monies on bettering the entire community would be better, more clean toilets, or safer access across the train line without the abuse or violent threats from the indiginous people clearly drinking in the open.

I feel for the elderly who will no longer have easy walking / strolling access to the library ... this is being stripped from them, sadly.



Regional Development Victoria

Latrobe City	
Doc. No:	
Action Office:	121 Exhibition Street
Disposal Office:	Melbourne, Victoria 3000
Comments:	GPO Box 4509
	Melbourne Victoria 3001
	Australia
	Telephone: (03) 9651 9138
	Facsimile: (03) 9651 9360

Ref: 0903473

Mr Peter Quigley
 General Manager Built & Natural Environment Sustainability
 Latrobe City Council
 PO Box 264
 MORWELL VIC 3840

031

03 DEC 2009

Dear Mr Quigley *Peter*

MOE ACTIVITY CENTRE PLAN, MOE RAIL PRECINCT REVITALISATION PROJECT

Thank you for your letter 25 September 2009 advising that Latrobe City Council has released the draft Masterplan for the Moe Activity Centre Rail Precinct Revitalisation Project for comment.

Regional Development Victoria (RDV) notes that Council has undertaken an extensive consultation process in developing the Masterplan and understands that the various community workshops were well supported, resulting in vigorous debate as to Moe's future.

RDV is supportive of projects that create vibrant communities that improve the town's amenity, attract investment and create jobs.

In reviewing the Masterplan, RDV considers the work to be visionary and is impressed with the ideas and concepts presented. However it would be beneficial to better understand the proposed implementation program, including the potential to stage the delivery whilst meeting the community expectations. The next piece of work would also include the budgetary implications for Council and Council's expectations of funding support from Government.

Thank you for the opportunity to comment on the Moe Rail Precinct Revitalisation Project. Please liaise directly with Ms Diana Barrie, Project Manager Regional Infrastructure, who will continue to represent RDV on the Moe Rail Precinct Revitalisation project team.

Yours sincerely

JUSTIN HANNE
 Chief Executive



Petitions

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Sharon Gibson
Head Petitioner

21st November

2007

Mr. Paul Buckley
CEO Latrobe City Council
Latrobe City Council
P.O. Box 264
MORWELL, Vic. 3840

Dear Mr. Buckley,

Please find attached a petition for presentation to and consideration at the next meeting of Latrobe City Council to be held 3rd December, 2007. We would ask that the petition be heard under the standing item 'Petitions'.

As you will see, the petition concerns the Moe Library and adjacent Latrobe City Council service centre and asks that:

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

There is much concern in Moe and Newborough about Council's proposal to relocate these public facilities as indicated by the 1400 (approx.) signatories to the petition. Clearly, a significant proportion of Moe-Newborough's population do not want the library and LCC service centre moved. However, there is support for the library to be upgraded on its current site.

In order for Council to hear the views of various stakeholders with an interest in these matters, we would ask that Council make provision for up to four citizens to speak to the petition at the Council meeting. This includes my presentation as head petitioner. I will confirm the other speakers' names with your office closer to the meeting.

I would appreciate if you could advise me of Council's arrangements for the presentation of the petition including confirmation of the meeting date, agenda item number and allocation of time for presentations about the substance of the petition.

Yours sincerely,

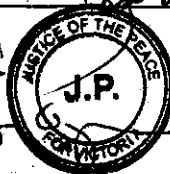
Head Petitioner
Attachments

PETITION

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NAME	ADDRESS	SIGNATURE
ZORINA BOJIC	4 LINDA ST, MOE	Z Bojic
Frank Buckle	33 Alexander Ave Moe	Frank Buckle
Josh Buckle	33 Alexander Ave Moe	Josh Buckle
W. B. B. B.	26 King St Moe	W. B. B. B.
Beth Miller	1 Hipwell St. Mirboo Nth	Beth Miller
Philip Warner	79 Fowler St Moe	Philip Warner
Lorna Warner	79 Fowler St Moe	Lorna Warner
LYN MAGAIN	2A Langford St Moe	Lyn Magain
Brent Burstern	13 Torrey St Newborough.	Brent Burstern
David Mery	1/16 Highland St Moe	David Mery
SAM MCCONNELL	268 OLD SALE RD N th Newborough	SAM MCCONNELL
R. Davis	25 Kings St Newborough	R. Davis
Roy A. Heath	2/5 Olleton Ave Newborough	Roy A. Heath
A. GILLMORE	57 Taranona Rd Wilnow Grove	A. Gillmore
K. Miley	P.O. Box 196 Moe 3825.	K. Miley
Meagan Stewart-Neath	20 Paisley St. Newborough	Meagan Stewart-Neath
B. HAYSE	12 Bell St Moe	B. Hayse
Y. HAYES	58 MENA ST MOE	Y. Hayes
E. BUHAGIAR	13. AMAROO WAY, MOE	E. Buhagiar
G. TONKIN	24 EDWARD CR TRAFALGAR	G. Tonkin
P. BRIDGMAN	43 TRESSWELL LANE NEW	P. Bridgman
A. HITCHINS	16 CASTLE ST MOE	A. Hitchins
D. BRUCE	9 HOWARD AV CHURCHILL	D. Bruce
Moyle	29 BURNSIDE ST MOE	Moyle
M. K. E. T. REW	2 TRESKOTT RD MOE	M. K. E. T. Rew
Peter Brethowar	9/19 Mirboo St, Newborough	Peter Brethowar
Leonie Richards	44 Queen St Moe	Leonie Richards
Gina Lowe	1 KOORNALLA ST Newborough	Gina Lowe
Dianeduker	5 Baundary Rd Yalloom Nth.	Dianeduker
Sally Ousdale	47 Settlement Rd Trafalgar	Sally Ousdale
NILMA BYRNE	76 HENNESSEY ST MOE	N. Byrne
CREE DAVIS	5 TRENT STREET NEWBOROUGH	Cree Davis
LINDSAY	12/11 TRESSWELL AV	Lindsay
ROBINSON	11 KENT ST MOE	Robinson

A JUSTICE OF THE PEACE FOR VICTORIA
 Reg. No. 11788
 Cyril Edgar Payne
 4 Bellbrook St, Newborough 3825




PETITION

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

NAME	ADDRESS	SIGNATURE
FRED PUT	9 BLISS STREET MOE 3825	[Signature]
FRANK SPUR	22 MARGARET, MOE	[Signature]
GREEN BARBARA	47 EVELYN ST MOE	[Signature]
Jennifer High	33 Danwoodie Drive Newborough	[Signature]
E. MOORE	31A High St MOE	E. S. Chong
Danielle van Brumpt	894 Sunny Creek Rd Trafalgar	[Signature]
B Dalal	36 Park Rd Yallourn Park	[Signature]
S. Van Der Dolder	7 Kenall Drive Moe.	[Signature]
THOMAS, SKEE	1 Boolarra Ave NEWBOROUGH	[Signature]
Ashley Cameruti	108 Torres Street Newborough	[Signature]
TED BARNES	61 SOUTHWEST AVE NEWBOROUGH	[Signature]
Alan Bunnings	48 Prince Street MOE	[Signature]
HARVEY	17 SAXTONS DRIVE MOE	[Signature]
T. CHAMBERS	THORPDALE VIC	[Signature]
J. Koehr	Ford ave Newb	[Signature]
AA KIRK	SECTOR A1 NCO 12	[Signature]
Michelle Lamont	25 Black Duck Ave Hazelwood nth 3840	[Signature]
Danielle Giordina	50 Queen St Moe	[Signature]
CARA HOWARD	57 KINGSWOOD MOE	[Signature]
Peter Yates	1 WUTTRICH ST MOE	[Signature]
Loretta Lewinter	67 Shanahan Pde Newborough	[Signature]
C. Blackwell	1/26 DELL STREET MOE	[Signature]
P. Bunnings	11 John St MOE	[Signature]
DE LA PARRA	4/35 BUDMAN AVE NEWBOROUGH	[Signature]
P. DOUNA	10 THOMPSONS RD MOE	[Signature]
R. FARZU	45 MANNING DRIVE CHURCHILL	[Signature]
R. Allison	43 CAMELIA ST MOE	[Signature]
Angela Mackay	MOE	[Signature]
Frank [unclear]	92 MARGARET MOE	[Signature]
Rebecca Harvey	295 Morash Rd, Newb.	[Signature]
P. Mathews	P Box 311 Trafalgar 3824	[Signature]
T. Jones	P0 Box 180 Newborough	[Signature]
S. CLEMENTS	3 KERIN ST MOE	[Signature]
G. EASON	23 KETTH AVE MOE	[Signature]
M. Holden	24 DODEMANES R. B. TREMOR	[Signature]

JUSTICE OF THE PEACE FOR VICTORIA
 Reg. No. 11768
 Cyril Edgar Payne
 4 Bellbrook St, Newborough 3825

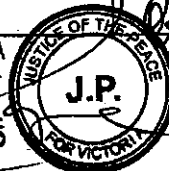


PETITION

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NAME	ADDRESS	SIGNATURE
Julie Gallencole		Julie E Gallencole
Megan Flahavin	135 Monash Rd, Newborough	M Flahavin
Ashlie Caryana	10 PEER ST MOE 3825	A Caryana
Chin Wulod	12 chopmans Rd Traf	Chin Wulod
Maureen BARTLEY	3 Brock St moe	M Bartley
JAN. OWERS	2/32 BROCK ST, MOE	J Owers
JOAN MORRISON	13 HAMPTON ST MOE	J Morrison
William	65 NEWPORT Newborough	W Morrison
Kathy Rose	7 Paull Crk Moe	K Rose
L. deHooft	3 Western Ave Newb	L deHooft
DR. PAT LAMINSE	1812 WILKINSON RD WILSON GROVE	P Laminse
R Foster	P.O. Box 609 Moe	R Foster
Andrea Pridde	5 Alpha Ct MOE	A Pridde
ROBYN BEGOLO	P.O. BOX 1078 MOE	R Begolo
WALTER BEGOLO	P.O. BOX 1078 MOE	W. J. Begolo
CATHY TREZSE	3 ALYN COURT MOE	C. Trezse
BRIED LAMBERT	56 LANGFORD ST MOE 3825	B. J. Lambert
CAROL GRIFFITHS	25 SAVAGE ST MORWELL 3840	C Griffiths
RAY RANOFF	42 MITCHELL RD MOE 3825	R Ranoff
SHIRLEY RICHES	10 HAIGH ST MOE	S Riches
Patricia Gysler	2 SKENS CRT WIGGILL	P Gysler
Jane P Proctor	30 QUEY CRT NEWBOROUGH	J P Proctor
K. Kirwan	36 DRAGY DELL RD Thorpdale	K Kirwan
K. MOSELEY	135 HILTS RD 22/10/07	K Moseley
P. Hasle	36 SOFT AVE	P Hasle
L PROCTOR	Torres St Newborough	L Proctor
I. STELLING	YALLOORN NORTH	I Stelling
A. Galtbutt	31 Coalville Rd Moe	A Galtbutt
HELEN JONES	31 YORK ST MOE	H Jones
Georgie Helms	1117 21 MOORE ST MOE	G Helms
Lyn Hillsley	91 McGraths track	L Hillsley
BROOKE HANLEY	27 Stirling street Moe	B Hanley
Daniel Potts	5 Cobb CRT Newborough	D Potts
Esther Kennedy	14 Railway Cres	E Kennedy

A JUSTICE OF THE PEACE FOR VICTORIA
 Reg. No. 11768
 Cyril Edgar Payne
 4 Bellbrook St, Newborough 3825



PETITION

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

NAME	ADDRESS	SIGNATURE
P. Williams	29 Ellersbank St Newborough	P. Williams
B. Handford	13 COLLI DRIVE MOE	B. Handford
M. Kelly	Minor Gt Newborough	M. Kelly
G. Kosovec	Churinga DVE C/M: 11	G. Kosovec
C. WATK	4 HALGH ST. MOE	C. WATK
R. ARTHUR	5 MARGARET ST MOE	R. ARTHUR
F. CLEMENT	PO BOX 128 MOE 3825	F. CLEMENT
J. CLEMENT	PO BOX 138 MOE 3825	J. CLEMENT
F. HOLYOAK	P.O. Box 74 Newborough 3825	F. HOLYOAK
N. HOLYOAK	MONASH RP NEWBOROUGH	N. HOLYOAK
OLIVE TETJ	6 RUBY ST MOE	OLIVE TETJ
H. LEE	43 VALE ST MOE 3825	H. LEE
L. UPTON	181 LLOYD MOE 3825	L. UPTON
F. MCLEWAGHAN	145 PEARCES TRACK VERNES OAK 3825	F. MCLEWAGHAN
S. Hocking	365 McDonalds Trk Vernes Oak 3825	S. Hocking
P. SMITH	24 CAMBERGAS MOE VIC 3825	P. SMITH
A. WILSON	1 Cross St. Newborough.	A. WILSON
W. ROBINSON	11 SHERWOOD CRT NEWBOROUGH. 3825	W. ROBINSON
N. PANOFF	41 WESTERN AVE NEWBOROUGH 3825	N. PANOFF
D. Naumenko	12 Guy St Newborough.	D. Naumenko
P. HERRMAN	4 1-2 ADWITTCRT MOE 3825	P. HERRMAN
T. KELLY	22 BOUNDARY RD YALLOURN NTH	T. KELLY
J. STONKS	4 JAMES ST MOE	J. STONKS
L. BALFE	15 BAW, BAW ST. MOE	L. BALFE
J. TAPP	118 Cumberland RD NEWBOROUGH	J. TAPP
D. Harris	4 Thorpdale St. Newb.	D. Harris
A. BEK	17 MAY ST MOE	A. BEK
MR OASIEV	14/5 OUNION AVE	MR OASIEV
DAVID GABBY	14/5 OUNION AVE MOE	DAVID GABBY
M. O'DRISCOLL	11 THORSEBY ST NEWBOROUGH	M. O'DRISCOLL
L. Day	6 Bennett St Moe	L. Day
J. BURKHAFF	108 MARSHEN RD HILL END 3825	J. BURKHAFF
Z. BOJIC	4 LINCOLN ST MOE	Z. BOJIC
S. Nelson	27 New oak Ave Newborough	S. Nelson
DAVID NELSON	10 MIRBOO ST NEWBOROUGH 3825	DAVID NELSON

A. JUSTICE OF THE PEACE FOR VICTORIA
 (Reg. No. 1766)
 Cyril Edgar Payne
 4 Bellbrook St, Newborough 3825




PETITION

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

NAME	ADDRESS	SIGNATURE
Bree Nicholson	15 Stearman St, Newborough	[Signature]
Leigh Gott	417 TRENTHAM ST Moe	[Signature]
Narelle Pops	9 Powell St. Newborough	[Signature]
BARRY JOHNSON	66 WIRRAWAY ST Moe	[Signature]
Sally Davis	10 Wellman St Newb	[Signature]
SANDRA KOSKAL	56 NEWMAN AVE NEWBOROUGH	S Koskal
P SUTICE	43 NORTHERN AVE NTH NEWB.	[Signature]
J. YOUNG	US. 11/19 Bell St MOE	[Signature]
L. WALKER	50 EASTERN AVE NEWB.	[Signature]
A. TIMMER	28 GLADSTONE STR MOE	[Signature]
Bonne Reeves	6 Harold St Moe	[Signature]
Nels Rivot	14 Chamberlain Newbor	[Signature]
Mcenter	Valley View Ct, Yallock Nth	[Signature]
A. BECHAZ	MOORE ST. MOE	[Signature]
B. BECHAZ	MARCOE CRT MOE.	[Signature]
P. SCHEMBRI	JOHNFIELD DRIVE NEWBOROUGH	[Signature]
H. LUKE.	5 BLISS ST MOE	[Signature]
P. M. COLE	4 JOBBER ST MOE	[Signature]
T. SWINDON	52 MOORE ST MOE	[Signature]

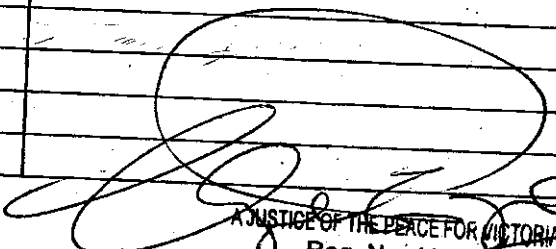
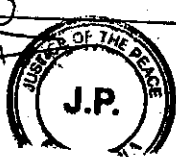
A JUSTICE OF THE PEACE FOR VICTORIA
 Reg. No. 11768
 Cyril Edgar Payne
 4 Bellbrook St, Newborough 3826



PETITION

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

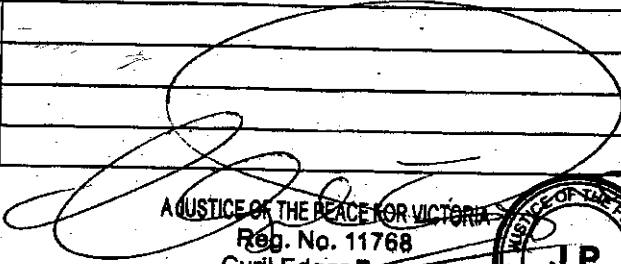
NAME	ADDRESS	SIGNATURE
A. FARR	6 Elizabeth St Moe.	<i>[Signature]</i>
R. Farr	6 ELIZABETH ST. MOE 3825.	<i>[Signature]</i>
Y Valasek	17/8 Mena St Moe 3825	<i>[Signature]</i>
F Valasek	17/8 Mena St Moe 3820	<i>[Signature]</i>
N. Treharne	28 Mena St Moe	<i>[Signature]</i>
R. Osborne	34/8 Mena St Moe	<i>[Signature]</i>
N. Treharne	"	<i>[Signature]</i>
Harry Deavers	2/8 Mena St Moe	<i>[Signature]</i>
Edna Gannon	6/8 Mena St Moe	<i>[Signature]</i>
COH FARR	35/8 Mena St Moe.	<i>[Signature]</i>
Eloie Parr	"	<i>[Signature]</i>
V CARD	18/6-8 Mena St Moe.	<i>[Signature]</i>
V Cook	8/6-8 Mena St Moe	<i>[Signature]</i>
B. DAVEY	8/6-8 Mena St Moe	<i>[Signature]</i>
J BREW	13/6-8 Mena St Moe	<i>[Signature]</i>
P. Mc. Slade	68 Mena St. Moe	<i>[Signature]</i>
J. S. TOWN	23/6-8 Mena Street Moe.	<i>[Signature]</i>
P. Gambling	3/8 Mena St Moe	<i>[Signature]</i>


 A JUSTICE OF THE PEACE FOR VICTORIA
 Reg. No. 11768
 Cyril Edgar Payne
 4 Bellbrook St, Newham 3205



PETITION

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

NAME	ADDRESS	SIGNATURE
M. Cronin	20 Ferguson St	[Signature]
R. Blen	43 Chamberlain Rd Newb	[Signature]
M. Baker	44 CONTEUR RD TRAFALGAR	[Signature]
M. Short	P.O. Box 477 Moe	[Signature]
S ALLHIN	710 WILLOW GROVE RD TANJIL STR	[Signature]
A BRODIE	8 MASON ST NEWBOROUGH	[Signature]
D BRODIE	8 MASON ST. NEWBOROUGH.	[Signature]
B Coulson	8 Colli dr Newborough	[Signature]
J. Cook	69 main st, Moe	[Signature]
R. Stom	47 watsons Rd, Moe	[Signature]
V. Kethaby	6/39 South St. Moe	[Signature]



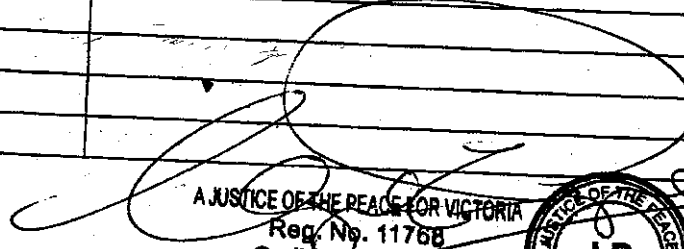
A JUSTICE OF THE PEACE FOR VICTORIA
 Reg. No. 11768
 Cyril Edgar Payne
 4 Bellbrook St, Newborough 3825



