Community Engagement Report

CEUGP/SR17B
September 2007
11th Sept 2007
# TABLE OF CONTENTS

1 SUMMARY ................................................................................................................................. 3
  1.1 A Snapshot .......................................................................................................................... 3
  1.2 Take Home ......................................................................................................................... 3

2 INTRODUCTION .......................................................................................................................... 4
  2.1 Community and Stakeholder Engagement ................................................................. 4
  2.2 Engagement activities ................................................................................................. 4
  2.3 This Report .................................................................................................................... 5
  2.4 When reading this report .............................................................................................. 5

3 LANDOWNER FORUM 1 ............................................................................................................. 6
  3.1 Introduction ..................................................................................................................... 6
  3.2 Activities ......................................................................................................................... 6
  3.3 Outcomes ....................................................................................................................... 7
    3.3.1 2030 Postcards ........................................................................................................... 7
    3.3.2 Issues ......................................................................................................................... 8
    3.3.3 Opportunities ............................................................................................................ 8

4 COMMUNITY FORUM 1 ............................................................................................................ 10
  4.1 Introduction ................................................................................................................... 10
  4.2 Activities ....................................................................................................................... 10
  4.3 Outcomes ....................................................................................................................... 11
    4.3.1 2030 Postcards ........................................................................................................ 11
    4.3.2 Issues ...................................................................................................................... 12
    4.3.3 Opportunities .......................................................................................................... 13

5 COMMUNITY FORUM 2 ............................................................................................................ 14
  5.1 Introduction ................................................................................................................... 14
  5.2 Activities ....................................................................................................................... 14
    5.2.1 2030 Postcards ...................................................................................................... 15
    5.2.2 Issues ...................................................................................................................... 16
5.2.3 Opportunities ...................................................................................................................................... 16

6 LANDOWNER FORUM 2 – COLLISON ESTATE.......................................................................................... 18
6.1 Introduction ......................................................................................................................................... 18
6.2 Activities ........................................................................................................................................... 18
6.3 Key Issues and Questions .................................................................................................................. 19
6.4 My “Message to the Mayor”. ................................................................................................................ 23
6.5 Observations ....................................................................................................................................... 25
6.5.1 A long and colourful history ........................................................................................................... 25
6.5.2 What future do we want? ................................................................................................................. 25
6.5.3 Transparency and Communication ................................................................................................ 26
6.5.4 Costs, Prices, Rates and Implications still unresolved. .................................................................... 26
6.5.5 Design and Planning Implications .................................................................................................. 26
1 SUMMARY

1.1.1 A Snapshot

The Landowner and Community Forums provided an opportunity for the Cranbourne community to have a role in the future development of Cranbourne East. Over 250 people attended four separate forums during August 2007. These forums were designed to explore key issues facing the community and to clarify issues and aspirations for the future of the area.

Issues and opportunities identified during the forum process will be further explored during the design and planning phases of the project to determine those that are feasible and those that can be addressed.

In summary, the landowners and the community;

- Believe road quality and traffic management is the priority issue in the future planning of the local area.
- Value the rural feel of the local area and want to see this maintained through the provision of appropriate buffering, landscaping and extensive open space networks.
- Understand the importance of sustainable transport options including increased public transport and the provision of pedestrian and bike trails.
- Believe Cranbourne East should have a range of lot sizes and dwelling types to cater for broad community needs.
- Identified the need for an entertainment precinct that could include a cinema, theatre and youth facilities.
- Believe the staging of the development should provide soft and hard infrastructure prior to the new community moving to the area.
- Identified that there should be a balance between passive recreation and formal sports opportunities.
- See any proposed activity centre as a place that combines retail, commercial and social functions and which is easily accessible by the whole community by forms of sustainable transport.

1.1.2 Take Home

The Landowner and Community Forums have indicated that a series of key prevailing socio cultural drivers are present in the local area can be classified into:

- **Choice:** Provide current and future generations genuine housing choices;
- **Connection:** Create and promote connectivity to facilities, places, people and futures;
- **Local Employment:** Facilitate real local employment choices and alternatives; and
- **Holistic Planning:** Provide for our ‘whole of life’ social, cultural and recreational needs - now and in the future.
2 INTRODUCTION

The City of Casey and the Victorian Government’s Growth Areas Authority (GAA) have recently commenced a strategic planning process for Cranbourne East. This process is part of a State Government initiative to fast track planning and rezoning in the Casey-Cardinia corridor.

The plan will provide the direction for the future development of a predominantly undeveloped area of Cranbourne East, located approximately 50 kilometres from Melbourne’s centre. The study area covers 870 hectares and will enable the development of a sustainable extension of Cranbourne.

2.1 Community and Stakeholder Engagement

Community engagement is a critical aspect of the preparation of the Cranbourne East Urban Growth Plan, as it will contribute to more informed outcomes in a number of important ways. Successful community engagement brings all perspectives to the table and identifies critical issues early. It allows the decision to be understood and owned by as many community members as possible. The GAA and the City of Casey have therefore implemented a community engagement program that will continue throughout the preparation of the Cranbourne East Urban Growth Plan.

The Capire Consulting Group Pty Ltd has been appointed to manage the community engagement process on behalf of the study team. Capire’s approach to community engagement includes working with a range of local people to explore and validate issues and identify future opportunities. The priority issues that are considered important to the vitality of their local area and the well-being of its occupants will be recorded and integrated into the broader design and development process.