PETITION

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NAME	ADDRESS	SIGNATURE
ANDREW BERAM	MOORE ST MOE 3825	[Signature]
Bill Cheelc	Coalville & Moe 3825	[Signature]
Vicki Hams	2115 Moore St Moe 3825	[Signature]
Scott Reid	10/14 Pine Ridge Rd Moe 3825	[Signature]
Marie Harris	27 Mena St, MOE	[Signature]
MRS WHITAKER	SOUTHWEST AVE NEWBOROUGH 3825	[Signature]
Christine Bartlett	4 Burnside St MOE 3825	[Signature]
Hinda Huston	23 Tarwin St BOULARA	[Signature]
Jenny Eaton	31 Austin Ave Moe	[Signature]
Cate Smit	12 RANIS ST. MOE 3825	[Signature]
Helen Morrison	61 Hampton St MOE 3825	[Signature]
Fiona Barr	6 MOORE ST MOE 3825	[Signature]
ANITA COSTA	27 Haunted Mills Rd Newborough	[Signature]
JANET POWELL	1 ASHBY ST TRAF 3824	[Signature]

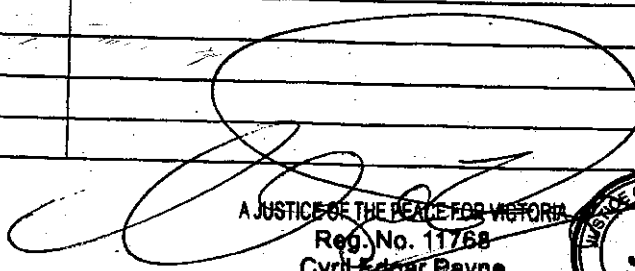

 A JUSTICE OF THE PEACE FOR VICTORIA
 Reg. No. 11768
 Cyril Edgar Payne
 4 Bellbrook St, Newborough 3825

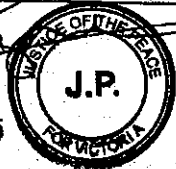


PETITION

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NAME	ADDRESS	SIGNATURE
WALTER BEGLEY	P.O. BOX 1978 MOE VIC 3825	W. J. Begley
J. Bell	P.O. BOX 852 MOE	
J. Bright	5 Phillip St. Moe.	J. Bright
W. J. Bright	48 Scarpio Drive Moe.	W. J. Bright
Lyn Magain	2A Langford St Moe	Lyn Magain
Sara Jowitt	39 Service Rd Moe.	Sara Jowitt
Nicola Ormerod	HAUNTED HILLS RD, NEWBOROUGH	
JOHN GRISTI	75 SOUTHWELL AVE MOE	
Ray Brown	1 Fairway DE YALLOURN HTS	
Mike Marsden	6 Made St Traf	
Elizabeth Fiecher	40/28 TRESSLEW AVE NEWB.	
P. Dyt	11 JUSTIN AVE MOE	
WENDY COOK	34 SOUTHWELL AVE, NEWBOROUGH.	W. Cook
Frances Rooney	16 Wattleree Cres. Morwell	
A. J. HACKENBERGER	6 MURCHELLS RD. MOE	A. J. Hackenberger
E. Mikhalevich	19. Ferguson St.	E. Mikhalevich
Z. MILENKOVICH	19. Ferguson St. MOE	Z. Mikhalevich
M. WHELAN	15/5, OLLERTON AVE MOE	M. Whelan
A. WARRANE	51 PHINNEY ST MOE	
J. Suzanne Gorman	34 Ferguson St Moe	Jean Suzanne Gorman
Vadi Baird	113 Monash Rd Newb	
A. STEEL	149 Monash Rd Newborough	
A. Griffiths	P.O. BOX 205 Newborough	A. Griffiths
J. Upton	181 Lloyd St MOE	
P. O'SHEA	15/29 TRESSLEW AVE	


 A JUSTICE OF THE PEACE FOR VICTORIA
 Reg. No. 11768
 Cyril Edgar Payne
 4 Bellbrook St, Newborough 3825



PETITION

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NAME	ADDRESS	SIGNATURE
Courtney Whittaker KATA GRAY	10 Crombe court moe 3825 5 BENNETT ST. MOE	
Kerri Whittaker	10 Crombe court	K. Gray
F. RITZER	9 Hallport Moe	F. Ritzer
A. DE. ZWART	76 Oldham St Moe	A. De Zwart
J. BATHGATE	37 KORNALLA ST NEWBOROUGH	J. Bathgate
MIKE HUNT	5 AMOR CRT MOE	M. Hunt
Grace Smith	Maunuel ads - Rol. Newk	G. Smith
G. BATHGATE	Unit 4, 3 O'Reilly Cr Moe	G. Bathgate
H. TYBURSKI	4-15 TRENTHAM ST MOE	H. Tyburski
T. STANLEY	LEONGATHA RD YARRAGON	T. Stanley
E. Fallon	RIVER CONNECTION RD WILLOW GROVE	E. Fallon
S. Smith Probst	Hemessey St Moe	S. Smith Probst
S. Loade	Merton Cr Moe	S. Loade
G. Bell	5 HALL CRT MOE	G. Bell
B. MORROW	17 BROWNBILL ST MOE	B. Morrow
D. WHITTAKER	10 CROMBE CRT MOE	D. Whittaker
R. GRIFFITH	7 AMOR CRT NEWBOROUGH	R. Griffith
A. SKINNER	97 CHAMBERLAIN RD NEWBOROUGH	A. Skinner
M. Blanch	1 Haunted Hills Road Newborough	M. Blanch
M. Edmondson	1 MOORE ST - MOE	M. Edmondson
N. Kethren	65 Lynne Av Moe South	N. Kethren
L. THATCHER	34 LINCOLN ST MOE	L. Thatcher
C. SKICKO	58 Malabar Ave Trafalgar St	C. Skicko
R. NATION	6 Tuscorola green Craigieburn	R. Nation

A JUSTICE OF THE PEACE FOR VICTORIA
Reg. No. 11768
Cyril Edgar Payne
4 Bellbrook St. Newborough 3825




PETITION

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NAME	ADDRESS	SIGNATURE
Sharon O'Connell	19 John St Moe	<i>[Signature]</i>
<i>[Signature]</i>	POST Box 1003 MOE	<i>[Signature]</i>
Loel Day	21 Scott Ave Moe	<i>[Signature]</i>
<i>[Signature]</i>	101 MOORE ST MOE	<i>[Signature]</i>
Liz Mara	93 Moore St Moe	<i>[Signature]</i>
CRAIG McIVER	218 MOORE ST MOE	<i>[Signature]</i>
Dina Kuzmaric	63 ALBERT ST MOE	<i>[Signature]</i>
DOMINIC SUTHER	ST CANAL RD TRAFALGORE	<i>[Signature]</i>
RAIS O'CONNOR	136 MOORE ST MOE	<i>[Signature]</i>
ANDREW SYKE	1 WESTERN AVE. NEWBOROUGH	<i>[Signature]</i>
ROB JORDAN	15 BELL ST MOE	<i>[Signature]</i>
JASON ANDERSON	10 WALTHALLA ST NEWBOROUGH	<i>[Signature]</i>
DANIEL BAILLIE	24 WIRRAWA DRU MOE	<i>[Signature]</i>
SHIRLEN BAILLIE	24 WIRRAWA DRU MOE	S.L. Baillie
MARIE TOLT	20/15 BURGART ST MOE	<i>[Signature]</i>
KERRI GANNAN	111 LLOYD ST MOE	<i>[Signature]</i>
SHAY O'RY	2 BOON CRT	<i>[Signature]</i>
FRED SMITHS	18 Brock St	<i>[Signature]</i>
JOHN FIRE	21 NOORNALLA ST NEWBOROUGH	<i>[Signature]</i>

[Signature]
A JUSTICE OF THE PEACE FOR VICTORIA
Reg. No. 11788
Cyril Edgar Payne
4 Bellbrook St, Newborough 3825



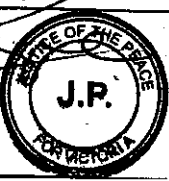
PETITION

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NAME	ADDRESS	SIGNATURE
Kate Bechaz	31 Levin St Moe	<i>[Signature]</i>
Donna Baldachino	5 Norris Crb, Moe	<i>[Signature]</i>
Sue Carey	96 Torres St Newborough	<i>[Signature]</i>
Amanda Rigby	27 Ellinbank St Newborough	<i>[Signature]</i>
Joye Dickson	9 Barton St Newborough	<i>[Signature]</i>
Irene Gramstedt	43 Tresswell Ave Newborough	<i>[Signature]</i>
Monica O'Connor	23 Durham Rd Newborough	<i>[Signature]</i>
Emma Anderson	22 William Street Newborough	<i>[Signature]</i>
MARK GODRONG	35 LAW ST. NEWBOROUGH	<i>[Signature]</i>
Megan Tomasetti	47 Tresswell Ave Newborough	<i>[Signature]</i>
Margaret Nethercote	66 Northern Ave Newborough	<i>[Signature]</i>
Alma Maitlingley	14 Genaro Rd Moe, South	<i>[Signature]</i>
Helen Prock	173 Old Sale Rd Newborough	<i>[Signature]</i>
Betty Brown	18 Fairway Drive Yellow Heights	<i>[Signature]</i>
Greg Hanford	86 Monash Rd Newborough	<i>[Signature]</i>
Fran Jones	4 Crowe Crb Newborough	<i>[Signature]</i>
Trish Mulqueen	4107 Old Sale Rd Westbury	<i>[Signature]</i>
Craig Stafford	3 Blyth Crb Newborough	<i>[Signature]</i>
Monika Vell	4 Norris crb Moe	<i>[Signature]</i>
Janine Pickard	5 Valley Crb Newborough	<i>[Signature]</i>
Sandi Prekop	12A Frys Track moe	<i>[Signature]</i>

[Handwritten signature]

A JUSTICE OF THE PEACE FOR VICTORIA
 Reg. No. 11768
 Cyril Edgar Payne
 4 Bellbrook St, Newborough 3825



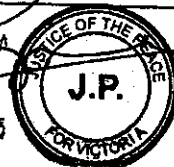
Library

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NAME	ADDRESS	SIGNATURE
Cheryl Gother	137 Monash Rd Newborough	<i>Cheryl Gother</i>
Ruth Grizic	MONASH ROAD NEWBOROUGH	<i>Ruth Grizic</i>
K. Wiedlan	P.O. Box 343 Newborough	<i>K. Wiedlan</i>
E FLETCHER	40/28 TRESSWELL AVE NEW	<i>E Fletcher</i>
GLORIA J RABE	1/1 HUNTER ST, MOE 3825	<i>G. J. Rabe</i>
JAN. Bartlett	51 Boolarra Ave Newborough 3825	<i>J. Bartlett</i>
Leanne Dickson	Flat 1/22 HARVEY ST Newborough 3825	<i>Leanne Dickson</i>
Melissa Akon	28 Newark Ave Newborough	<i>Melissa Akon</i>
LIZ PROCAK	17 CROSS ST NEWB	<i>Liz Procak</i>
WAYNE NEAL	8 GEORGEY ST MOE 3825	<i>Wayne Neal</i>
Dominic de Vries	Lucena 44 Jurpio Ave Moe 3825	<i>Dominic de Vries</i>
Gary Sturt	12 Central Ave Newborough 3825	<i>Gary Sturt</i>
Phil Kenney	UNIT 3/16 LAW NEWBOROUGH 3825	<i>Phil Kenney</i>
Pam Larroy	9 Crombe Court Newborough 3825	<i>Pam Larroy</i>
John Schmitt	4 1/2 HOWY CRT NEWBOROUGH 3825	<i>John Schmitt</i>
TOM VICKERY	34 TURRET ST NEWBOROUGH	<i>Tom Vickery</i>
R. Thomas	Moe	<i>R. Thomas</i>
D. Christie	MOE	<i>D. Christie</i>
Olivia	2 MAY ST MOE VIC 3825	<i>Olivia</i>
ETIH	MOE	<i>ETIH</i>
DEAN McNALLY	20 WATSACK AVE YINNAR	<i>Dean McNally</i>
JAMIE McNALLY	15 BALLSACK DRIVE MOE	<i>Jamie McNally</i>
SCOTT McNALLY	4 DOG COURT MOE POLICE STATION	<i>Scott McNally</i>
DEANO McNALLY	15 DOG COURT MOE. DVE.	<i>Deano McNally</i>
PETER DUYNDAAM	17 CHAMBERLAIN RD NEWBOROUGH	<i>Peter Duynzaam</i>
STEVE MESARIC	57 WINDING HILLS RD NEWBOROUGH	<i>Steve Mesaric</i>
Brenton Walsh	7/4 Monash rd Newborough	<i>Brenton Walsh</i>
S. Murphy	Moe	<i>S. Murphy</i>
A. Forsyth	Newborough	<i>A. Forsyth</i>
C. ELLIOTT	Moe	<i>C. Elliott</i>
Mom Maddy	2 MAY ST MOE VIC	<i>Mom Maddy</i>
S Hill	Southwell Ave Newborough	<i>S Hill</i>
Cameron Coster	Cemetery RD MOE SOUTH 3825	<i>Cameron Coster</i>

A JUSTICE OF THE PEACE FOR VICTORIA
 Reg. No. 11 Feb
 Cyril Edgar Payne
 4 Bellbrook St, Newborough 3825



PETITION

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

NAME	ADDRESS	SIGNATURE
Leah Manning	7 Park Cres, Moe	[Signature]
E. REILLY	34 KENT ST MOE	[Signature]
Wendy Mergan	10 BELL ST MOE	Wendy Mergan
Melissa Kerr	10 Pruden St Moe 3825	[Signature]
Rohan Wood	3/25 LLOYD ST MOE 3825	[Signature]
YVONNE BISHMAN	72 FOWLER ST MOE 3825	[Signature]
Leanne Jones	14 Bellbrook St Newborough 3825	[Signature]
Dwanga Arndt	14 KING ST MOE	[Signature]
Staine Beecher	6 McDONALD CRT NEWBOROUGH	[Signature]
Sandra Demagister	21 South St Moe	[Signature]
JULY STEWART	20 Paisley St Newborough	[Signature]
LEATHUR EDWARDS	6 View St Moe	[Signature]
R. O'Leary	89 Rangford St Moe	[Signature]
Marie Ponean	10 Thymole St Newborough	[Signature]
JASMIN MATTHEWS	2 PARKER AVE MOE	[Signature]
PETER GIBBINS	10 DWYER STREET MOE	[Signature]
Mark Edmond	12 Settlements Dr Trafalgar	[Signature]
U. DOBRATZ	3T BROCK ST	[Signature]
R. Kelly	82 Fowler St	[Signature]
G. HODGKIN	6 WIRRAWAY RD	[Signature]
E. W. HEDMAN	8 STODART ST MOE	[Signature]
K. JACKIW	11 Elizabeth St Moe	[Signature]
J. Pearce	65 Willowgrove Rd TANJIL SOUTH	[Signature]
B. PARR	49 QUEEN ST. MOE 3825	[Signature]
D. KEELEN	2 King St Moe VIC 3825	[Signature]
G. Nicholas	44 Murray rd Newborough Vic 3825	[Signature]
J. Stanvi	81 Cookville Rd MOE SH	[Signature]
	J. P. Pearce	[Signature]
	Judy 7 Phillip St Moe	[Signature]
J. Vannias	25 Blanche St Newborough	[Signature]
B. SIMPSON	131 HAIGH ST MOE	[Signature]
Shirley	2 Margaret St Moe	[Signature]
HARRY BEK	107 PURVIS ROAD TANJIL SOUTH 3825	[Signature]

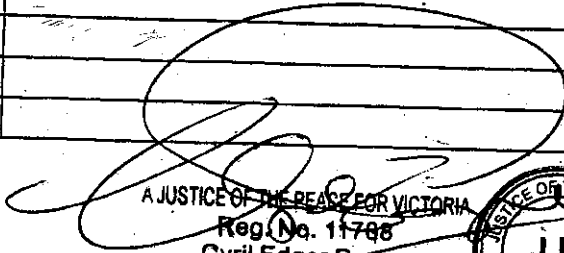
A JUSTICE OF THE PEACE FOR VICTORIA
 Reg. No. 11789
 Cyril Edgar Payne
 4 Bellbrook St, Newborough 3825



PETITION

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NAME	ADDRESS	SIGNATURE
R GRANGE	3 JOY ST N/BOROUGH	R Grange
Jmadyson	1 Crombe coach Newborough.	Jmadyson
H. MICHALEK	8 MARCH ST. N/Borough	H. Michalek
SF MURKA	7 MARCH ST NEWBOROUGH	S F Murka
J. McDONALD	15 Chamberlain Rd Newborough	J. McDonald
T. JAMES	11 HYDE PARK ROAD Traralgon	T. James
AB Barent	88 Lorain St Newborough.	A Barent
BRADY	24 [unclear] [unclear] [unclear]	Brady
B. GREGORY	36 Bentley Rd Newborough	B. Gregory
R. W. SIMONS	3. [unclear] ST [unclear]	R. W. Simons
M. WHITEWORTH	18 DORHAM RD. NAOB	M. Whitworth
G. COWLEY	27 SHANAHAN POE NEWBOROUGH	G. Cowley
R. J. VIVIAN	7 Stantham Newborough	R. J. Vivian
W. MANSFIELD	13 [unclear] Dve Newborough.	W. Mansfield
L. N. GEORGE	6 EASTREIGHT COURT NEWBOROUGH	L. N. George
M. FOX	12 RUTLAND ST. Newborough	M. Fox
E. GREENAN	95 Heather Grove Newborough	E. Greenan
Wanda Hill	65 Haunted Hills Rd Newborough	Wanda Hill
SUE BROBERG	151 HANCOCK ST MOE	Sue Broberg
Pat Nelson	23 Harvey St Newborough	Pat Nelson
[unclear]	[unclear]	[unclear]
Ron Burrin	310 old Selu Rd NB	Ron Burrin
JANET HUTCHINSON	51 CHAMBERLAIN RD, Newborough	Janet Hutchinson
L. LEITCH	87 Monash Rd Newb	L. Leitch
E DOUGAN	17 Newstead St Newborough	E. Dougan
S. BROWN	4/25 Monash Rd Newborough	S. Brown
V. FLANIGAN	YANCOUW HEIGHTS	V. Flanigan
J. MURKIN	26 [unclear] Newborough	J. Murkin


 A JUSTICE OF THE PEACE FOR VICTORIA
 Reg. No. 11798
 Cyril Edgar Payne
 4 Bellbrook St, Newborough 3825




PETITION

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NAME	ADDRESS	SIGNATURE
G. McLeod	16 LINKSIDE CRT YALLOURN	[Signature]
E. Crane	18 STEDART ST MOE	[Signature]
J. VRIELE	39 Southwell Ave Newborough	[Signature]
J. Frank	49 MONASH Rd NWB	[Signature]
P. LOVING	140 BACKS BR MOE	[Signature]
L. STEPHEN	28 MARGARET ST MOE	[Signature]
A. Bunt	58 Kelso Rd YALLOURN NTH	[Signature]
DAWN WINTERS	24 WILHAM ST Newborough	S. BUNT
D. Chrichan	65 JAVIGER Rd Yalburn NTH	D. Winters
J. Hutton	73 WESTERN AVE Newb	[Signature]
Aina Lax	1 Kaornaka St Newb	[Signature]
Carol Denegay	Unit 2 51 monash Rd Newborough	[Signature]
M Ludlow	Southwell Avenue Newborough	[Signature]
Janice V Davis	Newb.	[Signature]
A. NACKIE	27/5 COLLERTON AVE NOK	[Signature]
F. MEAD	22 FORD AVE NEWB.	[Signature]
STEVE BUNAR	27 STAMACK GARD KANSON	[Signature]
M. F. [unclear]	2/10 Bankers St Newborough	[Signature]
M. Brown	44 FORD AVE Newborough.	[Signature]
DAVE WATSON	290 PIPER Rd YALLOURN NTH	[Signature]
June McWhirter	58 CROSS ST Newborough	[Signature]
M. Holloway	32 + reswell Ave	[Signature]
M. JOHNSON	11 YMERET ST NEWBOROUGH	[Signature]
N. Lebb	Newborough	[Signature]
J PEARLESS	291 OLD SALE RD N/B	[Signature]
K PEARLESS	115 ABOVE	[Signature]
W. J. V. F. L. T.	45 Southwell Ave Moe	[Signature]
O. Abbott	13 Thorpdale St. Newborough	[Signature]
T. Wolski	19 Bonksia St Newborough	[Signature]
B. BATHGATE	3 William St Newborough	[Signature]
A. Kelly	123 Monash Road Newborough	[Signature]
B. Stennings	Western Ave Newborough	[Signature]
R. Watt	14 Belvedere Crt Newborough	[Signature]
P. Budgman	3/4 Monash Rd. Newborough	P. Budgman

A JUSTICE OF THE PEACE FOR VICTORIA
 Reg. No. 1769
 Cyril Edgar Payne
 4 Bellbrook St, Newborough 3825



THIS IS GARBAGE
+ THOUGHTLESS.