During the preparation of the Specialist Reports, extensive consultation and discussions have occurred between consultant team members and numerous government departments and agencies, non-government service providers, landholders and investors. Each Specialist Report contains reference to this consultation and has integrated a wide range of views, opinions and information about each specialist topic.

The focus of this report is on a series of community and landholder forums held during August 2007.

2.2 Engagement activities

The first stage of the Cranbourne East Urban Growth Plan engagement process involved four forums to provide community members and landowners with an opportunity to discuss issues and opportunities for the growth area.

The objectives of the forums have been to provide community members with an opportunity to:

- Learn more about the project and how it may affect them;
- Identify issues for the Cranbourne East site;
- Identify opportunities for the Cranbourne East site, and
- Explore the vision for the Cranbourne East site.

Invitees to the forums were identified by the City of Casey, with the Landowner Forum invitees comprising all landowners in the study area and the Community Forum invitees comprising residents from areas abutting the study area.
Three of the four forums were hosted at the Old Shire Office, Sladen Street, Cranbourne. One session was held in the Balla Balla Centre. In total, over 250 people attended the four forums representing a broad range of community members and interests.

2.3 This Report
This report provides a summary of each of the forums and outlines the key issues and opportunities identified. The Forums include:

- Landowner Forum # 1: 8th of August 2007
- Community Forum # 1: 9th of August 2007
- Community Forum # 2: 11th of August 2007
- Landowner Forum # 2 (Collison Estate), 30th August 2007

2.4 When reading this report
Unless otherwise stated, any quotations in this report are a direct report of a participant. They have been collated and recorded through written material generated during the workshop.

It is possible that errors may have occurred in the transcript process. This would have principally occurred due to interpretation or legibility of notes made by participants. The consultant has taken all care during the transcription process, but unfortunately, we cannot guarantee the accuracy of all notes.
# 3 LANDOWNER FORUM 1

## 3.1 Introduction
The first Landowner Forum was held on the 8th of August 2007, from 6pm-8pm at the Old Shire Offices in Cranbourne.

The forum had been convened to provide the landowners with an opportunity to find out more about the study process while also providing input into project issue and opportunity identification.

Approximately 90 landowners attended this forum along with 7 representatives from Council and the consultant team.

It should be noted that many of the participants at this forum had been misinformed that decisions had been made regarding the future of the site and were surprised to learn that the planning process had recently commenced. This had implications for the line of questioning, issues and opportunities identified and the overall level of participation during the forum.

## 3.2 Activities
The Landowner Forum was structured into the following activities:

<table>
<thead>
<tr>
<th>Time</th>
<th>Activity</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>6.00pm</td>
<td>Introduction</td>
<td>Travis Reid of the City of Casey provided an overview of the drivers behind the project and the study process adopted.</td>
</tr>
<tr>
<td>6.15pm</td>
<td>Questions</td>
<td>Landowners were provided with an opportunity to ask questions of the study team.</td>
</tr>
<tr>
<td>6.25pm</td>
<td>Community Engagement</td>
<td>Amy Hubbard of Capire Consulting Group provided a summary of the community engagement process and its role in the overall development of the Cranbourne East Urban Growth Plan. Amy facilitated the forum activities.</td>
</tr>
<tr>
<td>6.30pm</td>
<td>2030 Postcards</td>
<td>Participants were asked to complete a ‘2030 Postcard’ describing how they would like Cranbourne East to be in the future - how it would look, feel and function.</td>
</tr>
<tr>
<td>6.50pm</td>
<td>Priority Issues</td>
<td>In small, facilitated groups, participants were asked to identify and discuss specific issues for the Cranbourne East site. The small groups were each provided with a theme to focus their discussions; Transport, Local Economy, Housing, Services &amp; Facilities or Recreation &amp; Open Space. The groups also identified the priority issues and these were presented back by the small group facilitator to the larger group.</td>
</tr>
<tr>
<td>7.25pm</td>
<td>Opportunities</td>
<td>In small groups participants were asked to identify opportunities to address the priority issues. These were then presented back by the small group facilitator to the larger group.</td>
</tr>
<tr>
<td>8.00pm</td>
<td>Next Steps &amp; Close</td>
<td>Travis Reid provided an overview of the next steps in the study process and how the outcomes of the forums will be incorporated. He thanked everyone for their active participation and invited them to liaise further with the project team of they have any specific queries.</td>
</tr>
</tbody>
</table>
3.3 Outcomes

3.3.1 2030 Postcards
The purpose of the 2030 Postcards was to provide the landowners with a mechanism to inform the strategic planning process by describing how they would like the area to be in the year 2030. It was also explained that the postcards will be provided to the project team prior to the commencement of the design process to give them an insight into the landowner’s perspective and ideas.

Many of the forum participants chose not to partake in this exercise.

Examples of the postcards completed by forum participants are:

- Less high-density blocks, nothing under ¼ acre. Trees and parklands great for kids. Sporting facilities the more the better, helps to keep the kids off the street by giving them something positive to do with their spare time and better transport for the young people to get to these facilities. Railway extended.

- A busy bustling area! Many different age groups – young children from the new housing estates through to the elderly – Blue Hills. Hopefully lots of facilities to keep everyone happy. Footpaths to Cranbourne!

- Cranbourne East will have blocks ranging from 5 acres to 1,000m$^2$. It will attract a diverse range of people to the areas to live and maybe work in Cranbourne. It will have a beautiful “country feel” along the quiet streets. Beautiful bike paths meandering through fields and parks to Casey Fields, the Aquatic Centre and the Library. Much needed professionals such as doctors will be encouraged to live and work in Cranbourne East. The Cranbourne Bypass will not cut through the area.

- Cranbourne East in 2030 will be redeveloped with predominantly large blocks with higher quality housing and not the small low quality houses of Cranbourne West. Lots of tress, parks, lakes and bike paths with access to Casey Fields, Shopping Centres and Schools, public transport, possible rail system extended to Casey Fields. The Cranbourne bypass, which must happen, does not go through the middle of this area. Cranbourne East will be a model as what development should be fine at the higher end of the scale.

- I would like to see Cranbourne East develop with the estates around us thus making the Collison Estate blend in with the new developments and not looking like the sore thumb of Cranbourne East.

- How I would like to see Cranbourne East in 2030 and this includes the Collison Estate: To the east of the Collison Estate I see lovely made roads, beautifully treed footpaths, clean, tidy, safe areas to live and plan. In Collison Estate I would like to see the same, however I would like to see the land size reduced to smaller allotments of say ¼ acre lots to keep a feeling of space. I definitely would like to see made roads. Footpaths to walk safely on with my family and well maintained leafy trees. I would like to see Collison Estate cleaned up and turned into a “special” estate with ¼ acre or so sized lots with all services. I would like to see roads connecting Collison Estate to the rest of the estates around us.
3.3.2 Issues
Small groups of between 12-20 participants were asked to consider the issues associated with the future development of the Cranbourne East site. Each group had one of the following themes to focus their discussion; Transport, Local Economy, Housing, Services & Facilities or Recreation & Open Space.

The following is a description of the range of issues identified.

*Note: These issues have been identified by the participants as areas of concern. Whether or not they are real or perceived issues will require further investigation by the consultant team.*

**Transport**
- Traffic Management: Ongoing issues around Casey Fields.
- Clyde Road and Berwick-Cranbourne Road: Proposed duplication – why not use existing roads?
- Train: Provision of Cranbourne East Railway Station.
- Bus: Need for more school bus services.
- Road Quality: Road quality of existing roads.

**Local Economy**
- Employment: Need opportunities in local area.
- Activity Centre: Need for a new shopping centre that includes a supermarket and speciality shops.

**Housing**
- Diversity: Diversity of housing styles and lot sizes.

**Services & Facilities**
- Medical Facilities: Increased demand for facilities in the local area including dental and aged care.
- Schools: Need a range including primary, secondary, trade, pathways training and special needs.
- Library: Another library required in local area, possibly a mobile library.
- Community House: A place for public and group meetings.
- Emergency Services: Provision of adequate emergency services in local area.

**Recreation & Open Space.**
- Open Space: Need for additional open space which include parks, gardens and BBQ areas.
- Passive Recreation: Need for passive recreation opportunities.

3.3.3 Opportunities
After presenting back the priority issues for each of the themes, participants were asked to discuss opportunities in their small groups, i.e. what could be done to address the priority issues. Discussions were not restricted to the individual table themes.

The following is a description of the range of opportunities identified.

*Note: These opportunities have been identified as interventions to address the priority issues. Whether or not they are feasible within the scope of this project will require further investigation by the consultant team.*

**Transport**
- Road Quality: Upgrade arterial roads early in the development process. Upgrade Ballarto Road.
- Casey Fields: Introduce appropriate traffic management mechanisms. Introduce pedestrian crossing.
Local Economy
• Activity Centre: Provision of medical and emergency services.

Housing
• Landscaping: Provide landscaping adjacent to existing residential areas

Services & Facilities
• Infrastructure First: Infrastructure provided prior to the new community moving in. Infrastructure includes roads, railway, sewerage, drainage and water.

Recreation & Open Space.
• Rural Feel: Provide adequate, appropriate landscaping to maintain “country feel.”
• Recreation: Provision of recreation opportunities that suits ‘lifestyle’ eg. horse trails.
• Passive Recreation: Provision of passive recreation opportunities.
• Trails: Bike and walking trails to schools, activity centre and Casey Fields. Ensure trails are safe and secure.
4 COMMUNITY FORUM 1

4.1 Introduction
The first Community Forum was held on the 9th of August 2007, from 6pm-8pm at the Old Shire Offices in Cranbourne.

The forum had been convened to provide the community members with an opportunity find out more about the study process while also providing input into the project’s issue and opportunity identification.

Approximately 60 members of the community attended this forum along with 5 representatives from Council and the consultant team.

It should be noted that some of the participants at this forum did not know the exact location of the study area, as this was not clearly outlined or depicted in the forum invitation. Council have noted this issue and will ensure any future invitations include a map of the study area.