R. Mutton

PETITION

THINK!

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

NAME	ADDRESS	SIGNATURE
Ted Koklinsky	53 Lincoln Street Moe	T Koklinsky
Paulmi Wilson	4/61 MONASH RD NEWBOROUGH	Paulmi Wilson
LAMBERT. Sohn	2 WALHALLA ST. N' BOROUGH	Lambert Sohn
M. CURTIS	18 Paisley St Newborough 355	M. Curtis
Bruce Falck	16 Paisley St. Newborough	B. Falck
Ben Trumble	55 Monash Rd Newborough	Ben Trumble
L. Sullivan	15 MURRAY RD NEWB	L. Sullivan
Dianne Raymond	35 Southwell Ave Newborough	Dianne Raymond
LYN DOUGLAS	45 MURRAY RD. NEWBOROUGH	Lyn Douglas
Sandie Lunnstone	26 Southwell ave Nth Newborough	Sandie Lunnstone
TERRY WEST	22 FORD AVENUE NEWBOROUGH	Terry West
ALAN SMITH	31 MONASH RD NEWB	Alan Smith
JAME VAZQUEZ	39 TORRES ST. NEWBOROUGH	Jame Vazquez
JOHN HILLGROVE	72 MONASH RD NEWBOROUGH	John Hillgrove
Lois Williams	9 Trent St Newborough	Lois Williams
Elizabeth Brennan	6 Mooren St Newborough	Elizabeth Brennan
HAROLD STANLEY	9 CORP CRT MOE	Harold Stanley
Kerryle Har	11 VANCE CRT	Kerryle Har
DOT JOHNSON	16 CENTRAL AVE. NEWBOROUGH	Dot Johnson
D. Clark	13 TORRES ST NBP.	D. Clark
Nichelle Butler	27 ST PHILLACK CRES RAWSON	Nichelle Butler
Ann-Mary Ryan	8 Wakefield Ct Newborough	Ann-Mary Ryan
Garry Hughes	Daphne Dve Moe St	Garry Hughes
Leone Jones	14 Bellbrook St Newborough	Leone Jones
ROSEWIDE LaGrave	29 MONASH RD NEWBOROUGH	Rosewilde LaGrave
Ron Lunn	310 Old Side Rd NB	Ron Lunn
Colly Jamison	1 TORRES ST Newborough	Colly Jamison
Beth Cox	16 Koomalla St. NB	Beth Cox
Janine Ochsenbein	2 Dowrie St Newborough	Janine Ochsenbein
John Johnson	31 Kelso Rd Yall Nth	John Johnson
Ben My	99 HAUNTED HILLS RD NEWBOROUGH	Ben My
Nancy Dye	4 Powell St Newborough	Nancy Dye
F. Edwards	60 DAPHNE DRIVE Moe St	F. Edwards
D. RYAN	10 LEITH ST NEWBOROUGH	D. Ryan

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A JUSTICE OF THE PEACE FOR VICTORIA
Reg. No. 11768
Cyril Edgar Payne
4 Bellbrook St. Newborough 3825



PETITION

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

NAME	ADDRESS	SIGNATURE
M. BRIEN	OLD SALE RD MOE	[Signature]
D NEEDHAM	MONASH RD NEWBOROUGH	[Signature]
K Walker	HAMPTON ST MOE.	K Walker
T. McDonald.	Ryland Way Moe Sth.	[Signature]
M Janicovic	TORRES ST Newborough.	[Signature]
B. OWEN	25 Haunted Hills Rd Newborough	[Signature]
B Rogers	William St Newborough	[Signature]
P NORTH	200 ARLSWY STREET NewB.	[Signature]
C. JARVIS	1 William St Newborough	[Signature]
L Abaltings	26 Northern Ave Newborough	[Signature]
D. Johnstone	80 MONASH RD Newborough	[Signature]
B. GANNAWAY	19 BALFOUR ST. NEWBOROUGH	[Signature]
M. O'Gner	23 Durham Rd Newborough	[Signature]
L. Richardson	8 Leith St Newb.	[Signature]
T. DOUGLAS	18/17 MONA PLACE SOUTH YARRA 3141	[Signature]
T. SHAW	2/31 ELLINBANK STREET NEWBOROUGH	[Signature]
H Plaskanda	74 Gooding St Warr M	[Signature]
██████████	██████████	██████████
S. BUDNIK	42 TORRES ST NEWBOROUGH	[Signature]
I Lanna mail	164 NARRAGAN MAE MOE	[Signature]
C WELTON	32 LAW ST NEW	[Signature]
D MORRIS	2 SMALLBURN AVE	[Signature]
F. McCLUNAGHAN	145 PEARCES TRACK, HEENES OAK	[Signature]
B. WASS	317 BALFOUR ST. NEWBOROUGH	[Signature]
Susan Walsh.	22 Monash Rd Newborough	[Signature]
J. RUNCIMAN	28/28 Trasswell Ave Newborough	[Signature]
V. Valacos	5 CROSS'S RD. TEARALGON	[Signature]
E Greenan	25 Heather Grove Newborough	[Signature]
W. POTTS	8 Jasman St Newborough	[Signature]
D. TURNER	6 HARVEY ST Newborough	[Signature]
L. MACKENLAY	1 MASON ST. NEWBOROUGH	[Signature]
C. Robinson	11 Sherwood Crt Newborough SHREK	[Signature]
ANN WANNER	240 Old Sale Rd Newborough	[Signature]
B. BURSLUM	13 TORRES ST NEWBOROUGH	[Signature]
B. O'YU-ELL	65 RYLAND WAY MOE SOUTH	[Signature]

W

A JUSTICE OF THE PEACE FOR VICTORIA
 Reg. No. 11208
 C/Edgar Payne
 4 Bellbrook St, Newborough 3825




PETITION

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NAME	ADDRESS	SIGNATURE
Gwen Charles	14 Burrage St Moe	Gwen Charles
Lee Anne Woodley	13 Ferguson St Moe	LW
KAREN SULTANA	25 SERVICE ROAD, MOE	K Sultana
C. Sultana	25 Service Road, Moe	C Sultana
Sharon Gibson	36 Fairway Dve Yalburn Heights	S Gibson
Cindy Cassar	Trafalgar	Cindy Cassar
Narelle Eudy	56 Ollerton Avenue	N Eudy
CORRINA	18A SCHOOL RD ERICA	Corrina
Joy BEATH	24 HAIGH ST MOE	J Beath
FAY NEEDHAM	6/71 ALBERT ST MOE	Fay Needham
Glence Mumbard	473 North Canal Rd Trafalgar	Glence Mumbard
LISA HOWE	9 WIKIANA DRIVE MOE	L Howe
Jacquie Gray	230 MOE-WALTHALLA RD MOE	Jacquie Gray
Adele Witham	89 MOE SOUTH RD MOE	Adele Witham
Heather MOLPE	15 Eden St MOE	H Molpe
Yvonne Gannan	9 St Gwinear Ct Rawson	Y Gannan
ROBYN BEATH	1 MERVYN ST MOE	R Beath
UMMAJ WENDLEY	13 FERGUSON ST MOE.	U Wendley
V. CASEY	R.M.B 416 PURVIS RD, MOE	V Casey
E.K. GREEN	Edgreen 84. Hennessey St Moe	E K Green
J SEDGET	52 TORRES ST. NEWB.	J Sedget
Gwen	43 Bennett Ct Moe	Gwen
Shari Cook	6-10 Hazelwood Street Traf East	S Cook
Nhir Bleier	135 SERVICE RD	N Bleier
MARK FORTU	200 WOLFE ST MOE	M Fortu
ANDREW PRUMAC	32 MEN ST MOE	A Prumac
TONY DISITO	21-23 George St Moe	T Disito
Misty Melbourne	72 Torres st New. b.	M Melbourne
Phill Brady	89 monash Rd Newb.	P Brady
Lauri Pell	2/15 Saxtons Dve Moe	L Pell
Jane Shay	4/18 BALL ST, MOE	J Shay
Paul Mackey	4/11 ANN ST, MOE	P Mackey
MERRIN JACKSON	FRY'S TRUCK NEWBOROUGH	M Jackson
HEATHER JUSTICE	NORTHERN AVE NTH NEWB	H Justice


A JUSTICE OF THE PEACE FOR VICTORIA
 Reg. No 11768
 Cyril Edgar Payne
 4 Bellbrook St. Newborough 3825



PETITION

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NAME	ADDRESS	SIGNATURE
XXXXXXXXXX	XXXXXXXXXXXXXXXXXXXXXXXXXX	XXXXXXXXXX
J. McCONNELL	OLD SALE RD NEWBOROUGH	<i>J. McConnell</i>
J. BATHGATE	CENTRAL AVE NEWBOROUGH	<i>J. Bathgate</i>
L. PAUL	OLLERTON AVE NEWBOROUGH	<i>L. Paul</i>
P. NICHOLSON	174 OLD SALE RD - NEWBOROUGH	<i>P. Nicholson</i>
M. GRAVETI	DURHAM RD NEWIS	<i>M. Gravetti</i>
N. BRINCATI	WESTERN AVE NEWIS	<i>N. Brincati</i>
A. McDONALD	31. KOORNALGA ST. NEWBOROUGH	<i>A. McDonald</i>
CORRAINE SMITH	UNIT 6/1 MONASH RD. NEWBOROUGH	<i>C. Smith</i>
M. FONTAINE	P.O. BOX 1062 MOE 3825	<i>M. Fontaine</i>
G. CHESSEM.	129 NEWARK AVE N/B	<i>G. Chessum</i>
V. Walker	55 Chamberlain Rd Newborough	<i>V. Walker</i>
S.J. Daltour	17 Newark Ave. Newborough 3825	<i>S.J. Daltour</i>
XXXXXXXXXX	30 Ollerton av. moe	XXXXXXXXXX
XXXXXXXXXX	321 Old Sale Rd, Newborough	XXXXXXXXXX
K. JAMES	5 SMALL BURN AVE NEWBOROUGH	<i>K. James</i>
V. LOK	17 Sherran Pde Newb	<i>V. Lok</i>
S. AGINS	79 Shanahan Pde, Newborough	<i>S. Agins</i>
A. STOTT	31 MONASH RD NEWBOROUGH	<i>A. Stott</i>
D. Nelson	10 Mirboo St Newborough	<i>D. Nelson</i>
V. KING	6 MURRAY RD Newborough	<i>V. King</i>
A. RIVIERS	68 CHAMBERLAIN RD NEWBOROUGH.	<i>A. Riviars</i>
J. VAZQUEZ	99 TABLES ST. NEWBOROUGH	<i>J. Vazquez</i>
T. GALORAITH	6 OLLERTON AVE MOE	<i>T. Galorait</i>
John Callow	2 Thorpdale St, Newborough	<i>John Callow</i>
C. Hibbs	11. Chamberlain Rd Newborough	<i>C. Hibbs</i>
R. Hoz	6 Bodarra Ave Newb.	<i>R. Hoz</i>
C. ROOPE	PURVIS RD TANJIL STH	<i>C. Roope</i>
K. LURRA	310 Old Sale Rd Moe	<i>K. Lurra</i>
Rose Grant	TORRES ST Newborough	<i>Rose Grant</i>
K. George	71 western ave newborough	<i>K. George</i>
E. MOORE	2/3 HALL CRT. NEWBOROUGH	<i>E. Moore</i>
J. Duff	17 Dinwoodie DR moe	<i>J. Duff</i>
A. POTTIS	10 Francis St Moe	<i>A. Pottis</i>
M. McNally	13 Crombe ct moe	<i>M. McNally</i>
J. Hewson	11 Sherran Pde Newborough	<i>J. Hewson</i>



 A JUSTICE OF THE PEACE FOR VICTORIA
 Reg. No. 11768
 Cyril Edgar Payne
 4 Bellbrook St, Newborough 3825

PETITION

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

NAME	ADDRESS	SIGNATURE
WANA Vincent	193 P.O. Box Newborough	<i>[Signature]</i>
Sally Taylor	5 DURHAM RD NEWBOROUGH	<i>[Signature]</i>
L. Taylor	"	<i>[Signature]</i>
B Griffiths	7 Durham Rd Newborough	<i>[Signature]</i>
D. [unclear]	Durham Rd Newb	<i>[Signature]</i>
F. SMITH	69 TORRES ST. NEWBOROUGH	<i>[Signature]</i>
H Goody	69 Jones ST Newborough	<i>[Signature]</i>
J. Holt	6 DURHAM RD NEWBOROUGH	<i>[Signature]</i>
H. BAILLIE	435 Purvis Road Tamill East	<i>[Signature]</i>
R. Lynch	16 Wauash Rd. Newborough	<i>[Signature]</i>
J. Somerville	51 Fowler st Moe	<i>[Signature]</i>
M. Trew	111 Law st Newborough	<i>[Signature]</i>
B SHAW	9 WESTERN AVE NEWBOROUGH	<i>[Signature]</i>
A Cowles	6 Thorpdale st Newborough	<i>[Signature]</i>
ANNA	RMB 4220 COALVILLE RD MOE	<i>[Signature]</i>
J. HOLDSWORTH	7 CALDWELL STREET MOE	<i>[Signature]</i>
C. Bink	26 Refort st Moe	<i>[Signature]</i>
W. GREGORY	20 Corbett way HEARNES CREEK	<i>[Signature]</i>
V. Madin	PO Box Newborough	<i>[Signature]</i>
O Vincent	10 COLLIER DRIVE Newborough	<i>[Signature]</i>
W BATES	22 MURRAY RD NEWBOROUGH	<i>[Signature]</i>
A. Maunder	12 Durham Rd Newborough	<i>[Signature]</i>
J. Maunder	12 Durham Rd Newborough	<i>[Signature]</i>
B Maunder	12 Durham Rd Newborough	<i>[Signature]</i>
M. Hanna	2 DURHAM RD. Newborough	<i>[Signature]</i>
A. [unclear]	36 Sheahan Parade Newborough	<i>[Signature]</i>
W VINCENT	P.O. BOX 193 NEWBOROUGH	<i>[Signature]</i>
M. GOGENLY	1 DURHAM ST NEWBOROUGH	<i>[Signature]</i>
T Goody	"	<i>[Signature]</i>
E REID	3 DURHAM RD NEWBOROUGH	<i>[Signature]</i>
B REID	"	<i>[Signature]</i>
A. NIELSEN	10 MURRAY RD NEWBOROUGH	<i>[Signature]</i>
T. Hambroise	10 MURRAY RD NEWBOROUGH	<i>[Signature]</i>
R ROWKINGS	53 Sheahan Parade Newborough	<i>[Signature]</i>

A JUSTICE OF THE PEACE FOR VICTORIA
 Reg. No. 1768
 CIVIL & CRIMINAL PRACTICE
 4 Bellbrook St, Newborough 3825



PETITION

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

NAME	ADDRESS	SIGNATURE
Wendy Foster	PO box 609 Moe	Wendy Foster
ERESA GAMM	P.O. 55. Newb.	E. Gamm
T. Bush	PO box 613 MOE.	T. Bush
K. MacGregor	14 TORRES ST Newborough.	K. MacGregor
CBUHA GIAR	14 SAHBIS ST	C. Bush
Caron Howard	20 Burnett Street Yarragon.	Caron Howard
Reg Haythorn	1/24 Camper Rd Trafalgar	R. Haythorn
BEV Nimitko	18 HUNTER ST MOE	B. Nimitko
No Slattery	2-32 Saxton 10N No 02	No Slattery
Chris Lakeman	27. Burnside st. moe.	C. Lakeman
Lil Mak	2 HARVEY ST MOE	L. Mak
Bernard DMIT		B. DMIT
Evelyn Waddell	3/35 Lewis St Newborough	E. Waddell
J. H. CARRY	BOX 1069	J. H. CARRY
J. DICKSON		J. DICKSON
A. Fala	MOE.	A. Fala
P. Wilson	15 Della Lane Rd Moe	P. Wilson
C. Watson	Roxburgh Rd Yallowan NH	C. F. Watson
A. PLUMBRIDGE	NEWBOROUGH	A. Plumbridge
P. Stewart	MOE	P. Stewart
Melissa Upton	1/23 Gilson St Moe	M. Upton
Chris Brown	8 Hallston Newborough	C. Brown
Uvian Haupt	BO. Box 588. TRAFALGAR	U. Haupt
Margaret Burns	Somerville Crt MOE.	M. Burns
John Edwards	Newborough	J. Edwards
Christine Williams	Willow Grove.	C. Williams
Carmel Potkovic	MOE	C. Potkovic
P. Collins	27 Olleston AVE NEWB	P. Collins
Bob McEachern	30 CHAPMAN'S RD TRAF	B. McEachern
S. Gaudin	28 K. W. C. ST MOE	S. Gaudin
A. Simpson	127 SERVICE ROAD MOE	A. Simpson
M. G. GARDNER	20 TRAFWELL AVE N'BOROUGH	M. G. Gardner
C. Dovi	46 Prince St Moe	C. Dovi
C. Parker	9 Stenham Parade New	C. Parker
M. Chandler	69 Vale St	M. Chandler

A JUSTICE OF THE PEACE FOR VICTORIA
 Reg. No. 4768
 Cyril Edgar Payne
 4 Bellbrook St, Newborough 3825



PETITION

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

NAME	ADDRESS	SIGNATURE
T. MALPINE	29 RUBENY ST MOE	[Signature]
A. XERRI	5 HOWITT CRT. NEWB.	[Signature]
S. McMahon	" " "	[Signature]
L. Casson	38 AUSTIN AVE MOE	[Signature]
A. Smith	38 HENNESSY ST MOE	[Signature]
S. Ludkins	Calisa Rd Yallourn North F.	[Signature]
Simon	of Yung Choon	[Signature]
Alan Godfrey	3 Rolfe Court MOE	[Signature]
Jocelyn Hartman	3 ANMORE ST. MOE	[Signature]
B. Hays	2 ROSS AVE MOE	[Signature]
Max Griffin	19 KERIN ST MOE	[Signature]
ANN PALSTRA	45 LYNNE AVE MOE ST1	[Signature]
JANE PAINTIER	160 ANDERSON RD YALL NTH	[Signature]
PURDIE HERRON	68 HIGHT ST MOE	[Signature]
J. PAUL	18 Anderson Ave Yall Nth	[Signature]
S. FANN	KOORNALLA ST NEWBOROUGH	[Signature]
S. Fanning	CROSS ST NEWBOROUGH	[Signature]
C. Briggs	16 Redford st Newborough	[Signature]
Debbie Paul	MAIN RD Hillend	[Signature]
Jodie Johnson	31 Kelso Rd Yall Nth	[Signature]
Leanne James	P.O. Box 638 Moe	[Signature]
A. Gaffiths	P.O. BOX 205 Newb	[Signature]
E. Samerwill	4 Kitchener St Trafalgar	[Signature]
S. Wagner	Unit 4 Langford St Moe	[Signature]
J. Edwards	PO Box 530 Moe Vic	[Signature]
I. MACCS	8 SHELTON ST MOE Vic	[Signature]
Lyndene-Stevens	4 Mitchell crt Moe	[Signature]
A. Lam	MORGAN CRT MOE	[Signature]
P. Stephens	Erica	[Signature]
J. Jeffrey	34 Randall Cres. Moe	[Signature]
J. WARE	2 MAY ST. MOE	[Signature]
J. EVER	6 DUNCAN ST MOE	[Signature]
Donna Mack	38 HENNESSY ST MOE	[Signature]
Anne Gooding	Grinding Road Moe	[Signature]
Jan Murray	Yallourn North	[Signature]