4.2 Activities
The Community Forum was structured into the following activities:

<table>
<thead>
<tr>
<th>Time</th>
<th>Activity</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>6.00pm</td>
<td>Introduction</td>
<td>Taren Brockhouse of the City of Casey provided an overview of the drivers behind the project and the study process.</td>
</tr>
<tr>
<td>6.15pm</td>
<td>Questions</td>
<td>Community members were provided with an opportunity to ask questions of the study team.</td>
</tr>
<tr>
<td>6.25pm</td>
<td>Community Engagement</td>
<td>Amy Hubbard of Capire Consulting Group provided a summary of the community engagement process and its role in the overall development of the Cranbourne East Urban Growth Plan. Amy facilitated the forum activities.</td>
</tr>
<tr>
<td>6.30pm</td>
<td>Priority Issues</td>
<td>In small, facilitated groups, participants were asked to identify and discuss issues for the Cranbourne East site. The small groups were each to consider the themes of Transport, Local Economy, Housing, Services &amp; Facilities or Recreation &amp; Open Space. The groups also identified the priority issues and these were presented back by the small group facilitator to the larger group.</td>
</tr>
<tr>
<td>6.50pm</td>
<td>2030 Postcards</td>
<td>Participants were asked to complete a ‘2030 Postcard’ describing how they would like Cranbourne East to be in the future - how it would look, feel and function.</td>
</tr>
<tr>
<td>7.25pm</td>
<td>Opportunities</td>
<td>In small groups participants were asked to identify opportunities to address the priority issues. These were then presented back by the small group facilitator to the larger group.</td>
</tr>
<tr>
<td>8.00pm</td>
<td>Next Steps &amp; Close</td>
<td>Taren Brockhouse and Amy Hubbard provided an overview of the next steps in the study process and how the outcomes of the forums will be incorporated. They thanked everyone for their active participation and invited them to liaise further with the project team of they have any specific queries.</td>
</tr>
</tbody>
</table>
4.3 Outcomes

4.3.1 2030 Postcards
The purpose of the 2030 Postcards was to provide the community with a mechanism to inform the strategic planning process by describing how they would like the area to be in the year 2030. It was also explained that the postcards will be provided to the project team prior to the commencement of the design process to give them with an insight into the community’s perspective and ideas.

Some of the forum participants chose not to partake in this exercise.

Examples of the postcards completed by forum participants are:

- Dear Council, I would like to thank you for taking a strong and principles position in making Cranbourne East B, a vibrant and exciting pedestrian orientated village environment. I have not needed to drive my car for the past week, and enjoy catching the Stockland light rail to the business-mixed use hub. Who would have thought that Cranbourne East B would rival the suburbs of inner Melbourne for convenience and safety? I think Stockland’s decision to embrace the concept of true residential mix (not the old flat earth mentality of the 2000’s) was good and build a few apartments and they are really popular with the young singles.

  The other great decision that Council made was not believing that the household formation rate of fringe locations would last. I really like the quality of the parks, which are located next to the funky apartments.

  Last weekend I took the family by bike to the old Wagstaff Cranbourne site, which is going to be a new entertainment, sports, arts, and office park where my daughter hopes to work. The history of the site is now featured in the new development just like the Kensington area way back in the late 1990’s. I think the best decision the planners made in guiding Cranbourne East B, was holding the original vision and not watering the great features down during the panel, etc.

  Who could have thought that all that effort? All those meetings and useful community engagement would have resulted in such a strongly community-focused plan. When we first moved here the public transport was already developed and there was such a strong sense of community (even better than Delfin promised us when we moved there). Well time to go, the café downstairs is having happy hour and I can hear the music, Cheers.

- In the year 2030 Cranbourne East is a most desirable place to live. It has a wonderful country feel with all the facilities a community would need. Easy access via beautiful walking tracks and bike paths to all facilities, i.e. Casey Fields, the Aquatic Centre, Local Schools and Cranbourne Central. No traffic build up as major roads are wide and east to enter/exit. We have low-density housing and many community parklands and recreational areas to enjoy. The public transport is great – who needs a car! Who wouldn’t want to love and work here.

- Dear Friends, I see Cranbourne East in 2030 as a happy place with parks for children to play in, train station for people to come and play sport at Casey Fields. Friendly Retirement Villages. Shops and hospitals, entertainment area. House blocks big enough for children to play in.

- At last! Cranbourne finally has a dedicated bike track through and around town. I can now get around by foot or bike to the shops, the sports center, the TAFE, etc, without the need to hop in the car. The pollution levels are noticeable lower now and Cranbourne is a healthier place to live. I’m so happy they keep the cars on the outskirts and not through the town center. So glad the bypass has come through and public transport is now viable.
4.3.2 Issues
Small groups of between 10-15 participants were asked to consider the issues associated with the future development of the Cranbourne East site. Each group had to consider the following broad themes during their discussion; Transport, Local Economy, Housing, Services & Facilities or Recreation & Open Space. The following is a description of the range of issues identified.

Note: These issues have been identified by the participants as areas of concern. Whether or not they are real or perceived issues will require further investigation by the consultant team.

Transport
- Roads: Congestion and layout of new roads.
- Upgrading of Existing Roads: Berwick-Cranbourne Road
- Public Transport: Provision of efficient, effective public transport including bus and train services.
- Clyde Road: The future alignment and the impact it may have on housing and the location of Cranbourne Bypass.
- Train Station: Needs to be close to Casey Fields for local and regular trips.
- Recreation Trails: Off road bike and walking tracks are require that also have good access to shops, parks and recreation areas.

Local Economy
- Shopping Diversity: Including convenience and specialist shopping.
- Cinema: The provision of a cinema.
- Employment: Need mixed use, commercial and employment areas.

Housing
- Rezoning: Uncertain future for the land outside of the Urban Growth Boundary.
- Lot size: A range of lot sizes to promote a range of housing densities and styles. This will cater for a broader range of household types.
- Buffers: Adequate buffering between agricultural and residential areas.

Services & Facilities
- Infrastructure: Both hard and soft should be provided prior to people moving into the areas.

Recreation & Open Space
- Parkland: General need for more parkland to promote healthy lifestyles.
4.3.3 Opportunities
After presenting back the priority issues, participants were asked to discuss opportunities in their small groups, i.e. what could Council or other stakeholders do to address the priority issues. The following is a description of the range of opportunities identified.

Note: These opportunities have been identified as interventions to address the priority issues. Whether or not they are feasible within the scope of this project will require further investigation by the consultant team.

Transport
- Road Upgrades: Fast track the Clyde Road, Berwick-Cranbourne Road, Pakenham-Kooweerup road upgrades. Improve the ‘bottleneck’ at the Cranbourne-Narre Warren Road.
- Train: Extend train line with a station at Casey Fields.
- Bus: Local services provided to move around local community.
- Bikes: Infrastructure required to store bikes in local activity centres. Bike tracks linking residential areas with services and facilities.

Local Economy
- Activity Centre: New activity centre to include a cinema and include a range of services not just retail. Need entertainment for all sectors of the community. Important that the activity centre is central and accessible to all.

Housing
- Density: Provide a diversity of lot sizes and dwelling types. Private dwellings also to have private open space.
- Buffers: Developers to provide adequate buffers which complement surrounding landscape/land uses. Suggested a 400m buffer from farm boundaries.

Services & Facilities
- Infrastructure: Fast track infrastructure provision and specially roads and footpaths.
- Storm Water: Drains to be extended to potential lake system.
- Water: Provision of recycled water and sewerage systems.

Recreation & Open Space.
- Parkland: To act as a buffer between land uses, i.e. schools, residential and commercial. Parkland to follow waterways and include recreation tracks.
5 COMMUNITY FORUM 2

5.1 Introduction
The second Community Forum was held on the 11th of August 2007, from 2pm-4pm at the Old Shire Offices in Cranbourne.

The forum had been convened to provide the community members with an opportunity find out more about the study process while also providing input into the project’s issue and opportunity identification.

Approximately 20 members of the community attended this forum along with 5 representatives from Council and the consultant team.

5.2 Activities
The Landowner was structured into the following activities:

<table>
<thead>
<tr>
<th>Time</th>
<th>Activity</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.00pm</td>
<td>Introduction</td>
<td>Taren Brockhouse of the City of Casey provided an overview of the drivers behind the project and the study process.</td>
</tr>
<tr>
<td>2.15pm</td>
<td>Questions</td>
<td>Community members were provided with an opportunity to ask questions of the study team.</td>
</tr>
<tr>
<td>2.25pm</td>
<td>Community Engagement</td>
<td>Amy Hubbard of Capire Consulting Group provided a summary of the community engagement process and its role in the overall development of the Cranbourne East Urban Growth Plan. Amy facilitated the forum activities.</td>
</tr>
<tr>
<td>2.30pm</td>
<td>Priority Issues</td>
<td>In small, facilitated groups, participants were asked to identify and discuss specific issues for the Cranbourne East site. The small groups were each to consider the themes of Transport, Local Economy, Housing, Services &amp; Facilities or Recreation &amp; Open Space. The groups also identified the priority issues and these were presented back by the small group facilitator to the larger group.</td>
</tr>
<tr>
<td>2.50pm</td>
<td>2030 Postcards</td>
<td>Participants were asked to complete a ‘2030 Postcard’ describing how they would like Cranbourne East to be in the future - how it would look, feel and function.</td>
</tr>
<tr>
<td>3.25pm</td>
<td>Opportunities</td>
<td>In small groups participants were asked to identify opportunities to address the priority issues. These were then presented back by the small group facilitator to the larger group.</td>
</tr>
<tr>
<td>4.00pm</td>
<td>Next Steps &amp; Close</td>
<td>Taren Brockhouse and Amy Hubbard provided an overview of the next steps in the study process and how the outcomes of the forums will be incorporated. They thanked everyone for their active participation and invited them to liaise further with the project team of they have any specific queries.</td>
</tr>
</tbody>
</table>
5.2.1 2030 Postcards

The purpose of the 2030 Postcards was to provide the community with a mechanism to inform the strategic planning process by describing how they would like the area to be in the year 2030. It was also explained that the postcards will be provided to the project team prior to the commencement of the design process to give them with an insight into the community’s perspective and ideas.

Some of the forum participants chose not to participate in this exercise.

Examples of the postcards completed by forum participants are:

- Cranbourne East in 2030, it will be a fantastic place to live with plenty of restaurants and parks where kids can go and play while their parents are sitting down relaxing. There is a nice wide roads with no speed humps and no merging lanes. The transport is excellent with plenty of bus services linked with trains. Restaurants are always filled with people because the night life is great and plenty of police patrolling the roads.

- Dear Family, Cranbourne is a beautiful place to live it. Last night we went to a beautiful theatre and saw an excellent play. The children yesterday played in the recreation area of the lovely park with different types of trees. The recreation area was divided up into age groups so the little ones were not bullied by the big ones. The teenagers had their skating area. The roads are wide, thought the traffic is heavy there are numerous pedestrian traffic lights as well as the others. We live in a lovely house with plenty of garden/play area for the children. There are frequent trains, buses as well as plenty of shopping areas. We definitely will not be leaving here.

- Cranbourne East is a beautiful green and friendly community to live in. My children can ride their bicycles to school along the green link beside the creek in safety. At night time my family can go to the local theatre company in Cranbourne and have dinner at one of the many restaurants in town. I wouldn’t want to live anywhere else.