A JUSTICE OF THE PEACE FOR VICTORIA
 Reg. No. 11758
 Cyril Edgar Payne
 4 Bellbrook St, Newborough 3825

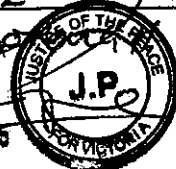


PETITION

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NAME	ADDRESS	SIGNATURE
JILLIAN HASSET	DOMO LIFE SKILLS COMMUNITY CENTRE	J. Hasset
Anna Baldwin	2 Florence Ave Moe	A Baldwin
VAN POPPEL	4 PURVIS ST MOE	V. Poppel
R. Zealley	110 38 MOORE ST MOE	R. Zealley
Campbell	1 Mitchell Rd Moe	Campbell
M. Chiodo	35 HEDWELL RD INVERCH 56745624	M. Chiodo
Cheryl Tompkins	3 RAILWAY CRK Moe	Cheryl Tompkins
Jacki Pearce	4 Linkside Ct Yall Heights	Jacki Pearce
JUDE WALKER	6 Bliss St Moe	J. Walker
C KARWATH	26 NEWARK AVE NEWBOROUGH	C. Karwath
CATHY RISOL	5 LINKSIDE CRT YALLOWA HEIGHTS	Cathy Risol
DAVID CROWN	1 YORK ST MOE	D. Crown
Lauren Anty	7 Ashby St Trafalgar	Lauren Anty
JACQUI HURSTMAN	55 BOUNDARY RD YALL HTS	J. Hurstman
A. S. HAGER	122 BORMAN CT MOE	A. S. Hager
Dar Oland	77 TORRES ST NEWBOROUGH	D. Oland
A PETERSON	19 FOWLER ST MOE	A. Peterson
Janice	Sunny Ct Rd Trafalgar	Janice
Vicki King	5 DREW ST MOE	V. King
Yvonne Young	34 Newark Ave n/Neub	Y. Young
DEWIS GREGG	1/2 2 MENA ST MOE	D. Gregg
JOYCE MCKENNT	Wallas Grove	J. McKennt
Lais Kasper	Moe	L. Kasper
Tony Oll	1st Rd Yall M	T. Oll
Kerry Turner	Newborough	K. Turner
Nola Buckell	Moe.	N. Buckell
Bernadette Cook	Moe	B. Cook
Kathleen Oll	Moe	K. Oll
JOAN CURTIS	NEWBOROUGH	J. Curtis
BILL KINGH	Moe	B. Kingh
CHERYL DEVENET	Moe	C. Devenet
VAL DEVENET	Moe	V. Devenet
SUE TEICHER	42 High St MOE	S. Teicher
He Ryan	9 Rutland St.	H. Ryan
TOM THOMPSON	20 CANBERRA ST. MOE	T. Thompson
GERARD HOCAN	31 NORTH JAMES NEWBOROUGH	G. Hocan

A JUSTICE OF THE PEACE FOR VICTORIA
 Reg. No. 11708
 Cyril Edgar Payne
 4 Bellbrook St, Newborough 3825

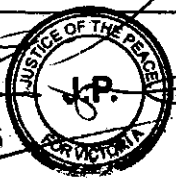


PETITION

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NAME	ADDRESS	SIGNATURE
P. Mooney	24 Victoria Hill Ave.	P. Mooney
S Walker	6 Orion Crt Moe	S Walker
E Whiting	18 Hazelwood St Traftalga East	E Whiting
M. JANECZEK	3 BAW BAW ST. MOE.	M. Janeczok
Jan Wilson	25 Winton Ave. MOE	Jan. C. Wilson
Jan Hyde	92 Balfour Rd. Millers Grove	J. Hyde
Bolunine	UB 27 MORK ST	Bolunine
Green Hill	52 w/4 Vale Street Moe	G Hill
Gene Dale	Gene above	G Dale
J. McARTHUR	19 WILLIAM ST. NEWBOROUGH	J. McArthur
M. Williams	28 Austin Ave	M. Williams
G. Willoughby	28 Austin Ave	G. Willoughby
et. Martin	7 Coto Crt. Moe.	et. Martin
R. MARTIN	7 COTO COURT MOE	R.P. Martin
1 Con	445 WILLOW GR. RD TANTIL 5TH	1 Con
A.R. Parbutt	31 Coalville Rd Moe	A.R. Parbutt
A. GARBUTT	31 COALVILLE RD MOE	A. Garbutt
16 H. Verd	2/23 Gibson St Moe	16 H. Verd
J. King	75, Southwell Ave Moe	J. King
Y. Subly Marchant	3, 12 GLADSTONE ST MOE	Y. Subly Marchant
TREVOR MAY	3/23 GIBSON ST MOE	TREVOR MAY
ROSEMARY PAYNE	4 BELBROOK ST. NEWBOROUGH	R. Payne
Gerda Barnhopp	25 Scorpio Drive Moe	Gerda Barnhopp
H. Busutt	200 Waterloo Rd MOE	H. Busutt
M. Busutt	200 Waterloo Rd MOE	M. Busutt
S. Bedraz	7 Burnside St Moe	S. Bedraz
K. Galley	41 HAMPTON S MOE	K. Galley
Dianne Bowman	3/8 Hyland St. Moe.	Dianne P. Bowman
Linda Walker	28 Bayley St Moe	Linda Walker
John Walker	28 Bayley St Moe	John Walker
RAY TRAVIS	18 HAZELWOOD ST TRAF EAST	R. Travis
C Madex	7 Tanyil Crt Willa Grove	C Madex
D. Miller	4 Desmond St Moe	D. Miller
Kim Pyke	16 VIRRANA DRIVE MOE	Kim Pyke

JUSTICE OF THE PEACE FOR VICTORIA
 Reg. No. 11768
 Cyril Edgar Payne
 4 Bellbrook St, Newborough 3925

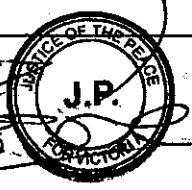


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NAME	ADDRESS	SIGNATURE
McKeehan	1/3 2 Baxter CRT Moe	McKeehan
E. Kullen	3 LINCOLN ST. MOE	E. Kullen
S. SAVIGE	SAVIGES RD MOE	S. Savige
K. LOEHR	Becks Bridge Rd Moe	K. Loehr
J. LAWSON	7 TREN STREET, NEWBOROUGH	Janelle Lawson
M. Mathison	8 Fern Close Moe	M. Mathison
L. GRANT	57 MARGARET ST MOE	L. Grant
M. EDWARDS	16 Comans Way MOE	M. Edwards
J. STAYCHES	EMBLETONS RD TRAF	J. Stayches
H. O'NEILL	6. Charles St MOE	H. O'Neill
R. Barry	2/75 Digwoodie Ave Moe	R. Barry
E. James	171 HAIGH STREET NEWB	E. James
LIZ Clough	1 YORK STREET MOE.	LIZ Clough
B. Johnson	1 ROSS AVE MOE.	B. Johnson
B. HOUSTON	26 ALBERT ST MOE.	B. HOUSTON
Maryam Geisler	31 Alexander Ave Moe	M. Geisler
E. BATES	22 MURRAY Rd. Newborough	E. Bates
G. Hold	2 TIMMERS RD. MOE	G. Hold
L. O'NEILL	R.M. D. 3002 T. South	L. O'Neill
ROOHER POLK	19 YORK ST	ROOHER POLK
HELENE GALLAGHER	4/18 MENA ST MOE	H. Gallagher
JAN THOMPSON	37 MARKET ST TARRAGON	J. Thompson
D. PEARCE	3 MOORE ST ERICA.	D. Pearce
M. Pearce	3 MOORE ST ERICA	M. Pearce
D. BENNETT	74 HALLS RD	D. Bennett
R. MCNABB	15 PINWOODIE DD MOE	R. McNabb
A. HAY	2 RICHARD ST MOE	A. Hay
G. P. Pherson	1/10 Lakonia Drive Moe	G. P. Pherson
M. Mc NEIL	3/16 GIBSON ST MOE	M. McNeil
G. GARDNER	Mountain Glen Drive Traralgon	G. Gardner
C. PATRICK	115 HUNTER HILLS RD NEWB	C. Patrick
B. ALCOCK	2/24 Gibson Street Moe	B. Alcock
C. BRIDGES	4284 Old Sale Rd Westbury	C. Bridges
L. KASPER	76 Service Rd North Moe	L. Kasper
G. MOONEY	24 VICTORIA STREET MOE	G. Mooney

A JUSTICE OF THE PEACE FOR VICTORIA
 Reg. No. 1768
 Cyril Edgar Payne
 4 Bellbrook St, Newborough 3825



PETITION

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

NAME	ADDRESS	SIGNATURE
S. Douma	43 YORK ST MOE	[Signature]
R. Fried	4 Desmond St, Moe	[Signature]
V. Nikodemski	50 Service Rd moe	[Signature]
[Signature]	110 FAUNGH T W MOE	[Signature]
PETER JONES	49 HAMPTON ST MOE	[Signature]
Ian Robinson	1/9 Evelyn St Moe	Ian Robinson
Vel Fyfe	11 HASTHOLPE RD TANAIL SOUTH	V. Fyfe
E Hill	52 Vale Street Moe	E Hill
E Cole	52 Vale Street Moe	E Cole
[Signature]	43 MOORE ST MOE	[Signature]
Neil Thomson	249 MOE-WILLOW GROVE RD, TANAIL STB	Neil Thomson
M. Daves	40 Langford St Moe.	M. Daves
S. Heywood	" "	S. Heywood
B.R. ROBINSON	P.O. Box 508. NOB. 3825	[Signature]
D. Butler	5 Ashby Ave Moe	[Signature]
B. GANT	2 COMONS WAY. MOE. 3825	[Signature]
DI RADIC	102 SOUTHWELL AV. MOE 3825	[Signature]
Robyn BEGOLD	P.O. Box 1078 MOE 3825	[Signature]
TERENCE KOONEY	59 OLD TRARALGON RD SACIA CK	[Signature]
W. BRINSON-ORLIPP	14 MULLAN CRT NEWBOROUGH NTH	[Signature]
Judy ATWAY	17 Dudley Court Moe 3825	[Signature]
Helene Macnish	8 Colg Crt Moe.	[Signature]
Ken Bea	31 King St. Moe.	[Signature]
Jan. Bea	31 King St Moe.	[Signature]
D. Thomas	135 Delpreter Rd ERICA	[Signature]
H. PERKINS	56 MOOREST MOE	[Signature]
2 BOJIC	4 LINCOLN ST MOE	[Signature]
E. Kasper	76 Service Rd North Moe.	[Signature]
P. SMITH	93 HERRING ST - MOE	[Signature]
C. HEGARTY	10 EVELYN ST	[Signature]
P. McALPIN	15 Brock St MOE	[Signature]
J. McALPIN	" " " "	[Signature]
L. Smith	13 Lynne Ave Moe	[Signature]
S. STANLEY	59 WATSONS RD STB, MOE	[Signature]
M. TURNER	3 CHARLES ST MOE.	[Signature]

JUSTICE OF THE PEACE FOR VICTORIA
 Reg. No. 11768
 Cyril Edgar Payne
 4 Bellbrook St, Newborough 3825

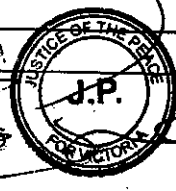


PETITION

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NAME	ADDRESS	SIGNATURE
ERICA WILLIAMS	25 Rutherglen Rd Newborough	[Signature]
Juliette HAY	13 MONASH RD Newborough	[Signature]
Bridie HAY	15 MONASH RD Newborough	[Signature]
Kerensa POKKO	8 Annar St Newborough	[Signature]
I. DAM SOKCEVIC	1/13 DURHAM RD NEWB	[Signature]
Peter Pilare	69 Swanclan Parade Newb	[Signature]
Leah Walker	76 Chamberlain Rd Newb.	[Signature]
CARY KOWAL	17 RUTHERGLEN ROAD, NEWB.	[Signature]
MIRA COLLINS	8 KARLO CRT MORWELL	[Signature]
Meredith Borden	59 Darlimurka Ave Newb	[Signature]
CHERYL GILCHRIST	Northern Ave Newb	[Signature]
Kathie Needham	45 Monash Rd Newborough	[Signature]
L. PASCOE.	180 Coovillie Rd. Moe	[Signature]
V STARBUCK	4/23 MATECH ST NEWBOROUGH	[Signature]
Brenton Welsh	7/4 monash rd Newborough	[Signature]
Inver Lidgwood	10 Numan Ave Newborough.	[Signature]
Scott Bathgate	17 centry Ave Newb	[Signature]
Fiona Froud	21/2 Velfh St Newborough	[Signature]
JANINA VIRIS	27 JOHN ST MOE	[Signature]
Dianne Bradbitt	55 Becks Bridge Rd.	[Signature]
D. Seddon	KOORNALHA ST. NEW	[Signature]
B. EDWARDS	MONASH RD NEWB	[Signature]
C. Bennett	2/13 Parkin Rd NEWB	[Signature]
K. Makepeace	3 March St Newborough	[Signature]
S. Taylor	47 Haunted Hills Rd. Newb.	[Signature]
G. MARKE	14 CODDING ST. YALLANTH.	[Signature]
D. Morrison	24 Swanclan Rd NEWB.	[Signature]
B. Start	12 Centred Ave Newb	[Signature]
I. Rooney	29 Thorpdalest East Newborough	[Signature]
D. MAGNUSON	6 RUTHERGLEN ST. NEWB	[Signature]
L. Lawrence	205 Nurraway St. Moe Stk	[Signature]
A. JAVIES	11 Stamford St NEWB.	[Signature]
K. Leicester	31 Ellinbank St Newborough	[Signature]
D. HOWE	12 Ellinbank St Newb.	[Signature]
V. BERG	1 TYBRI ST	[Signature]

JUSTICE OF THE PEACE FOR VICTORIA
 Reg. No. 11768
 Cyril Edgar Payne
 4 Bellbrook St, Newborough 3925

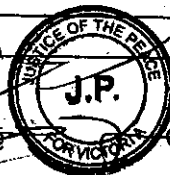


PETITION

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NAME	ADDRESS	SIGNATURE
STEVE CLARKE	9-11 TURNBULL ST WILLOW GRAVE	[Signature]
Angie Miles	P.O. Box 126 MOE	[Signature]
Jodie Jones	12 Commons Way	[Signature]
Ellen Greenan	25 Heather Grove N/B	[Signature]
Beatrice Skinner	28 Murray Rd N/Borough	[Signature]
Sharon King	35 Murray Rd Yallourn Nth	[Signature]
Henry Sommers	1 M' DONALD CRT MOE	[Signature]
Lynette McBride	68 Anzac Rd Traralgon VIC	[Signature]
Kylie Eastwood	21 Gregory ST MOE	[Signature]
ANTHONY ELVIN	52 SCORPIO DRIVE MOE	[Signature]
Loretta White	RMB 4232 Mills Rd Coalville 3825.	[Signature]
M. Beninson	18 Central Ave Newborough 3825	[Signature]
Trileen Gabriel	18 Firmin Rd, Churchill vic 3842	[Signature]
LINDEN DURYEA.	117 LLOYD ST. MOE.	[Signature]
Theresa Jacobs	4 Main Rd Traf East 3824	[Signature]
Elizabeth Helen Nicholas	43 LANGFORD ST MOE	[Signature]
RICHARD MICHAELS	43 Langford St - Moe - Vic	[Signature]
HARRY SMITH	25 South St MOE VIC	[Signature]
S. NACHORNT	25 AVON CRT NEWBOROUGH	[Signature]
P. Doyle	18 York St Moe.	[Signature]
Annika R. Puls	32 MOORE ST ERICA 3825	[Signature]
NICOCA PULS	32 MOORE ST ERICA 3825	[Signature]
IAN VANIC	270 Old Sale R ^d Newborough 3825	[Signature]
Wilarra Saunders	3/9 Evelyn St moe.	[Signature]
JODY DAWSON	53 PEARLES TRACK HERNES OAK	[Signature]
CARMEN CASSAR	14 HIRBOR. ST E/NEWBOROUGH	[Signature]
KEVIN DAVEY	PO BOX 160 NEWB.	[Signature]
Maria Goode	76 WIRRAWAY St MOE	[Signature]
Michael Goode	76 WIRRAWAY St MOE	[Signature]
B. Lakeman	6 Henry St moe. 3825	[Signature]
S. WILBERSON	26 YIN WAK ST NEWBOROUGH	[Signature]
S. KRUPA	51 QUEEN ST. MOE 3825	[Signature]
L. Maceman	10 TALL ST Newborough 3825	[Signature]
J. Chapman	69 Vale St Moe	[Signature]
M. Chapman		[Signature]

JUSTICE OF THE PEACE FOR VICTORIA
 Reg. No. 11768
 Cyril Edgar Payne
 4 Bellbrook St, Newborough 3825



PETITION

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

NAME	ADDRESS	SIGNATURE
L. Dawes	Lot 6 Wattletree Rd Moe.	L. Dawes
A. Dawes	21 Harold St Moe	A. Dawes
J. Chirrap	4 Charles St, Moe	J. Chirrap
K. Thornton	32 May St Moe	K. Thornton
T. Scardon	6 Langford St Moe	T. Scardon
G. Somerville	Coalville Rd Moe.	G. Somerville
S. Falls	52 Monachys Rd. ERICA	S. Falls
D. Davidson	7 MARGARET St Moe	D. Davidson
M. Young	Newborough	M. Young
P. Murica	NEWBOROUGH	P. Murica
C. Neal	14 Durham Rd Newborough	C. Neal
P. Foster	79 Torres St NEWBOROUGH	P. Foster
J. Rounney	79 Thorpdale St East Newb	J. Rounney
B. Foster	79 Torres St Newborough	B. Foster
S. Siddle	1-12 RUBIS St MOE	S. Siddle
J. Vos	77 SERVICE RD MOE	J. Vos
Janice Vos	77 SERVICE RD MOE	Janice Vos
Sue Grant	34 Northern Ave Newb	Sue Grant
FERNAN MORALES	Walsley 1 c/o Moe Police	Fernan Morales
Thanh Kiet Nguyen	15 Anzac St MOE	Thanh Kiet Nguyen
R. VANOPINEN	50 Austin Ave Moe.	R. VanOpinen
I. VANOPINEN	50 AUSTIN AVE MOE	I. VanOpinen
A. Barrett	14 Powell St Newborough	A. Barrett
L. Barrett	14 Powell St Newborough	L. Barrett
M. Barrett	14 Powell St Newborough	M. Barrett
K. Barrett	14 Powell St Newb.	K. Barrett
K. Watt	4 March St Newb	K. Watt
W. LaGue	28 Monash Rd Newb	W. LaGue
Kim LOVE	Units 5/6 Cooper Crt Newborough	Kim Love
Ben Burgess	8 Alexander Avenue Moe	Ben Burgess
Karen Sarge	15 George St Moe	K. Sarge
Elizabeth Wende	Elizabeth Wende. 5A RESERVIER RD MOE	E. Wende
Ken SHAW	8 Belvedere CRT Newborough	Ken Shaw
Corinne Packman	18 Smallburn Ave. Newborough.	Corinne Packman
Peter Warriner	12 WIRRAWAY STREET MOE	P. Warriner

JUSTICE OF THE PEACE FOR VICTORIA
 Reg. No. 41766
 Cyril Edgar Payne
 4 Bellbrook St, Newborough 3825