- Dear Family, Cranbourne East is now the Toorak of Melbourne. The farm is now a beautiful botanic garden and the houses that were built in 2007 have been restored. Thankfully there are still no pokies. The schools have closed and the young ones have moved further a field. Never the less it is still the premium place to live.
5.2.2 Issues
Small groups of between 5-7 participants were asked to consider the issues associated with the future development of the Cranbourne East site. Each group had to consider the following broad themes during their discussion; Transport, Local Economy, Housing, Services & Facilities or Recreation & Open Space.

The following is a description of the range of issues identified.

*Note: These issues have been identified by the participants as areas of concern. Whether or not they are real or perceived issues will require further investigation by the consultant team.*

**Transport**
- Traffic Management: Parking, widening of lanes and congestion.
- Clyde Road: The future alignment.
- Train: Need to extend train line and need for a train station.
- Public Transport: Provision of express bus to city.

**Local Economy**
- Activity Centre: Should include schools, shops, supermarket, post office, doctors, other health clinics and service station. Could also include entertainment facilities including a cinema and theatre and also a cultural centre.

**Housing**
- Lot size: A range of lot sizes to promote a range of housing densities and styles.

**Services & Facilities**
- Natural Gas: Provision in Cranbourne East and Clyde.

**Recreation & Open Space**
- Parkland: General need for more parks and open space but they need to be secure.
- Trees: Future landscaping should use plants indigenous to the area.
- Recreation: Provision of footpaths, bike paths, children’s playground and more BBQ areas.

5.2.3 Opportunities
After presenting back the priority issues, participants were asked to discuss opportunities in their small groups, i.e. what could Council or other stakeholders do to address the priority issues. The following is a description of the range of opportunities identified.

*Note: These opportunities have been identified as interventions to address the priority issues. Whether or not they are feasible within the scope of this project will require further investigation by the consultant team.*

**Transport**
- Buses: Provision of bus based public transport on main roads.
- Traffic Management: Sufficient car-parking at new activity centre.
- Future Roads: Roads planned and built before the new community moves in.
- Existing Roads: Improve those roads that currently existing.
- Train: Open Cranbourne East train station and provide light rail down the freeway.
Local Economy

- Activity Centre: Should contain an entertainment hub that includes a cultural centre and cinema.
- Market: Fresh produce market within the new activity centre.

Housing

- Housing: Mix of densities and types.
- Sustainability: New housing should be fitted with water tanks and solar panels.
- Services & Facilities

Recreation & Open Space.

- Parkland: Extensive open space linked by paths and bike tracks.
6 LANDOWNER FORUM 2 – COLLISON ESTATE

6.1 Introduction
The second Landowner Forum was specifically hosted for residents of the Collison Estate and was held on the 30th of August 2007, from 6.30pm-8.30pm at the Balla Balla Centre in Cranbourne East.

The forum had been convened to provide Collison Estate landowners the opportunity to discuss the planning, services and infrastructure issues as they relate to the long-term management of the Collison Estate.

Approximately 50 residents attended this forum along with 8 representatives from Council and the consultant team.

The forum was designed around a ‘Question and Answer’ format, a panel was selected from Council staff for the purpose of “providing information on technical, policy and design matters as they relate to Collison and to listen to your views, concerns and issues”¹. The panel provided direct answers to questions either from the floor or the facilitator.

The Panel comprised:

- Cr Colin Butler – Mayor, City of Casey.
- Ms. Keri Hoffman – Acting Manager Strategic Development, City of Casey.
- Ms. Taren Brockhouse – Strategic Planner, City of Casey
- Paul Bucys – Assets and Drainage Engineer, City of Casey.

The Forum was facilitated / moderated by Mr. Chris Robinson, Managing Director Capire Consulting Group.

6.2 Activities
The Landowner Forum was structured into the following activities:

<table>
<thead>
<tr>
<th>Time</th>
<th>Activity</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>6.30pm</td>
<td>Introduction</td>
<td>Chris Robinson of Capire Consulting Group provided an introduction to the forum and the outcomes expected. He also introduced the panel and confirmed the agenda. Formal introduction also provided by the City of Casey Mayor, Cr Colin Butler.</td>
</tr>
<tr>
<td>6.40pm</td>
<td>Questions &amp; Answers</td>
<td>Community members were provided with an opportunity to ask questions of the panel. Questions were worked through systematically while additional questions were recorded and where possible, addressed.</td>
</tr>
<tr>
<td>8.00pm</td>
<td>Message to the Mayor</td>
<td>Participants were asked to complete a ‘Message to the Mayor’ card.</td>
</tr>
<tr>
<td>8.20pm</td>
<td>Next Steps and Close</td>
<td>Chris Robinson provided an overview of the next steps in the study process. He thanked everyone for their active participation and invited them to liaise further with the project team of they have any specific queries.</td>
</tr>
</tbody>
</table>

¹ Presentation at the event.
6.3 Key Issues and Questions

Presented for discussion were a series of questions which were compiled by Council. These questions were sourced from recent correspondence to Council and a request for questions when Collison Estate households were asked to RSVP to the forum.

Responses to these questions and additional questions asked by participants on the night are outlined below:

Subdivision.

Q) Simon - Are we looking at the whole estate or certain sections?
A) Some sections may be considered more suitable for development than others. The whole estate does not have to be the same zoning.

Q) Will we be forced to subdivide?
A) No one is forced to subdivide if the land zoning is changed.

Q) Will residents have to pay the connection of water, sewerage and other amenities if we don’t subdivide?
A) The advice we have from South East Water is that it is at the owner’s discretion.

Q) Simon – Will land prices and rates rise or stay the same if the land zone is changed?
A) Rates are measured the same way throughout Casey.

Q) Question regarding sewerage and rates
A) Our understanding from SEWL is that if property is larger than 4000 metres they don’t have to have reticulated sewerage but we (Council) will clarify and get back to you.

Q) If all services are connected do residents have to change over?
A) It is up to the individual residents.

Q) Ivan Smith – Can you get a cost on services to Collison Estate?
A) It is variable depending on distance to connection. Costs will vary throughout Cranbourne East.

Q) Ivan Smith – Can you cost through Collison Estate?
A) There are too many variables at this time as more houses and residential land comes closer the services will become cheaper.

Q) Doug – Three weeks ago a consultant come onto my property to check the Red Gums Trees
A) A range of consultants are mapping and identifying our the characteristics of what is contained in the study area

(At this point Doug asked if this meant that you could not cut them down)

Q) Wayne – A guy came onto our property with no ID and Council did not know about it.
A) The appropriate cause of action was not taken it that instance

Wayne – We called the police.

A number of participants stated that they had had similar experiences. However, two participants stated that Council had sent a letter indicating that consultants would be in the area. A number of people also stated that the consultants that they had seen had identification.
This caused quite a stir in the audience as it seems that only a minority of residents had had a negative experience with the consultants.

Special Rate Schemes

The facilitator kept the discussion flowing and the next topic to be covered was the Special charge scheme.

The facilitator asked the general question regarding the Special Charge Scheme. The participants asked about the unsealed road in Collison Estate.

A) 100% of cost as it s only Cranbourne East residents who use this road. When the development plan is complete then Cranbourne East will know what scheme they come under. 50% of the residents must agree to the special charge scheme.

Q) What is the time frame for the planning?

A) The draft structure plan will be on exhibition by mid November 2007

Q) Do Canbourne East residents get a say in Collison Estate roads joining other exterior roads?

A) The Draft Structure Plan will be open for comments and submissions can be made to Council.

The panel was openly stating that residents ideas would be taken into consideration and there were a number of comments made by Council which encouraged the residents to comment on submissions and feed in ideas into the planning process.

Council explained the processes surrounding submission, VCAT and the influence of the Minister.

Q) Traffic on Collison Road is a nightmare during school hours – there is dirt to tar and it is dangerous.

A) Design ideas will be brought into the growth plan. All suggestions and ideas should be incorporated into the plan.

Q) A participant had a suggestion which he had emailed to Amy Hubbard of Capire Consulting Group.

A) Amy is collating suggestions made be residents, and these suggestions will feed into the design and the report. The draft reports will be sent to all participants at the forums.

Q) Will Heather Grove become a through road?

A) We cannot confirm if a road will be going through. Rural road construction at the moment as the rural area is low-density, with no through traffic.

A number of comments were had in relation to through traffic and the perceived threat of through traffic with the development. The feeling was that this was not so much an invasion of privacy but a safety concern. At a number of points in the forum safety issues regarding the unsealed roads in Collison Estate were raised as well as issues relating to footpaths and the safety of children going to and from school/recreation.

Q) What are the drainage costs?

A) They will be included study and we are unsure at this point.
Q) Hunt Club Estate drainage through to Collision East and Cranbourne East is already causing issues what next?
A) It will be contained in a retarding basin and will not go through to Cranbourne East but stop at Heather Grove.

Q) Will developers put up the cost for this?
A) Developers will pay. Melbourne Water is paying for the retarding basin to reduce the risk of Cranbourne East from flooding. They will also pay for the pipeline.

Residents raised the issue that flooding already occurs. Again this was put into the context of safety as children play in the flooded area in question. The panel resolved to look into the issue in detail and get back to the residents.

Q) Can Council confirm that views being represented by a small minority of residents are not over influencing decision makers?
A) Council is taking all views into consideration and not to make decisions on who is the loudest.

Q) Why is the road overestimated at $10-12 000?
A) Mayor - We feel that is not over estimated.

Q) Five years ago, the road cost was $22,000 or $23,000 – what cost will it be now?
A) Prices have not changed much in the last couple of years.

A resident raised the issues that other Councils had built a road for under $7000. The Mayor believed that this was incorrect.

Q) Were all the surveys accounted for?
A) All the surveys with 4 options were accounted for approximately 70% of residents responded. The survey was to get an idea what residents in Collison Estate wanted or thought was possible.

Q) When will the decision be made?
A) Through the Cranbourne East Urban Growth Plan process, the Minister for Planning makes the final decision to amend the Planning Scheme.

Officer Bias

Q) Can Council confirm that the views of others are not heard over others?
A) Everyone’s views are heard evenly.

A question was directed to the Mayor over a comment he made at a meeting in Garden Street, regarding all residents wanting to subdivide.

Q) Why did you say that Garden Street wants to subdivide, half the residents were not there?
A) Cr. Butler – I was asked to go to the meeting with residents. I did not know who had been invited.

Q) If officers were invited by residents to a meeting should officers go without all members being present?
A number of comments were made by residents, any along the lines that they were lucky to have a Mayor that would attend such meeting. Other residents thought that it was not transparent enough.
Q) Will animals have to go if land changes for residents?
A) No, same by laws apply. If you are moving in next to a farm or dog kennel you must be aware of the noise.