PETITION

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

NAME	ADDRESS	SIGNATURE
G. Peterson	27-29 MOORE ST MOE	G. Peterson
G. Peterson	27-29 Moore St. Moe.	G. Peterson
G. Polik	" "	G. Polik
G. Polik	" "	G. Polik
D. Woolley	" "	D. Woolley
J. A. Hopkins	" "	J. A. Hopkins
D. McComb	" "	D. McComb
A. Hannon	" "	A. Hannon
E. Oyer	UNIT 32 27-29 MOORE ST. MOE	E. K. Oyer
Ch. Bosch	" "	Ch. Bosch
T. Bosch	" "	T. Bosch
C. Knittle	Unit 31 - 27-29 Moore St Moe	C. Knittle
Vic	MOORE ST MOE	Vic
J. G. Holmes	11/27 MOORE ST Moe	J. G. Holmes
M. Holmes	" " " "	M. Holmes
S. Jones	27 Moore St Moe	S. Jones
J. Thompson	Unit 43 Moore St Moe	J. Thompson
A. Pearce	Unit 27 Moore St Moe	A. Pearce
N. Hickory	Unit 22 27 Moore St Moe	N. Hickory
Van Harsell	Unit 20 - 27 MOORE ST MOE	Van Harsell R.
VAN HASSEL R	UNIT 18 - 27 MOORE ST MOE	Van Harsell R.
P. Worthington	Unit 21 27 Moore St Moe	
M. Lewis	27-29 MOORE ST	M. Lewis
H. Lewis	27-29 MOORE ST	H. Lewis
MRS PHOENIX	27-29 MOORE ST	Mrs Phoenix
Mrs J. Smith	27-29 Moore St	Mrs J. Smith
J. Ransom	27-29 Moore Street	J. Ransom
R. Brehton	27-29 Moore St Moe	R. Brehton
L. COLAMBINE	29 Moore St Moe	L. Colambine
Ada Sharp	14/29 Moore St Moe	Ada Sharp
E. T. Eddy	3/27 Moore St	E. T. Eddy
Edith Eastall	11/27 Moore St	Edith Eastall
D. Moore		
M. Stallard	30 VILLAGE LIFE M	M. Stallard
Kaye Chester	Village	

OFFICE FOR THE PEACE FOR VICTORIA
 Reg. No. 11758
 Cyril Edgar Payne
 4 Bellbrook St, Newborough 3825

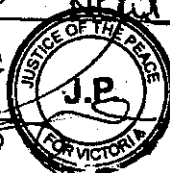


PETITION

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NAME	ADDRESS	SIGNATURE
Dina Kenter	191 Wound St Moe	D Kenter
Alice Slade	16 Scott Ave Moe	Alice Slade
Toni Slade	16 Peel St MOE	Toni Slade
Marie Puntell	1/32 Brock St. Moe	Marie Puntell
Laura Hilditch	27 STAFF ST MOE	Laura Hilditch
MARTY JONES	27 STAFF ST MOE	Marty Jones
PETER FARRELL	557 MOE - LILLOWGROVE RD, TAVIL ST	Peter Farrell
Ann Lawler	14 Waterloo Rd. Trafalgar.	Ann Lawler
RAELENE COVENS	38 HAMPTON ST MOE	Raeleene Covens
DAVID CASSON	33 FOWLER ST MOE	David Casson
RON McNICOLL	31 WIRRIHA DR MOE	Ron McNICOLL
C.N. METCAL	A.O. HAMPTON ST. MOE	C.N. Metcal
P. MAXFIELD	23 HIGH ST. MOE	P. Maxfield
Andrea Riddle	5 ALPHA COURT MOE	Andrea Riddle
WILLIAM A. BOKSON	17 ELIZABETH ST. MOE	William A. Bokson
Marie Hasthorpe	13 Lincoln St Moe	Marie Hasthorpe
Sue O'Dwyer	8 Linton Ave Moe	Sue O'Dwyer
J. O'Dwyer	8 Linton Ave Moe	J. O'Dwyer
RON PENLAND	45 SCORPIO DRIVE MOE	Ron Penland
M. BURRAGE	BURRAGE ST MOE	M. Burrage
K. HUXLEY	19 Keith Ave MOE.	K. Huxley
JIM SMITH	101 SAMANTHA AVE MOE ST	Jim Smith
V. McEOWN	47 Canberra St Moe	V. McEOWN
Rhindsay	94 Witting St Moe	Rhindsay
Joy Wardley	136 BOOLEY AVE NEWBOROUGH	Joy Wardley
Mabelle Cole	3 Burrage St. Moe	Mabelle Cole
R. M. HOYLE	15 Burrage St Moe	R. M. HOYLE
Craig John	1 Jubilee St Moe	Craig John
Barrie Brown	105 Boyd St Moe	Barrie Brown
CONNIE VANCE	68 LANTERN ST MOE	Connie Vance
M. LEA-SMITH	12-4/6 PAPER AVE MOE	M. Lea-Smith
FERRY ORR	22-24 NARRAN DR MOE	Ferry Orr
Pauline Marcott	5 Cross St. Newborough.	Pauline Marcott
St Collins	7 Eastleigh Court. Newb.	St Collins
Kate Smogover	46 Northern Ave Newb	Kate Smogover

A JUSTICE OF THE PEACE FOR VICTORIA
 Reg. No. 11788
 Cyril Edgar Payne
 4 Bellbrook St, Newborough 3625



PETITION

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

NAME	ADDRESS	SIGNATURE
Sue Rywell	337 Willow Grove Rd, Tanjil South	Sue Rywell
Tina Dyke	48 Eastern Ave Newborough	Tina Dyke
Sandra Dreck	3 Gooding Rd Traf East	S. Dreck
Lorraine Payne	R.S.D. Tanjil Sth	L. Payne
MAHEE MENAFFEY	33 JOHN ST MOE	M. Menaffey
HOLLIE MITCHELL	19 MURRAY ROAD NEWBOROUGH	H. Mitchell
Ashlee Riten	43 Chamberlain Rd Newborough	Ashlee Riten
Cory Griffith	7 Amer Crt Moe	Cory Griffith
Vicki Green	3 TABURNAL RD MOE	Vicki Green
Melrose Hotchkin	2106 McDonald's Track Thorpdale	Melrose Hotchkin
Melrose Hotchkin	" "	Melrose Hotchkin
Fiona de Vant	4 Lewis Crt Moe	Fiona de Vant
Leah Hancock	50 Chamberlain RD Newb	Leah Hancock
JASON PENROD	11 ANDERSON AVE Y-NORTH	J. Penrod
Brent Robinson	22 ROSS AVE MOE	Brent Robinson
Dawn Bell	33 LAW ST NEWBOROUGH	Dawn Bell
S. PAV	2 SCOTT AVE MOE	S. Pav
K. Kimdon	32 CRIMMIE RD MORWELL	K. Kimdon
L. BRANIFF	8 TREN T ST Newborough	L. Braniff
M. Battgate	17 Central Ave Newborough	M. Battgate
TINILE	307 WILLOW GROVE RD TRAF	Tinile
F.O'Brien	8 Frye track Newb	F. O'Brien
P. Paxon	Victoria St Moe	P. Paxon
B. Paxon	Victoria St Moe	B. Paxon
G. R. Cowles	52 ALBERT ST MOE	G. R. Cowles
STACEY CRATER	120 DEIKES ST, NEWB	Stacey Crater
L. HUSTLER	52 ALBERT STREET, MOE	L. Hustler
C. Richardson	52 Albert St MOE	C. Richardson
J. POLIK	25 Brock St MOE	J. Polik
S. Hutchins	45 view Rd, Hemes oak	S. Hutchins
A. Gloster	Lot 94 Matthew Court Moel South	A. Gloster
C. Aquilina	19 MARCH ST, NEWBOROUGH	C. Aquilina
S. Hayes	19 Phillip St Moe	S. Hayes
J. Williams	36 Tresswell Ave Newb	J. Williams
Michelle Oetering	34 Retford St, Newborough	Michelle Oetering

A JUSTICE OF THE PEACE FOR VICTORIA
 Reg. No. 14785
 Cyril Edgar Payne
 4 Bellbrook St, Newborough 3825

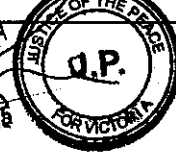


PETITION

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NAME	ADDRESS	SIGNATURE
Brooke Massie	8 Mitchell court moe	Brooke Massie
Sue Broadbent	2 Woreen St. Newborough	Sue Broadbent
Chris Hams	14 Frys Tract, Newborough	Chris Hams
Dylan Waterhouse	145 Purvis Road Tanjil South	Dylan Waterhouse
Carie Waterhouse	145 Purvis Road Tanjil South	Carie Waterhouse
Christie Grant	11 Comans Way moe	Christie Grant
Ben Atkinson	6 Fern Close MOE	B. Atkinson
Brian Atkinson	6 Fern Close MOE	Brian Atkinson
Grace Shields	330 Ranch Road Tanjil South.	Grace Shields
Jenny Clado	22 Quaker Ave Moe	Jenny Clado
Nancy Houston	46 Albert St. MOE.	Nancy Houston
Rita Houston	96 ALBERT ST. MOE	Rita Houston
G. Gretton	3/20 Ollerton Ave Newb	G. Gretton
J. Smith	13 TUXFORD ST NEWBOROUGH	J. Smith
G. Skinner	73 TORRES ST NEWBOROUGH	G. Skinner
G. LUGNES	27 LONGFORD ST Moe	G. LUGNES
V. Kee	PO BOX 871 WARRAGUL VIC 3820	V. Kee
Kerri DAVY	77 Southwell Ave Newb Vic 3825	Kerri Davy
Ken DAVY	77 SOUTHWELL AVE. NEWB. 3825	Ken Davy
Chadhouse	PURVIS Rd Tanjil Sth	Chadhouse
Sherrie Stanton	4 VIEW ST Moe	Sherrie Stanton
S Catchpole	85 HAMPTON ST MOE	S Catchpole
J. Foster	8 KENALL DA MOE	J. Foster
S. Hale	LOT 19 ANERIDGE Rd. MOE STH	S. Hale
E. RUDD	129 LLOYD ST MOE	E. RUDD
P. RUDD	129 Lloyd St Moe	P. RUDD
Mark Perkins	10 Fern Close. Newborough.	Mark Perkins
Melissa Perkins	10 Fern Close Newborough.	Melissa Perkins
S. HARRISON	299 MOE STH RD MOE STH	S. HARRISON
S. Dwyer	36 SCORPIO AVE MOE	S. Dwyer
Jane Walker	21 Mordan St Newborough	Jane Walker
LINSAY MULLER	9 TRENTHAM ST. MOE	Linsay Muller
CATHERINE MULLER	9 TRENTHAM ST. MOE	Catherine Muller
George Flann	245 Coxside St North Bell - 3826	George Flann
Danielle Ferguson	44 GEORGE ST MOE	Danielle Ferguson

JUSTICE OF THE PEACE FOR VICTORIA
 Reg. No. 8768
 Cyril Edgar Payne
 4 Bellbrook St, Newborough 3826



PETITION

for Library

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

NAME	ADDRESS	SIGNATURE
J. Sim	P.O Box 230 Moe	J. Sim
S. Edebohls	1 Torill St. Newborough	S. Edebohls
B. Keane	Candy St, Newborough.	B. Keane
S. Keane	" " "	S. Keane
F. Platschinda	Kennedy crt, Newborough.	F. Platschinda
M. Edebohls	Torill St Newborough.	M. Edebohls
R. Edebohls	" " "	R. Edebohls
R. Stansbury	73 Watsons Rd Moe.	R. Stansbury
I. Stansbury	" " " "	I. Stansbury
B. Stansbury	" " " "	B. Stansbury
B. Stansbury	" " " "	B. Stansbury
L. SIM	Coalville Newb	L. SIM
D. Milne	13 CROSS CRY Moe.	D. Milne
B. Galloway	1 Falconer Blvd. Moe	B. Galloway
L. SIM	21 Colli drive Newborough	L. SIM
H. SIM	21 Colli drive Newborough	H. SIM
J. Donnest	15 Central Ave Newborough	J. Donnest
C. WARD	16-Seven mile rd Trafalgar	C. WARD
T. WISTON	55 Two Mile Rd Newborough	T. WISTON
B. POLIS	17 Scorpa Drive, Moe	B. POLIS
C. ELSWYK	63 NORTHERN AVE NEWBOROUGH	C. ELSWYK
E. Oshagorac	8 Mitchell Court Moe	E. Oshagorac
D. MASSESE	8 MITCHELL COURT MOE 3825	D. MASSESE
I. MASSESE	8 Mitchell Court Moe	I. MASSESE
J. MASSESE	8 Mitchell Court Moe	J. MASSESE
B. MASSESE	8 Mitchell Court Moe	B. MASSESE
J. Cheek	Coalville Rd Moe	J. Cheek
R. Mangan	14 Booth St M'well	R. Mangan
D. Robinson	13 Bliss St. Moe	D. Robinson
E. PLATSCHINDA	3 KENNEDY CRT NEWBOROUGH	E. PLATSCHINDA
M. STOLLER	970 NORTH RD PEARCEDALE	M. STOLLER
M. Balcombe	6 WYNDHAM CRT TRARALGON	M. Balcombe
J. PATRAY	17 Dudley Crt Moe	J. PATRAY
B. GREEN	84-Heatherly St, Moe.	B. GREEN
E. Holob...	22 Southwell. Ave. Moe.	E. Holob...

GRANDE BALLET
JETE SHOP

A JUSTICE OF THE PEACE FOR VICTORIA
Reg. No. 11786
Cyril Edgar Payne
4 Bellbrook St, Newborough



PETITION

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

NAME	ADDRESS	SIGNATURE
DOROTHY GRACE	50 KING ST MOE	Dorothy Grace
Bill RATALY	34 KENT ST MOE	Bill Rataly
ROSS EVANS	15 BOULDER AVE NEWBOROUGH	ROSS EVANS
Gerard Gruma	336 KENT ST MOE	Gruma
Wally King	42 WIRRAWAY ST MOE	W King
Sam Grima	26 John St MOE	Sam Grima
Ann Horner	26 John St MOE	Ann Horner
LYN WATTS	38 KENT ST MOE	Lyn Watts
K. RANIC	WELLINGTON DRV	K. Ranic
G. Tawfik	Newborough Vet. Centre	G. Tawfik
S. Cramm	42 Collet St Moe	S. Cramm
Adam Bush	2 Bear St Moe	Adam Bush
Daniel Almon	71 HAMPTON ST MOE	Daniel Almon
Loel Grima	27 SERVICE ROAD MOE	Loel Grima
Bianca Atkinson	71 Hampton St Moe	Bianca Atkinson
Heather Vandoren	114 Windsor AVE Moe	Heather Vandoren
L. Mackenlay	1 MASON ST NEWBOROUGH	L. Mackenlay
M Sawyer	Randall cres MOE	M Sawyer
A Teller	Lollyd St MOE	A Teller
S Grima	Alexander Ave MOE	S Grima
M. Vandersteen	41 Torres St Naub	M. Vandersteen
J. Millis	16 FOWLER ST MOE	J. Millis
L. WINDEN	Monash Rd Newborough	L. Winden
C WILSON	Smith St Moe	C Wilson
J Olsen	87 Service Road Moe	J Olsen
I. Kennedy	9 Scorpio Dr MOE	I. Kennedy
V. Sherry	43 Kent St Moe	V. Sherry
W. Sherry	43 Kent St Moe	W. Sherry
S. Hocking	365 McDonalds Trk Hermes Oak	S. Hocking
S. Jowitt	89 Service Rd MOE	S. Jowitt
G. Parsons	13 Western AVE Newborough	G. Parsons
S. Parsons	13 Western Ave Newborough	S. Parsons
K. RENDEN	20 KENT ST MOE	K. Renden
K. Thompson	4 Bliss Street Moe	K. Thompson
M. JACKER	PO Box 122 NEWB.	M. Jacker

JUSTICE OF THE PEACE FOR VICTORIA
 Reg. No. 11768
 Cyril Edgar Payne
 4 Bellbrook St, Newborough 3825

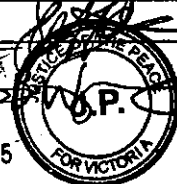


PETITION

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NAME	ADDRESS	SIGNATURE
M. Edebohls	1 Tovell St, Newb	M Edebohls
A. Edebohls	" "	Rene Edebohls
A Vanharbaart	15 Bennett Street Moe	A Vanharbaart
D. Daley	32 Haigh St Moe	D Daley
L. SIM	21 Colli drive Newb	L Sim
H. SIM	21 Colli drive Newb	HARRI SIM
B. DOWNS	16 BANKSIA ST NEWBRA	B Downes
A. McKenzie	27 Anzac St Moe 3825	A McKenzie
A. WARNER.	248 Old Sale Rd Newb 3825	A. Warner
D. WARNER	248 Old Sale Rd Newb 3825	D Warner
K. Morris	3 Macpherson RD Newborough Vic 3825	Kathryn Morris
J. Chaplain	16 Victory Court Trafalgar Vic 3824	Jenny Chaplain
B. Sewell	19 Rose Court Trafalgar Vic 3824	B Sewell
H. FISHER	12 MITCHELLS ROAD MOE VIC 3824	H Fisher
S. NIXSKI	19 Banksia St Newborough	S Nixski
T Grant	305 Moe South Rd Moe South 3825	T Grant
D EVANS	19 LAW ST NEWBOROUGH	D Evans
B Saunders	27 Wirraway St Moe.	Baillie
S. Saunders	27 Wirraway St Moe	Baillie
C. Staff	6B Vale St. Moe	Chelley
O. Hermens	355 McDonalds Tract Honee Pch.	O Hermens
D. Hanna	16 Kirk St. Moe.	D Hanna
P. Scanlon	7 Bliss St Moe	P Scanlon
K Jennings	46 Vale St Moe	K Jennings
George Georgiou	22 Kirk St Moe	George Georgiou
V. Langen	17 Langford St Morwell	V Langen
J. Grubb	15 Wilson Moe	J Grubb
J. Grubb	65 Wirraway St Moe	J Grubb
T. Miller	7 Moore St Moe	T Miller
C. CASSAR.	8 Dewa Torke Road Moe	C Cassar
C. Robson	12 Dala Torke Rd Moe	C Robson
N. SMITH	12 Edward St Moe.	N Smith
J. Robinson	12 Dala Torke Rd Moe	J Robinson
MARK HYETT	835 DARLIMURLA RD BOOLARNA	M Hyett
James West	Thorpe Rd Thorpe	James West
Bar Williams	Jey St Newborough	Bar Williams

A JUSTICE OF THE PEACE FOR VICTORIA
 Reg. No. 11766
 Cyril Edgar Payne
 4 Bellbrook St, Newborough 3825

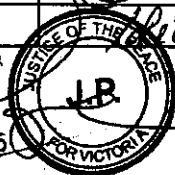


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NAME	ADDRESS	SIGNATURE
Lil Harris	84 Torres St Newborough	Lil Harris
Lella Elkington	21 Ghidde St Newborough	L. Elkington
Edith Mowbray	21 Murray Rd Newborough	E Mowbray
D. Clark	77 Shanahan Pk. Newborough	D. Clark
J. Lacey	7 Fairway Cr. Gallatin Heights	J. Lacey
G. Young	21 Northon Ave. CPWS Newborough	G. Young
PKJ Johnson	45 John St Moe	PKJ Johnson
D. Lacey	11 Banksia St Newborough	D. Lacey
Paul Stafford	404 Cambert St Moe	Paul Stafford
Doreen Talbot	16 Parsley St Newborough	D. Talbot
Lovely Harrist	Unit 35/5 Colleton Ave Moe	L. Harrist
Jan Somers	3A Ferguson St Moe	Jan Somers
Oliver Lipp	6 Lundy St Moe	Oliver Lipp
E. M. League	67 SOUTHWELL AVE NEWBOROUGH	E. M. League
Sheena Jones	92 Chamberlain Rd Newborough	Sheena Jones
ANN WATSON	17 MURRAY RD NEWBOROUGH	Ann Watson
Ray Watson	17 Murray Rd Newborough	Ray Watson
Kate Makepeace	3 March St Newborough	Kate Makepeace
Bridget Chessum	85 Lloyd St Moe	Bridget Chessum
Ray Smith	9 WINDSOR AVE MOE	Ray Smith
Scott Wilson	34 Vale St Moe	Scott Wilson
GRETT EDWARDS	46 LANFORD ST MOE	Grett Edwards
B.C. PAULL	78-80 SHAWHAN RD MOE	B.C. Paull
Aileen POTTER	21- LLOYD ST. MOE	Aileen Potter
JEFF WILSON	3/9 EVELYN ST MOE	Jeff Wilson
Doug Smith	335 RIVIS Rd Tarril East	Doug Smith
Ray Smith	1 KETH AVE MOE	Ray Smith
Rose Edwards	297 Oldsall Rd Moe	Rose Edwards
Tanya Flores	13 Bristol St Moe	Tanya Flores
Melinda Henderson	4 Tresswell Ave Newborough	Melinda Henderson
Jeff Weeks	1 Tarral Cr MOE	Jeff Weeks
VIRGINIA PETS	2 SMALLBURN AVE, NEWB	Virginia Pets
S. Nott	3 Kirk St Moe	S. Nott
LIZ ARNOLD	37 SOUTHWELL AVE NEWBOROUGH.	Liz Arnold
Carolyn REID	3/12 BOBB ST, MOE	Carolyn Reid

A JUSTICE OF THE PEACE FOR VICTORIA
 Reg. No. 11768
 CYN EDGAR RAYNE
 4 Bellbrook St, Newborough 3825

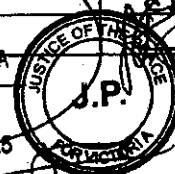


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NAME	ADDRESS	SIGNATURE
L. Alsop	40 h.v Village Moe.	L. Alsop
S. Smith-Proctor	88 Hennessey St Moe	S. Smith-Proctor
R. Wilkinson	14 Bruce St Moe	R. Wilkinson
A. Johnson	18 CANBERRA ST MOE	A. Johnson
B. PETER	5 PINGARI RD MOE	B. Peter
Mum Belton	5143 Goodings Rd Traf East	Mum Belton
S. Belton	21 High St Moe	S. Belton
F. HAY	UNIT 1/23 MARCH ST NEWBOROUGH	F. Hay
J. NASH	5 Reserve St Yallourn North	J. Nash
R. Falzon	13 Mirloo St Newborough	R. Falzon
D. Woods	Moe	D. Woods
K. Rosato	27 Rubery St, Moe	K. Rosato
S. Johnstone	2-23 Fowler St Moe	S. Johnstone
E. MacGregor	3 Candy St Newborough.	E. MacGregor
S. Muccillo	28 Vale St Moe	S. Muccillo
P. Baye	6 Tara Ct Newb	P. Baye
D. Smif Proctor	66 Alber St MOE	D. Smif Proctor
T. Jankovic	5 Bulbs St MOE	T. Jankovic
R. Smith-Proctor	88 Hennessey St MOE	R. Smith-Proctor
K. Klode	40 Hawkes St MOE	K. Klode
A. STRAVCHEN	9 Cobb Court MOE	A. Stravchen
B. BRIGITT	PINGRIDGE RD MOE	B. Brigitt
K. DANSON	Central Rd Traf	K. Danson
Maag Passer	Smallburn Ave.	Maag Passer
L. McDevitt	Tories St Newborough	L. McDevitt
G. Dyr.	7 Purvis St Moe	G. Dyr.
M. New	21 Pater Ave Moe	M. New
P. O'Shammaray	64 HAMPTON ST. MOE.	P. O'Shammaray
J. CARR	33 VICTORIA ST MOE	J. Carr
V. BALES	19 RANDALL ST MOE	V. Bales
D. MCKENDRY	33 VALE ST MOE	D. McKendry
Julie Roberts	34 smallburn Ave. Newborough	Julie Roberts
Janet Ross	10 Linkside crt Yallourn Pts	Janet Ross
Jan. Iastuszy	18 Peer St Moe	Jan. Iastuszy
Jacki Robinson	19 South St Moe	Jacki Robinson

A JUSTICE OF THE PEACE FOR VICTORIA
 Reg. No. 11768
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 4 Bellbrook St, Newborough 3825

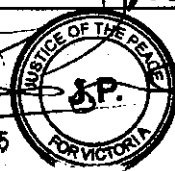


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NAME	ADDRESS	SIGNATURE
Simone Tasker	Moe (Knights Rd Tennyson sth)	<i>Simone Tasker</i>
F Graham	Moe	<i>F. Graham</i>
THELMA LONG	Moe	<i>T.J. Long</i>
Alex Quinn	Moe (Knights Rd Tennyson sth)	<i>Alex Quinn</i>
w Baillie	Yallourn Nth 125 Blair Rd	<i>w Baillie</i>
D Baillie	Tyers 1 clarkes Rd	<i>D Baillie</i>
C Mortimer	Moe	<i>C. Mortimer</i>
Jay Booth	Moe 4 Johnson st	<i>J. Booth</i>
Kyle Wells	Newborough 11 Avon crt	<i>K. Wells</i>
K. Johnson	Newborough	<i>K. Johnson</i>
P. Dismore	TRAFALGAR	<i>P. Dismore</i>
B. Drysdale	Moe/Newborough	<i>B. Drysdale</i>
J. Somerville	Moe	<i>J. Somerville</i>
L. Coster	Moe	<i>L. Coster</i>
C. Coster	Moe	<i>C. Coster</i>
Judy was ere	Moe	<i>Judy was ere</i>
M. Herberts	Moe 7 Phillip st	<i>M. Herberts</i>
Tao Roman	Moe	<i>Tao Roman</i>
R Vasper	Hernes Oak 75 Peewees TR	<i>R. Vasper</i>
Amanda Gray	Drain but main here	<i>Amanda Gray</i>
AMY GREAY	MITCHELS RD MOE	<i>Amy Greay</i>
Annita Finnigan.	Monte Crs. MOE	<i>Annita Finnigan</i>
Bon Quinn	Morwell	<i>Bon Quinn</i>
ANKICA STOJIKOVIC	Moe	<i>Ankica Stojkovic</i>
D. RICHARDS.	YALLOURN NORTH. 95 Boundary Rd	<i>D. Richards</i>
M. BLAWYK	NEW BOROUSH 63 Northern Ave	<i>M. Blawyk</i>
C. Newman	Moe	<i>C. Newman</i>
M BARTLEY	Moe 3 Brook St.	<i>M. Bartley</i>
C. WADG	Moe 10 Dixon Ct	<i>C. Wadg</i>
J Smart	Trafalgar	<i>J. Smart</i>
J. Wilkinson	Moe 15 Dwyer St.	<i>J. Wilkinson</i>
W. Morrison	Newborough	<i>W. Morrison</i>
J. Stanvi	Moe	<i>J. Stanvi</i>
A. Kemson	Newborough	<i>A. Kemson</i>
V. Powell	Moe 26 Collette Rd	<i>V. Powell</i>

A JUSTICE OF THE PEACE FOR VICTORIA
 Reg. No. 1768
 Cyril Edgar Payne
 4 Bellbrook St, Newborough 3825

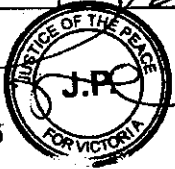


PETITION

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NAME	ADDRESS	SIGNATURE
H HENDERSON	2/17 RANDALL CREES MOE	H Henderson
V. BATES	3/19 RANDALL CREES MOE	V. Bates
J. MACTAGGART	44 BOULARRA AVE NEWB.	J Mactaggart
A. CLERICO	20 JOHN ST MOE	A Clerico
L. Hammond	20 John St Moe	L. Hammond
M-Abbott	313 old sale rd Newb	M Abbott
M. Taffs	20 THRESBY ST Newb	M. Taffs
J. Cini	24 COLLI DUE NEWB	J. Cini
K. Wingate	13 Henry St Moe	K Wingate
S. Wingate	13 Henry St Moe	S Wingate
B. Madrid	39 Moore St Moe	B Madrid
N Marnara	14 Peer St Moe	N Marnara
J. May	2 Stirling St Moe	J May
A. May	16 Bruce St Moe	A May
B. Brentwood	66 Kelso rd, Yalla Nth	B Brentwood
L. King	Joyce ct West Henry	L King
S. Frenzo	10 Brendan St Moe	S Frenzo
K. Johnson	17 South St Moe	K Johnson
J. Rodin	3120 Bennett Street Moe	J Rodin
S. Rossiter	12 Pruden St Moe	S Rossiter
S. CARR	33 Victoria st Moe	S Carr
P. Williams	49 Victoria st Moe	P Williams
K. Parkerson	14 McMillian ct Moe	K Parkerson
A Fannin	11 BLISS ST MOE	A Fannin
A Seymour	150 Waterloo Rd Moe	A Seymour
Pauline Smith	90 BOX 313 MOE	Pauline Smith
Ray Jackson	93-Hammond St MOE	Ray Jackson
K. Parkerson	11 Elizabeth ST Moe	K Parkerson
ANGELA BARROW	Fowler St, Moe	Angela Barrow
Beth Harvey	42 BENNETT ST. MOE	Beth Harvey
(faded)	12 School Rd Willow Grove	(faded)
(faded)	7 Phillip	(faded)
(faded)	17 LIBRA CREES MOE	(faded)
N. Goodie	10 Conville Road Moe	N Goodie
Z. Pajic	4 LINCOLN ST MOE	Z Pajic

A JUSTICE OF THE PEACE FOR VICTORIA
 Reg. No. 11768
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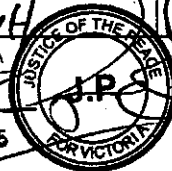


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NAME	ADDRESS	SIGNATURE
A. L. Smith	3080 Walthalla Rd Tanyil sth	A. L. Smith
A. L. Bennett	8 Banyu St Moe	A. L. Bennett
L. Bennett	8 BARRY ST MOE	L. Bennett
M HINDS	5 Princes Hwy Traralgon	M Hinds
C. Mausey	12 Kelso Road Yalloom Nth	C. Mausey
M. Palmer	55 Service Rd South Moe	M. Palmer
J. Caddie	2 Brown St Traralgon	J. Caddie
H. Griffiths	46 STAFF. STR. MOE	H. Griffiths
A. J. HABERH	122 BORRMANUS ST. MOE	A. J. Haberh
K. POOL	19 Joy Street Newborough	K. Pool
W. VEALE	361 DUGGAN NTH ROAD FUMINA	W. Veale
S. Campbell	11/4-6 Monag Rd Newborough	S. Campbell
B. Kennedy	44 Mathews Rd Thorpdale	B. Kennedy
B. B. RANETT	22 FERGUSON ST. MOE	B. B. RANETT
L. Dovespeak	35 QUORA ST. MOE	L. Dovespeak
RAY BATTEN	19 GENARO RD MOE STA	RAY BATTEN
A. W. WADDINGTON	2 ALPHA CRT MOE VIC	A. W. WADDINGTON
BARBERIEN	2 WIRRAWAY ST MOE	BARBERIEN
R. ROSS	7 GALL CRT MOE	R. ROSS
S. Kerrison	102 SERVICE RD MOE	S. Kerrison
DE BROADBENT	101 SERVICE RD MOE	DE BROADBENT
S. KATZMAN DA	38 GOODING ST YALL NTH	S. KATZMAN DA
J. YOUNG	US 14-18 BELLS MOE	J. YOUNG
P. T. ROLL	2/31 BARBARA AVE N' BORO	P. T. ROLL
W. Robinson	Tanyil sth	W. Robinson
J. BRADLEY	238 OLD SALE RD MOE	J. BRADLEY
M. Myles	42 Parkside Drive Moe	M. Myles
Starr	4 Narverciv - drive Moe	Starr
M. McEWAN	30 BOUNDARY RD YALL NTH	M. McEWAN
T. McEWAN	30 BOUNDARY RD YALLOAN NTH	T. McEWAN
J. WASIUKIEWICZ	34 SERVICE ROAD MOE	J. WASIUKIEWICZ
M. WASIUKIEWICZ	34 SERVICE ROAD MOE	M. WASIUKIEWICZ
N. REIMERS	11 COALVILLE RD, MOE	N. REIMERS
J. DENNIS	63 NEWARK AVE. NTH. NEWBOROUGH	J. DENNIS
S. MAREKOWICZ	3 MARCH ST NEWBOROUGH	S. MAREKOWICZ

A JUSTICE OF THE PEACE FOR VICTORIA
 Reg. No. 11768
 Cyril Edgar Payne
 4 Bellbrook St. Newborough 3925



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NAME	ADDRESS	SIGNATURE
E. Grima	Boundary Rd Yallourn NT	E Grima
C. BOWLER	5 KERING ST, MOE	C. BOWLER
JOHN WALKER	28 BAYLEY ST MOE	John Walker
Jane Starr	4 Narracan Ave Moe	Jane Starr
B. Brille	25 Boundary Rd. Yall. NSW.	B. Brille
NEIL PALMER	55 SERVICE RD MOE	Neil Palmer
A. Weaver	62 Coalville Rd, Moe	A. Weaver
R. WEAVER	62 COALVILLE RD MOE	R. WEAVER
M. Callaway	Vicnamway St. moe	M. Callaway
Cath Walsh	2/2B Mitchell's Rd. Moe	Cath Walsh
C. Toon	27 Lloyd St moe	C. Toon
Bill Byrne	8 Anderson Ave Yallourn North	Bill Byrne
J. Gallen	41 HAMPTON ST MOE	J. Gallen
C. TONY	3 Hayes Rd Moe	C. TONY
Rob. Johnstone-Wade	12 Powell St. Newborough.	Rob. Johnstone-Wade
Trish Johnstone-Wade	12 Powell St. NEWBOROUGH.	Trish Johnstone-Wade
Jane Simon	542 Mills Rd Yallourn Ndl	Jane Simon
A. RADFORD	1 SOUTHWELL AVE NEWBOROUGH	A. RADFORD
SFWHY	12 MARSHALL AVE MOE	SFWHY
BSWHY	12 MARSHALL AVE MOE	BSWHY
Peter Clement	2 REBORNS RD MOE 3825	Peter Clement
S. BOSTON	29 RIVINGTONS NEWBOROUGH	S. BOSTON
M. Tansley	13 Coll. Dr. Moe	M. Tansley
Diane O'CONNOR	unit 3-3 Hunter St. MOE.	Diane O'CONNOR
JOHN GRIXTI	75, Southwell Ave MOE	JOHN GRIXTI
Sherrin Luki	30 Greenway Rd Tinnis	Sherrin Luki
Deborah KIDD	15 Rose Crst TRARMAN	Deborah KIDD
Noel Wilson	56 Bookman Avenue Newborough	Noel Wilson
Margaret EVANS.	34 Langford St moe	MARGARET EVANS
Rosemary Clark	15 Richard St. MOE	Rosemary Clark
John Broadwell	359 Falls Rd Narracan	John Broadwell
R. PARR	6 ELIZABETH ST MOE 3825	R. PARR
K. CANNA	9 ST GWINNEK CRT RAWSON 3825	K. CANNA
L. PERRY	6 LINCOLN STREET MOE 3825	L. PERRY
K. HOLT	6 MAY ST MOE 3825	K. HOLT

A JUSTICE OF THE PEACE FOR VICTORIA
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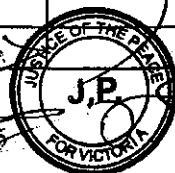


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NAME	ADDRESS	SIGNATURE
Cate Waterhouse	145 Purvis Rd tanjil south	<i>Cate Waterhouse</i>
Melinda VB	16 Botonia Rise Traf.	<i>Melinda VB</i>
Debbie Hill	5 Catani Court Newborough	<i>D. Hill</i>
JULIE MULLER	116 Tonnes St Newborough	<i>Julie Muller</i>
JEAN KRAK	13 DUDLEY CRT :NEWBOROUGH	<i>J. Krak</i>
ELMA MUMFORD	3/151 LLOYD ST MOE	<i>Elma Mumford</i>
Melinda Wilk	13 Canans Way Moe	<i>M. Wilk</i>
Roslyn Cornell	39 Torres St, Newborough	<i>Roslyn Cornell</i>
ANNE FRIEND	17 ALBERT ST MOE	<i>Anna Friend</i>
DIANNE JONES	16 PARKSIDE DR. MOE:	<i>Dianne Jones</i>
Row Jones	16 PARKSIDE DR MOE	<i>Row Jones</i>
DAVID BRANT	33 RUBERY ST MOE	<i>D. Brant</i>
ALAN GILMORE	57 TEORONGA RD WILLOW GROVE	<i>Alan Gilmore</i>
ROB PHOENIX	35 MAIN RD WILLOW GROVE	<i>R.P. Phoenix</i>
JOHN BROWN	91 SHANAHAN PAE NEWBOROUGH	<i>John Brown</i>
PAT BROWN	" " " "	<i>Pat Brown</i>
EDWARD TUNN	8 KENNEDY CRT. NEWBOROUGH	<i>Edward M. Tunn</i>
EDNA A TUNN	8 KENNEDY CRT. NEWBOROUGH	<i>Edna A. Tunn</i>
ANNETTE KUS	OLD SALE RD WESTBURY	<i>Annette Kus</i>
BRAD HIBBS	RMB 4807 SIMON CRT MOE SOUTH	<i>Brad Hibbs</i>
LYN JONES	RMB 4807 SIMON CRT MOE SOUTH	<i>Lyn Jones</i>
Lee Vicic	228 OLD SALE RD MOE/NEWS, 3825.	<i>Lee Vicic</i>
KARA WILKIE	585 Willawgrave Rd, Willawgrave 3825	<i>Kara Wilkie</i>
She Mcintosh	40 ROSATO RD MOE SOUTH 3825	<i>She Mcintosh</i>
G. HUGHES	57 LANGFORD ST MOE	<i>G. Hughes</i>
Renema Fresh	5 Kennell Dr. Moe	<i>Renema Fresh</i>
DEAN KERRICK	CEMETERY Rd MOE.	<i>Dean Kerrick</i>
Blundell family	Yallourn north	<i>Blundell</i>
ANNA CONFORN	12 PEER ST MOE	<i>Anna Confor</i>
John Smith	11 m arch st Newborough G/H	<i>John Smith</i>
Tessa Jenkins	40 Lynne AVE Moe SOUTH VIC 3825	<i>Tessa Jenkins</i>
Stephanie Bun	12 Ferguson street Moe	<i>Stephanie Bun</i>
Jo Ranselaar	7a Langford St Moe	<i>Jo Ranselaar</i>

A JUSTICE OF THE PEACE FOR VICTORIA
 Reg. No. 11768
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AFTER ANALYSIS OF ALL
ALTERNATIVES.
PETITION **SMALKER.**

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NAME	ADDRESS	SIGNATURE
M Kinds	5 Princes Hwy Traralgon	M Kinds
CHARLES MASON	31/63 NEWARK AV NEWBOROUGH	Charles Mason
G. Chambers	179 Narracan Connector Rd Narracan	G. Chambers
K. McEwan	1 John St Talbourn North	K. McEwan
J. Hough	20 East St Yallourn NTH	J. Hough
Ray Hough	20 East St Yallourn Nth	Ray Hough
K. BOON	1116 Gibson St Moe	K. Boon
F. DUMA	14 Hark St Moe	F. Duma
G. Burns	28 Howigan Rd Morwell	G. Burns
S. Burgess	8 Alexander Ave Moe	S. Burgess
M. LANCASTER	16 MARGARET ST, MOE	M. Lancaster
B. Daillie	25 Boundary Rd. Yall/NTH.	B. Daillie
Joseph Haider	37 South St Moe	Joseph Haider
JEFF HINES	4 GLADSTONE ST.	Jeff Hines
J. COOK	Matthew Ct Moe South	J. Cook
C. Rodgers	5 Desmareds St Moe	C. Rodgers
A. G. Knight	ASO 201 Willow Grove Rd.	A. G. Knight
A. M. Caluana	9 Paull Cr Moe	A. M. Caluana
B. WALKER	3/13 BUBB ST. MOE	B. Walker
G. Elliott	9 Alexander Ave Moe	G. Elliott
J. Shandy	1136 Oller Cr Moe	J. Shandy
A. Lewis	Unit 5 Village Life	A. Lewis
B. Armistead	11 Brendan St Moe	B. Armistead
R. Armistead	11 Brendan St Moe	R. Armistead
P. Raymond	174 Narracan Dr Newb.	P. Raymond
S. TOUROUANNIS	56 JOHN ST MOE	S. Touroannis
JOHN ALEXANDER	17 MARDAN ST NEWBOROUGH	John Alexander
FRY MILLAR	1/15 STANTON'S DRIVE MOE	Fry Millar
S. ROBINSON	PURVIS RD TANJIL STH	S. Robinson
J. Eadie	Moe-Willowgrove Rd TANJIL SOUTH	J. Eadie
G. Egan	2/36 Sturtion Drive Moe	G. Egan
Shona Cure	6/5 O'Reilly Ct Moe	Shona Cure
Kaye Day	1A Vako St Moe	Kaye Day
R. McCracken	48 Northern Ave Newborough	R. McCracken
S. McCracken	48 Northern Ave Newborough	S. McCracken

A JUSTICE OF THE PEACE FOR VICTORIA
Reg. No. 11768
Cyril Edgar Payne
4 Bellbrook St Newborough 3825



**Support for a new Library/Civic and Community Centre
in Moe**

To the Mayor and Councillors; Latrobe City

This petition of certain residents Latrobe City and district supports the Moe Central Activities District Development Plan, new Library, Civic Centre and Community Hub and asks the Latrobe City Council to take the necessary steps to implement this immediately.

NAME (please print)

ADDRESS

SIGNATURE

1	Reese Morgan	77 Ryland Way Moe ^{district}	<i>[Signature]</i>
2	Nicole Franklin	2/19 Hopetoun Ave ^{Morwell}	<i>[Signature]</i>
3	Joanne Aitken	3 Church St Morwell	<i>[Signature]</i>
4	Carly Hanson	10 Phelps Cr Moe	<i>[Signature]</i>
5	JULIA BICKERTON	140 COYS RD	<i>[Signature]</i>
6	TEGAN UTRIDGE	SNALON GROVE TERN	<i>[Signature]</i>
7	Anne Morgan	3 BAYLEY ST MOE	<i>[Signature]</i>
8	PHIL LANE	31 Kirk St, Moe.	<i>[Signature]</i>
9	Lorraine Randall	Spring Cr Morwell	<i>[Signature]</i>
10	Louise Morgan	77 Ryland Way Moe	<i>[Signature]</i>
11	STEPHANIE MORGAN	77 Ryland way Moe	<i>[Signature]</i>
12	RICHARD HATSEMAN	154 CONNOR ST MORWELL 3847	<i>[Signature]</i>
13	JAMES MORGAN	6 MONLYN ST MOE	<i>[Signature]</i>
14	Ann McInnes	33 Lane St, Moe	<i>[Signature]</i>
15	Amanda Beale	33 Kirk St Moe	<i>[Signature]</i>
16	Anita Baxter	31 Fowler St Moe	<i>[Signature]</i>
17	Lisa Griffin	19 Liddiard Rd, Traralgon	<i>[Signature]</i>
18	Rochel Faithful	33 Kirk St. Moe	<i>[Signature]</i>
19			
20			

Latrobe City	
18 DEC 2007	
Doc. No:	
Action Officer:	
Disposal Code:	
Comments:	

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Dear Latrobe Councillors,

Attached/enclosed is our Moe Business Submission to Council supporting move to have proposed Skate Park relocated to Apex Park in lieu of Moe Rail Precinct as currently proposed.

We the undersigned Moe business owners and/or rate paying citizens, respectfully request Council to support this community view. As you will note from both the submission and the signatures below, this proposal also has the strong support from Grip Youth Services, who themselves have previously petitioned Council to have a Skate Park facility at Apex Park. They like local business also agree that the proposed Moe Precinct is totally inappropriate for reasons set out in attached submission.

Name or Business Name	Address	Signature
Tricky Embroidery	21 Fowler St, Moe	<i>[Signature]</i>
Fader st N'agency	10 Fowler St Moe	C. Spangour
MOE TRADING POST	16 Fowler St Moe	<i>[Signature]</i>
Brendon Carrigy	27 Burnside St Moe	<i>[Signature]</i>
Andy Seymour	6 Phillip St Moe	A Seymour
COIN CHESS/CLUB	37 HIGH ST Moe	<i>[Signature]</i>
KEVIN JACKSON	25 FOWLER ST Moe	<i>[Signature]</i>
IAN LEE	13 RICHARD ST Moe	<i>[Signature]</i>
BILL KOPPIN	107 LLOYD ST	<i>[Signature]</i>
PETER CLEMENT	PO BOX 136 Moe	<i>[Signature]</i>
ANDRA HARGREAVES	15 HANMER ST Moe	<i>[Signature]</i>
D MITCHELL	5 COLLIERIE Moe	<i>[Signature]</i>
D CASSON	33 FOWLER ST Moe	<i>[Signature]</i>
JAMES	15 HAMPTON ST Moe	<i>[Signature]</i>
K PARR	9 ELIZABETH	<i>[Signature]</i>
P W Nolin	5 ALYN. CT	Moe
M LIETRAU	25 KING ST	M. Lietrau
C. ROBINSON	9 12 QUEEN ST	Moe

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Name or Business Name	Address	Signature
Butcher's	26 George St	A Connolly
Pure Elegance	242 George St	M. H. B.
C. DRAHT	"	b. Draht
L. Bright	Strezleki St Moe	L. Bright
G. STORMAN	6 KIRK ST	G. Storman
Peter Boyes	1/8-10 Kirk St Moe	P. Boyes
A. McAlpine	10 Kirk St Moe	A. McAlpine
Kathryn Harrison AUST. POST.	18-24 Kirk St	K. Harrison
Georges Fish Shop	22 Kirk St	G. Mallia
Susan Broadbent	2 Woodgreen St	Susan Broadbent
MICHELLE BROWN	32 GEORGE ST MOE	M. Brown
Christine Waterhouse	36 George Street Moe	C. Waterhouse
Joyana Brown	10 Hampton St	J. Brown
Trevor Sumnerfield	227 Coxville Rd	T. Sumnerfield
Charmain Lee	36 GEORGE ST	C. Lee
SHER QWO	43 Bennett St	S. Qwo
Xiaoli Zhang	43 Bennett St.	X. Zhang
JARREN BROWN	EDWARD CRES TRAF	J. Brown

Dear Latrobe Councillors,

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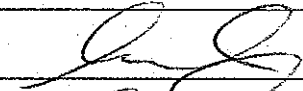

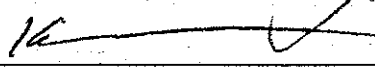

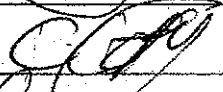
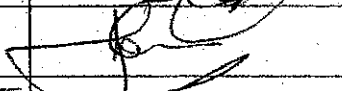
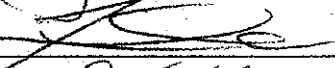
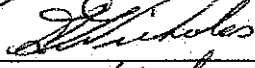
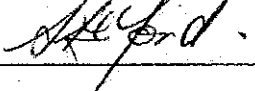
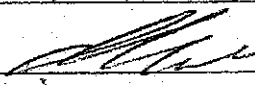
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Name or Business Name	Address	Signature
Pam Garraway	38 GEORGE ST MOE	
U. HENNE	44B GEORGE ST MOE	
A. CUSCHIERI	10 JOANNE CRT, MOE	
S. Bednarz	7 Buccside St Moe	
T. Whykes	3/9 Ferguson St, Moe	
D. EDEBOLL		
Ross MAXFIELD	26 BAGLEY St MOE	
A. Curlew	5 MOORE St. Moe	
Ellie	Yellow bakery	
Harmonie Tyburski	4 Regal Jewellers	
Kris Hopkins	26 HARDY DRIVE	
Joy DYSON	TRAFALGAR	
JODIE JOHNSON	Yall Nth	
Kelly HOPKINS	2415 Yall Nth	
Casie Waterhouse	145 Purvis Road.	
Courtney Scamson	928 McDonalds tk Hernes oak.	
Andre Brinkman	Alengary.	

Dear Latrobe Councillors,

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Name or Business Name	Address	Signature
J. Cook	4 Falcon Ln Moe	
C. Cook	16 Moore St Moe	
M. BROWN	33 EDWARD CRES TRAF	M. Brown
BRIAN HANDLEY + ASSOCIATES	Chr Moore & George St Moe	Brian Handley
K. SKINNER	2 Mill St Moe	
M. Marsten	3 Davey Drive Traph	M. Marsten
L. BOSKMA	43 Coalville Rd Moe	L. Boskma
D. BROWN	33 EDWARD CRES TRAF	
C. COFFEY	2/18 ANZAC RD TRAF	
DAVIDS INVESTMENTS COMMERCIAL INVESTOR - MOE	PO BOX 921 MOE	
D. Waterhouse	PO BOX 1098 MOE 3875	
ARTHUR NICHOLAS	3/25 MONASH RD NEWBOROUGH	
Sue ALFORD	4/35 Monash Rd.	
S. TREADWELL	4-5 BAXTER CRT. MOE.	S. Treadwell
M. HARRISON	270 OLD SALE RD NEUB.	M. Harrison
A. OWEN	10 BRISTOL ST, MOE	
Casie Waterhouse	Po box 1098, Moe	Casie

Dear Latrobe Councillors,

Attached/enclosed is our Moe Business Submission to Council supporting move to have proposed Skate Park relocated to Apex Park in lieu of Moe Rail Precinct as currently proposed.

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Name or Business Name	Address	Signature
Alison LAMBLEN	4/9-11 Anzac St Moe	Alison Lamblen
Courtney Scrimson	428 McDonalds 1/2	Courtney Scrimson
John McQuade	100 Watsons Rd Moe	John McQuade
Anthony Wilson	1 Cross Street, Newb.	Anthony Wilson
Francis Milkins	1 Cross Street, Newb	Francis Milkins
SEAN ROYAL	LONDON ST Moe	Sean Royal
JOHN CANE	12 DUDLEY CRT, NEWB.	John Cane
Olga VIZOVIC	145 Puv's Rd, South.	Olga Vizovic
JOHN FOSTER	3 KEMALL DR Moe	John Foster
Luke Mackay	5 Catani Court Moe	Luke Mackay
Deb Mackay	Shop 10 Shaws Arcade	Deb Mackay
LEE JOHNSON	4 FERGUSON ST	Lee Johnson
Dawn Clarke	1435 Old Dale Rd	Dawn Clarke
ELLENOR HANDLEY	70 Haunted Hills Rd	Ellenor Handley

MOE BUSINESS SUBMISSION TO LATROBE CITY COUNCIL SUPPORTING MOVE TO HAVE SKATE/BIKE PARK LOCATED AT APEX PARK MOE IN LIEU OF MOE RAIL PRECINCT OPTION

In addition to earlier business submission given to Councillors present at meeting in Moe Town Hall on 28th April 2010, Moe business representatives would also like to present additional arguments to support the Apex Park option.

Since our meeting with Council representatives on 28/4/2010, Moe business has researched this issue further and would like to present our finding to Council.

VIEW OF FACILITY USERS: Some local business owners remembered that back in 2007 and 2008, they were approached to sponsor the "V8 Skate Music Festival". This event was in fact promoted on the Latrobe City website at the time. It was sponsored by 'Grip Youth Services' (GYS). We contacted Mr Bob Carmody of GYS to discuss his view on where he felt would be the best location of a SP facility and found his response quite instructive. Bob advised that back in 2008, he submitted a petition to Council with 2000+ signatures from young people in Moe & District asking Council to construct a facility at Apex Park. Their reasoning in summary;

- It is impossible to conduct a V8 Skate Music Festival in a land locked setting like the MRP. For example they had 5000 attend the event in 2007 and 2008 at Apex Park and to make it happen they had to truck in a temporary SP facility
- The MRP option is far too limiting and definitely not preferred by serious skateboard/bike riders who require a dedicated open facility. This alternative also caters for regional competitions which will attract the talented serious skaters and bike riders
- SP can potentially generate a lot of noise and activity which is simply not suitable in a land locked area, shared with the wider community. This causes a conflict of interest. There are also added safety issues like crossing busy roads to gain access
- SP users would be seeking financial sponsorship by business for future regional events and would thus like to avoid any conflict with business related to location of facility

VICTORIAN GOVERNMENT SKATE PARK FACILITY GUIDELINES (VGSPG)

Our research of these guidelines is also quite instructive. A few samples are as follows:

- "Some young people will always want to skate in areas not designed for them. Designers should thus make facilities attractive to riders so they seek out designated facility". **Business View:** Supports this novel idea of listening to stake holders views of best location for facility and not imposing a location that demonstrably does not have any significant support
- "Skating is a road safety issue". Most skating accidents happen on streets while trying to access skate facility:

Business View: Gaining access to Apex Park is clearly far less dangerous than crossing busy George Street Moe at all hours of the day and night. The MRP location is a fatality waiting to happen

- Road Rules: Road Rules (Victoria) implemented on 1/12/99, require that skateboards, in-line skates, bikes and other wheeled recreation devices (WRD) must give way to pedestrians on footpaths. This is demonstrably not happening in Moe. Business View/Question: Is it Council responsibility to enforce such rules? If there is an accident, and a pedestrian is injured by a WRD who will be accountable legally?
- The two key issues facing skate-friendly environments,
 - 1) Conflict between pedestrians and other street users
 - 2) Damage to community infrastructure

Ballarat was cited as building a facility that "has had a significant impact on drawing skaters 'away' from shopping centres".

- It is also instructive to read the commentary in this VGSFG document on much heralded Geelong Skate Park. "Skater use of (community) architectural features along the waterfront [not CBD] not only caused damage to public structures, but concerns arose for public safety as skaters launched off elevated structures into the path of pedestrians.... The Council is now seeking to manage behaviour through the introduction of appropriate regulations as a way of controlling skating". Business response: With the MRP SP facility, rate payers may demand "active-surveillance" of behaviour by Council Officers, not 'passive' by others as suggested by Latrobe
- Conflict between pedestrians and other street users: Many councils use local laws as their principal tool to reduce potential conflict between pedestrians, shoppers and skaters in busy urban areas. Most prohibit the riding of skateboards in designated areas. **Such laws need to be enforced by introducing infringement notices for reckless and unsafe behaviour and damage to property**
- Lisa Price cited Canberra as an example of a SP in the shopping precinct. However, the VGSFG highlights what needs to be done to prevent damage
 - 1) Provide kick plates on the bottom of glass doors or walls to prevent breakages and injury (because even if skaters aren't supposed to be there, protective measures are important)
 - 2) Providing metal edges on stairs, sculptures and other street furniture to protect them from damage Comment: At what cost and who pays? Better to move away from Strip Shopping into a private shopping centre. Why can't Council simply say, use the SP only or we will impose a penalty? Why should maverick skaters be tolerated to the detriment of pedestrians and business?
- Siting Checklist: The VGSFG document supports two key reasons why Moe business supports Apex Park ahead of MRP
 - 1) Where there will be minimal conflict with other users. Eg: pedestrians
 - 2) Not too close to a busy road (MRP is right next to busy George and Moore Streets)

Are development approvals required? A number of Acts of Parliament may affect the development of a piece of land (in addition to due planning processes that must be followed) including:

- a) Planning & Environment Act
- b) Local Govt Act
- c) Specific Lands Acts
- d) Crown Land (Reserves) Act (if site is Crown land) (Question: has Council checked that proposed location complies with all such Acts? Can you provide us with evidence that all departments responsible for the administration of these various Acts have approved Council decision to locate SP within MPR? Also what about Zoning issues? Is a skate park development allowable under the current zone? Is a planning permit required? What about Encumbrances that may affect the development of a SP facility?)

Required Consultation: The VGSGF pose the following question. Plans for some developments may need to be advertised to the public for a specific period prior to approvals being granted by the responsible authority, to enable persons affected to submit objections. **Comment:** Quite clearly many Moe businesses oppose planned location of SP. Is Council required to comply with this regulation and if not why not? Does business have the right to appeal Council decision to VCAT? If not, why not?

Who will manage and maintain the site and how? Who will clean and remove any unsightly graffiti that impacts the image of our town? Who will manage competition between groups for use of facility? What strategies will Council put in place to reduce conflict?

Graffiti: The VGSGF suggest that "graffiti should be removed from SP facility quickly". Given that Latrobe City Council has refused a formal request from Moe Central Owners Corporation, will Council adopt this Victorian Government guideline. If not, why not? Will Council reconsider the application from CBD business to adopt the Casey City Council zero tolerance policy towards graffiti?

Involve residents: Guidelines require that different views are represented in context of SP facility location and management. Why it is then, that Latrobe City has in fact ignored the views of both skaters and business alike?

Latrobe City Draft Skate & BMX Plan – following statements are made:

- In this Draft document (Feb 2009) Council states it will develop recreation facilities "in partnership with the community". That is the rhetoric, but the reality is, Council is totally ignoring the majority view of both business and skaters alike
- Generally, there shall be a focus on the consolidation of sporting facilities within the region and an emphasis on provision of new facilities in "open space use". (a land locked skate park is not open space use)
- Meetings held with Latrobe City Youth Councillors. (this is rather curious given Council was presented with a petition of 2000 thousand signatures, seeking a SP facility at Apex Park, yet

Cr Price claims young people want facility in MRP. This begs the question as to who she is listening to; given 2000 young people are disputing her claim?

- Latrobe City needs a skate/BMX facility that would attract visitors and competition from outside the area. Comment: clearly one in our land locked CBD will not achieve this
- Skate and BMX facilities should, where possible be located near residential areas. Comment: So how does the CBD constitute a residential area?
- Council works in partnership with key community organisations to provide for competitive skate and BMX events. Comment: This is exactly what Grip Youth Services are seeking, but who is listening?
- The level of community support will guide Council's decision making about future provision of skate and BMX facilities. Comment: So again why in the MRP, that has virtually no business support and apparently little support among young users
- Where possible, skate and BMX facilities will be developed in conjunction with "other recreation, sport and 'OPEN' space facilities
- Recreation and leisure facilities shall provide safe and supportive environments. Comment: the MRP will offer no support from the business community and will arguably be unsafe for users and pedestrians alike
- Partnerships between Council, the community, young people and skating and BMX participants will be 'critical' to implementation of Skate & BMX Plan priorities. Comment: So again, who are Council in partnership with? It's certainly not business or skaters

Summary: Notwithstanding the comments by Cr Price at meeting with business representatives on 28th April 2010, it is now quite clear that neither business nor the majority of skaters support Latrobe City Council's proposal to incorporate skate park facility within new MRP. For this reason both Moe Business representatives and Grip Youth Services (on behalf of skaters) formally ask that Council overturn its decision and agree to locate proposed new skate park in Apex Park.

SYLFAR PTY. LTD.
A.B.N. 86 010 453 595

Paul's
CARPET CHOICE

Phone: ()
Fax:
Mobile:

Email:

27th May 2011

Attention: Paul Buckley
Latrobe City Council
PO Box 264
MORWELL VIC 3824
Facsimile: 03 5128 5078

Dear Paul

**YOUR REF: PROPOSAL OF TOWN CLOCK –
MOE RAIL PRECINCT REVITALISATION PROJECT.**

I, on behalf of the Rotary Club of Moe, would like to propose that a City of Latrobe Clock commemorating fifty years of service to the community by the Rotary Club of Moe be erected in the new Moe Rail Precinct.

The funds necessary to erect the Clock would be provided by the Council within the State Funds allocated to the construction of the precinct. We would like to point out that, on two different occasions, I have submitted expressions of interest in relation to the Clock. Barry Dunstan and I, on behalf of the Rotary Club of Moe, have also had discussions with yourself and Jane Burton at your office in 2009. In 2009 the Club submitted a signed letter of support regarding the proposed project to the Council which was subsequently misplaced. Discussions and correspondence with Hiren Bhatt yielded little success. We would also like to point out, both Morwell and Traralgon have two Clocks each; Moe does not possess even one. I have noted the current plans indicate that a Clock has not been included.

I therefore wish to propose the enclosed petition signed by members of the Rotary Club of Moe as a sign of interest by the Club and the community that a Clock be included within the planning.

Yours sincerely

LATROBE CITY COUNCIL INFORMATION MANAGEMENT	
RECEIVED	
03 JUN 2011	
R/O:	Doc No:
Comments/Notes Circulated to	
<input type="checkbox"/> Copy registered in DataWorks	<input type="checkbox"/> Invoice forwarded to accountancy

13/10/11

Petition to build a roundabout at the corner of Market Street and Albert Street Moe

The petitioners whose names, addresses and signatures appear hereunder petition the Latrobe City Council as follows:

Since Market Street is now two way traffic on the south side, there have been numerous accidents; some requiring ambulances to be in attendance. This has become a very big concern for the local retailers and for the safety of their customers and pedestrians in general. There have been many near accidents. It is extremely dangerous when turning right from Market St. heading towards Moore St. and turning right towards Saviges Rd. Having a roundabout would not only slow traffic down and reduce the risk of accidents but will also beautify the intersection. We already have roundabouts at Anzac St, Kirk St, Moore St, and a similar roundabout at Market and Albert streets would make it safer for both pedestrians and motorists.

Looking forward to your prompt reply,

Yours sincerely,

Landlord and petition organiser on behalf of the Albert St west traders,

Contact details,

LATROBE CITY COUNCIL INFORMATION MANAGEMENT	
RECEIVED	
14 OCT 2011	
NO:	Dist No:
Comments/Issues Enclosed to:	
<input type="checkbox"/> Copy registered in DataWorks	<input type="checkbox"/> Invoice forwarded to accounts

Name	Address	Signature
Menica McGrath	PO Box 539 Moe	M. McGrath
Lyndell West	20 Warrana Dr. MOE	Lyndell West
Annie O'Hea	270 Moe StH Rd Moe StH	A. O'Hea
ADAM CHESTER	18 HYLAND ST MOE	A. Chester
Brenda Secombe	24 Alexander Ave Moe	Brenda Secombe
Naomi Chester	18 Hyland St Moe	N. Chester
DEREK CHESTER	18 HYLAND ST MOE	D. Chester
^{Montgomery} Emma Jane	6 Bayour St, Newborough	E. Jane
Roth Grizic	51 Monash 2nd Newborough	R. Grizic
Sullivan LUKO	6 CANDY ST NEWBOROUGH	S. LUKO
Wayne Shaw	2 Matlock St. NEWB.	W. Shaw
Kaylene Duggan	11 Cairnbrook Rd Glenangary	K. Duggan
Greg Farrell	29 Anthebanic Cres Churchill	G. Farrell
Peta Seymour	27 Guy St Newb	P. Seymour
Victoria Newbery	mantone Blvd Newborough	V. Newbery
Wade Stewart	mantone blvd Newborough	W. Stewart
Kod Day	1139 South st Moe	K. Day
Kayleigh Clegg	55 Watsons road Moe	K. Clegg
Kyle Morris	5 spencer crt Yarragon	K. Morris
Stephanie Paull	78-80 Shanahan pde Newborough	S. Paull
Taylor Frenolo	23 Newstead St Newborough	T. Frenolo
Midi Casquiff	10 Rows ct Moe vic	Midi Casquiff

LATROBE CITY COUNCIL

13 OCT 2011

Name	Address	Signature
Sonya Richards	6 Knotts Siding Rd Rawdon	S Richards
John Harrocks	29 Coalville Rd Moe	John Harrocks
Tameka Perkins	120 Wirraway Street Moe	T Perkins
Tracey Moring	12 Beck St Moe	T Moring
Nadine Tullett	48 Kitchener St Timgalga	N Tullett
Alli Dewsbury	24 Austin Ave Moe	A Dewsbury
Damien Harsby	38 Victoria Street	D Harsby
C Waterhouse	36 George St Moe	C Waterhouse
Kerry Pearce	55 Parkside Ave Moe	K Pearce
Karen Morrow	10 Wirrana Dve Moe	K Morrow
Jade Groganovic	63 Torres Street Newborough	J Groganovic
Lauren Sayce	Unit 2/21 Law Street Newborough	L Sayce
Helma Jessup	305 Mountain Glen Drive ^{Langfalgan} East	H Jessup
Nicole Kethner	16-18 Furnell St, Newborough Vic 3825	N Kethner
Ashlee Klean	81 Western Av, Newborough Vic 3825	A Klean
Laura Chester	18 Hyland St Moe	L Chester
Janine Mitchell	11 Eden St Moe	J Mitchell
Steven Mitchell	" " "	S Mitchell
McKinley Mitchell	11 Eden St Moe	M Mitchell
Stacey Jackson	Dinwoodie drive Newb	S Jackson
MAT SELLINGS	OLD SALE RD	M Sellings
Col Downs	Howitt Can - Newborough	C Downs

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Name	Address	Signature
Danielle Dragg	21 Southwell Ave Newb	
Miss Dragg	72 Haigh St Newb	
Simon Burnett	72 Haigh St Newb	
M O'PRIEN	4 MARGARET ST MOE	
M. PARKER	58 Hampton St MOE	
D Brad	MOE PLAZA ^{Shop 16} 17	
Deirdre Griffin	A2 Seven Mile Rd Trafalgar	
Jo Walden	23 Hauker St Moe	
Caro Dove	46 PIRCC ST Moe	
DAVE WILKINSON	28 MAJ ST MOE	
B. Healy	P.O. Box 131 Newb.	
J. DALBY	PO Box 223 NEWB.	
F Dalby	3 Morgan Crt New	
G. Eaton	2 Morgan Crt, Moe	
N Heger	Unit 1 33 South St Moe	
A Azofadi	26 Avoncroft Newborough	
Em Mitchell	35 Old Coalville Rd. Moe	
A. Wyke	72 Vale St Moe	
D. Ireland	241 Heartsridge Rd.	
Simone Scott	PO. Box 257 Trafalgar ³⁸²⁴	
KYNNE BOSKMA	43 COALVILLE RD MOE	
LINDSAY KING	32 JOYCE COURT WESTBURY	

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Name	Address	Signature
R COATES	C/- 89 Albert St Moe	
S. Hocking	365 McDonalds Trk Herms Oak	
N Wells	31 RETFORD ST NTH NEWB	Mes Noorawalla
M LIETZAU	25 KING ST MOE	M Lietzau
M Luckow	9 Kent St moe	M Luckow
A Domagala	Hamsted Hills Rd	A Domagala
B. Trigne	13 Pruden St Moe.	B. Trigne
M. Franchetti	M. Franchetti	M Franchetti
Li Zhang	89 Albert St moe	Li Zhang
Alan Wakefield		
Alan Wakefield	89 Albert St moe	Alan
D RYAN	13 Sweetwater Place Moe	D Ryan
G. Hibbs	5 Quince St Moe	G Hibbs
LYN MAGAID	2A Langford St moe	Lyn Magaid
Sue Mason	19 Quinn St Traf.	Sue Mason
K. Staker	Moe	K. Staker
H. FREUDO	MOE	H. F.
E. VANDINO	Moondarra	E. V.
Sam Daley	2 Jeeralang Ave MOE	S Daley
GAIL TAWS	1/11 SAXTONS DVE, MOE	G. Taws
GEORGINA	4 LISIE STREET	GEORGINA
PAUL VOSTER	Moe	P. Voster

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Name	Address	Signature
Jon Devers	Tonell St Newb	
Leonard Evans	Brendan St Moe	
Lisa K EVANS	Brendan St MOE	
Sarah Neame	Phelps Cr, Moe	
Kathy Rose	7 Paull Cr Moe	
WILSON ANASTAS	9 Anzac St MOE	
V. PENFOLD	446 AUSTIN AVE MOE	
J. Gibbs	71 MOON ST	
G. LARSEN	P.O. Box 160 Thorpdale	
A. Robinson	P.O. Box 508 MOE	
S. BROWN	17 Amaro Way Newborough	S. Brown.
B. Hillback	Darracan	
Julie Reid	3 Market St Moe	
Sonia Reid	28 Portside Moe	
Maureen Reid	28 PORTSIDE DRU MOE.	
J. Stephens	4. Prince St Moe	
A. Finigan	13 Monte Crs Moe	
J. ADAMS	MEADOWS RD MOEVA NSW	
A. Chambers	Southwell St Newb	
S. DUMA	43 YORK ST MOE	
M. Anderson	2 GOULD ST NEWBOROUGH	
M. HAWTHORNE	55 PRINCE ST MOE	

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Name	Address	Signature
HOWIE MITCHELL	19 MURRAY ROAD NEWBOROUGH	<i>Howie Mitchell</i>
RICHARD GERRATTI	7 AMOR CRT MOE	<i>Richard Gerratti</i>
Courtney Whittaker	10 Crombe CRT MOE	<i>Courtney Whittaker</i>
Keri Whittaker	10 Crombe CRT MOE	<i>Keri Whittaker</i>
Debbie Guffith	7 AMOR CRT MOE	<i>Debbie Guffith</i>
Janice Malady	3 Libra Cres Moe	<i>Janice Malady</i>
GEMMA BATHGATE	37 KADENALLA ST NEWBOROUGH	<i>Gemma Bathgate</i>
Shilee Couling	16 Hunter St Moe	<i>Shilee Couling</i>
Lesley Spittal	1113 Saxtons DR MOE	<i>Lesley Spittal</i>
Vicki Green	3 TABOTEAU RD MOE	<i>Vicki Green</i>
KATH GRAY	56 DIWWOODIE DRIVE MOE	<i>Kath Gray</i>
K. Pearce	55 Parkside Dve Moe	<i>K. Pearce</i>
Rowena Smith	20 YORK MOE	<i>Rowena Smith</i>
C. Perkins	81 Western Ave Newborough	<i>C. Perkins</i>
N. Kellner	16-18 Fornell St, Newborough	<i>N. Kellner</i>
Annede Mwan	76 Albert Street Moe	<i>Annede Mwan</i>
Susan Groot	18 Hyde Park ¹¹⁶⁰ MOE	<i>Susan Groot</i>
Theresa Maffucks	3 Alpha CRT MOE	<i>Theresa Maffucks</i>
Maia Creighton	16 Dabry CRT. Traralgon	<i>Maia Creighton</i>
Narelle Fanning	75 Haunted Hills Newb.	<i>Narelle Fanning</i>
Mary Coffin	4 PARKSIDE DRIVE MOE	<i>Mary Coffin</i>
BARB HELYAR	1 BANKSIA CRES CHURCHILL	<i>Barb Helyar</i>

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Name	Address	Signature
PETER CALABRO	7 KENNEDY CT NEWBOROUGH	
Sandy CALABRO	" " "	
Jon Cowley	1 Smallburn AVE "	
Carmel Holmes	48 Daisy Dr Traf	
Sandra Coates	1 Dwyer St Moe	
KATHY Fleming	Russell Crk Rd Hillend	
Charmaine Mader	7 Tanjil Crk Willao Crake	
Star Easy Shop Moe	89 Albert St Moe	
Moe Bike Hub	37 Albert St Moe	
Sally Trotter	7 HARLEV	
Sarah Day	3/85 Albert St Moe	
Sally Prezioso	2/85 Albert St Moe	
Carolyn Chester	18 1/85 Albert St Moe	
Lisa Taig	18 1/85 Albert St Moe	
JESSICA Cornack	22 Newark Avenue, Newb	
GRAHAM Sedgell	7 HAROLD ST. MOE	
Julie Demczuk	9 Guy St Newb	
GRACE Dickason	26 March St NEWB	
Marilyn Edelholz	66 Albert St Moe.	
JOHN BROWN	73 HAMPTON ST MOE	
Cathy McCulloch	68 Albert St MOE.	
Rose HORVAT	70A ALBERT ST MOE	

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Name	Address	Signature
Stuart Turner	Shop 5 Moe Plaza Moe optical	
Appendo	Taste Design parvis plaza,	
Tess Williamson	24 March Street Newborough	
SIMON Calabro	7 Kennedy crt Newborough	
John Boye	6 TARRA CRT NEWBOROUGH	
Catherine Noy	34 Keith St Newborough	
James Buller	16 Harvey St Newborough	
Rajae Humphrey	41 Mabel St Traralgon	
LYN SPRAKE	6 KENNEDY CRT NEWBOROUGH	
JUSTIN SPRAKE	50 CHAMBERLAIN RD. NEWB.	
IAN HOUSTON	4 KENNEDY CRT MOE.	
HEATHER MOONEY	4 KENNEDY CRT MOE.	
M. WHELAN	6 TARWIN GROVE, NEWB.	
Amy Calabro	7 Kennedy CRT Newborough	
Pam Boye	6 TARA COURT. NEWB.	
Kim Boye	8 Amaro Way Newb	
Bruce Thomson	32 SHAWANNA AVE NEWB	
Jay Densil	65 Langford St Moe	
Lee Thomson	32 Shawanna Fnd. Newborough 3825	
EMANE LIJERS.	66 NEWARK AVE NEWBOROUGH 3825	
Brock Gane	6 Gooding St Yallarn Nth 3825	
Rayner Church	6 Tarra Ct Newborough 3825	

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Name	Address	Signature
M. PETKOVIC	70A ALBERT ST.	<i>M. Petkovic</i>
F. LOCCO	72 ALBERT ST MOE	<i>F. Looco</i>
H. PERIKHANIS	56 MOORE ST MOE	<i>H. Perikhanis</i>
C. PERIKHANIS	" " " "	<i>C. Perikhanis</i>
J. P. [unclear]	46 ELIZABETH ST MOE	<i>J. P. [unclear]</i>
A. BROOKER	74 ALBERT ST MOE	<i>A. Brooker</i>
N. GIBSON	48 SCORPIO DR MOE	<i>N. Gibson</i>
Kellee Kenter	82 Albert St moe	<i>K. Kenter</i>
BRETT THORBUR	1 MARKET ST. MOE.	<i>B. Thorbur</i>
Christie Briggs	3 Market st, Moe	<i>Christie Briggs</i>
K. BURGON	18 WILLIS CRT MARVELL	<i>K. Burgon</i>
F. BURTON	" " "	<i>F. Burton</i>
Dorothy Grayson	Pindari Rd. Moe	<i>D. Grayson</i>
Gina Carpino	1A market st, moe	<i>Gina Carpino</i>
Linda Savage	1A Market st moe	<i>L. Savage</i>
D. Attard	55 LINCOLN ST. MOE	<i>D. Attard</i>
J. WINN	33 SEEDLANT SE. MOE.	<i>J. Winn</i>
C. WIND	33 STODDART ST MOE	<i>C. Wind</i>
C. CHRISTIAN	1 C MARKET ST. MOE	<i>C. Christian</i>
LIN CHEN	1 C Market Street MOE	<i>LIN CHEN</i>
A. MILDREN	4 ALPHA COURT MOE	<i>A. Mildren</i>
Conallen-Bauman	25 COMANS WAY MOE	<i>Conallen-Bauman</i>

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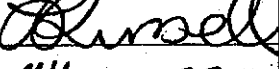



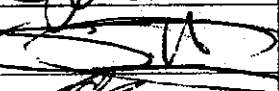
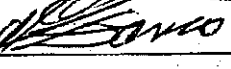

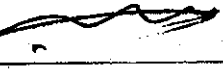
Name	Address	Signature
Craig Jennings	Tanjil South	
Sarah Gorman	Trafalgar	
ROSEMARY CAKE	Moe	R Cake
Nadine Demogut	Newborough	ess. Demogut
Marilyn May	" "	M May
Simon Mag	" "	S.J. Mag
M. REED	11 Beelanna Ave Moe	M Reed
C. WILMAEY	1/1 High St, Moe	C Wilmaey
J. ASHE	33 TORRES ST NEWBOROUGH	
ALAN BRENTWOOD	11 KILSO RD YALLORENTH	
Jo Walsh	23 Hawker St Moe	J Walsh
MIKE ANTONIO	32 Parkside Dr. Moe.	
K. UNWIN	15 TOMASI RD NEUB	
S. McCracken	48 Northern Ave Newborough	M McCracken
J JACKELLEN	9 P.O. Box 777 Moe	
Lynne Hitchins	Willow Grove Rd Tanjil St	
STUART YOUNG	28 PAPER AVE MOE	
PETER TURNER	29 LANGFORD ST. MOE	
D. FITZPATRICK	MOE 5TH	
S. Carbone	95 MIRBOOTH RD THORPDAL	
P. Carbone	95 MIRBOOTH RD THORPDAL	
R. Kyle	15 Fairview St	

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Name	Address	Signature
M. Mifsud	Franklin Street, Morwell	<i>M. Mifsud</i>
S. REES	LIBRA CRES MOE	<i>S. Rees</i>
M. MEHAFFEY	JOHN ST MDK	<i>M. M</i>
K. Kenter	Pindari Rd Moe Stk	<i>K. Kenter</i>
E. JENNINGS	SCORPIO DVE MOE	<i>E. J</i>
L. Cilia	Scorpio Dve - moe	<i>L. Cilia</i>
Karen Forle	22 Thompsons rd Moe.	<i>K. Forle</i>
M. JAECIWI	PO Box 122 Newborough.	<i>M. Jaeciwi</i>
T. Webber	Newborough	<i>T. Webber</i>
D. Webber	Moe	<i>D. Webber</i>
S. J. Rees	Newb.	<i>S. J. Rees</i>
S. Raymond	Newb.	<i>S. Raymond</i>
B. Rees	Libra cres, moe.	<i>B. Rees</i>
T. Kenter	Pindari Rd. Moe	<i>T. Kenter</i>
Lauren Kenter	Chamberlain Rd Newb.	<i>L. Kenter</i>
T. Kennedy	Western ave Newb	<i>T. Kennedy</i>
L. Rees	MOE	<i>L. Rees</i>
T. GAWAI	Pindari Rd moe	<i>T. Gawai</i>
T. Mallia	Old Sale Rd Newborough	<i>T. Mallia</i>

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Name	Address	Signature
Mandy Fanning	15 Offerton Avenue Newb	
LUKE BATHGATE	6 Langford st Moe	
NAOMI ROYCE	8 Amaroo Way, Newborough	
T. Russell	34 Sables Drive Moe	
M Veneman	71 main Rd Tarragon	
E Dabrowski	19 Woodlawn Blvd Yarragon	
Jack Heenan	58 ALBERT ST MOE	
Shawn Hege	58 Albert st Moe	
N. G. DAVIS	2 PHILLIP ST TARRAGON	
R Davis	2 Phillip st Tarragon	R Davis
M. Northover	60 Kaulon Rd, Jeeralang	
M. E. Hutson	65 Walhall Rd. Moe	M. E. Hutson
JOHN MUTSAERS	65 WALHALLA RD MOE	

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Name	Address	Signature
Viv Bennett	39 Queen St Moe	V. Bennett
Peter Bennett	39 Queen St Moe	P. Bennett
DRENDI STOTT	Banksia Village Newboro	B. Stott
Ray Beckin	11 Elizabeth St Moe	Ray Beckin
Trudy Lubcke	33 Langford St, Moe	Trudy Lubcke
JOAN VAN DER KOOCH	1/5 OLLERTON AV. NEWBOROUGH	Joan van der Kooch
JAKE VAN DER KOOCH	" " " "	Jake van der Kooch
Sally Ann Wakim	4 Rubery St Moe 3823	Sally Ann Wakim
Cynthia Reulitz	53 Shannon Plc Moe ³⁸²³	Cynthia Reulitz

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Name	Address	Signature
Nelly & David Hilgner	Main Rd Tinamba	<i>Nelly Hilgner</i>
Ellen Patterson	Main Rd Tinamba	<i>Ellen Patterson</i>
Cory Griffith	Haunted Mills rd New G	<i>Cory Griffith</i>
Jan M'Mill	4 Robert St Moe	<i>Jan M'Mill</i>
A. Skinner	41 Moore St Mac	<i>A. Skinner</i>
T. Bohogal	Chamberlain Rd. Newborough	<i>T. Bohogal</i>
D. M'Cracken	33 Delford St Newborough	<i>D. M'Cracken</i>
	29 Rachelway Morwell	<i>D. M'Cracken</i>

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Name	Address	Signature
Clare Burns	14 North Rd Yallowm Moe	<i>[Signature]</i>
J. Loiziez	6/13 BURBIST MOE.	J Loiziez
H. Murdoch	12 Cemetery Rd moe	<i>[Signature]</i>
D. LYONS	40 Scanlons Rd Yarragon	David Lyons
PETER WILSON	58 SCORPIO DRIVE	<i>[Signature]</i>
Cassy Love	15 VIEW RD HEINES Ck	<i>[Signature]</i>
Kaitie Kelly	21 SWEETWATER Ave MOE	<i>[Signature]</i>
H.R FOWLER	Bodcock TRACK Rd	<i>[Signature]</i>
CHRISTINE TOMLIN	1 SCORPIO DR. MOE	<i>[Signature]</i>
ANGELA SMITH	PO BOX 750 MOE	<i>[Signature]</i>
Annette Young	5 Sweetwater Mo	<i>[Signature]</i>

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