Similar issues were raised over the removal of horses, sheep etc. Clearly residents are concerned with preserving their rural lifestyle.

Background Information/ Beca Report

Q Residents asked if they could have a copy of the Beca Report and why it was commissioned.
A) All background reports relating to this project will be posted on a website and residents will be advised when this is available and how to find it.

Q) Why did the Minister create Casey Fields and put the spotlight on Cranbourne East?
A) Casey Fields is essential for growth area and residents.

The facilitator raised some important points regarding how essential such developments are.

Subdivision

Participants in general kept coming back to questions over rates and subdivision, indicating that these were the main concerns along with the uncertainty of what is occurring.

Q) Does it make it harder if half the residents subdivide and half do not?
A) It would depend on where they are located.

Q) Can I put in an application in to subdivide now?
A) Yes, if over 8,000M²

As most of the points had been covered the panel was open to all questions/ open floor.

Traffic/Transport

Q) Is there going to be public transport on the East of Cranbourne?
A) Structure planning for the provision of public transport and funding for growth areas/public transport.

Q) What can we do for pedestrians now?
A) There is a linking parks program and we will wait and see if can create a gravel or concrete path. We can begin a process of discussing a safe crossing over the railway line.

Q) What is being done about traffic congestion at Casey Fields? As there is a large football game on this coming weekend.
A) Most of the parking will be on land at Casey Fields as it is very dry. No parking signs will be put up and Blue Hills has overflow parking.

Q) There needs to be a consensus from landowners and groups working together to make things happen.
A) For the future of Cranbourne East and surrounding areas you can present and advocate your views to planners as one way of putting your views across.

A participant asked to see a show of hands for who was for subdivision. The facilitator stated that this was not appropriate at this point.
Q) Will there be a sealed road within the next two years as people cannot put up with unsafe roads?

This answer was left open with discussion over the cost and who pays, the potential for speed humps (dangerous) and other suggestions.

Q) High fences are very unattractive when front roads?

A) We agree.

Q) 1000m² residential strip facing Mayfield?

A) The houses will be fronting Mayfield Road.

Q) For the football match can we have mobile lights?

A) All AFL games are supervised by Victorian Police. The traffic is moved well.

Q) The retarding basin is overflowing what will be done?

A) Council will follow this up.

My “Message to the Mayor”

Participants were invited to submit on a “Message Card” a focused simple message that they would like to give to the Mayor. It was encouraged that the “message” could cover for instance:

- What you want to happen;
- What you want Council to do; and/or
- What you want Council to understand

The Mayor made a commitment to personally read each Message Card and ensure that these views were incorporated into the current planning process.

On the evening, 11 Message Cards were submitted. Many participants committed to sending their Message Card through to Council in coming days. Two additional Cards were received prior to compiling this report.

Additional comments will be collated and reported in subsequent summary reports.

It was accepted by the participants that the Messages Cards were not intended to be a substitute for their full or detailed submissions during the design or statutory planning process, nor do they represent a statistical representation of all views held within the Estate.

The Message Cards however, do provide an insight into the division of views on the short and longer term planning for the Estate and has highlighted a series of actions that can be considered in the ongoing planning for Collison Estate.

<table>
<thead>
<tr>
<th>“My Message to the Mayor”</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1</strong></td>
<td><strong>1</strong></td>
</tr>
<tr>
<td><strong>Immediatley for our Estate:</strong></td>
<td><strong>Name provided</strong></td>
</tr>
<tr>
<td></td>
<td><strong>Cranbourne East Development Plan</strong></td>
</tr>
<tr>
<td></td>
<td>- <strong>We need a footpath to link our Estate to the existing path on Cranbourne Road. Do we need to submit a petition?</strong></td>
</tr>
<tr>
<td></td>
<td>- <strong>Can Council notify residents by mail when the plan is ready for us to provide comments on?</strong></td>
</tr>
<tr>
<td><strong>“My Message to the Mayor”</strong></td>
<td></td>
</tr>
<tr>
<td>-----------------------------</td>
<td></td>
</tr>
<tr>
<td><strong>2</strong></td>
<td>I would love to see sub-divisions throughout the Collision Road Estate. It is currently outdated and does not tie in with the residential surroundings. I personally would like to subdivide my property into 1,000m² lots. We need to facilitate appropriate sub-division and great planning.</td>
</tr>
<tr>
<td><strong>3</strong></td>
<td>I would like to see it match with the rest of Cranbourne. Currently I believe Cranbourne East is way outdated, and I would like to see it all become 1000m² lots to match Mayfield new development. Also, I would like to see new roads and more shops as it is hard to visit Casey Fields and have to go back to town for shops. Thanks.</td>
</tr>
<tr>
<td><strong>4</strong></td>
<td>We need to be integrated with the surrounding Estates as we need (1) Roads and (2) Services. Cannot be left as dirt roads in the middle of Cranbourne East. We can’t be left without services.</td>
</tr>
<tr>
<td><strong>5</strong></td>
<td>We live in a 1950’s Rural Subdivision that is out-moded and unserviced. We are surrounded by Residential Subdivisions and the Rural Amenity is a thing of the past. We need to be able to be allowed the options to subdivide to conventional lot sizes 600-1,000m². This should be conducted by facilitating all residents who wish to develop to work together to achieve an appropriate planning outcome.</td>
</tr>
<tr>
<td><strong>6</strong></td>
<td>Residential 1 please, so I can retire. P.S. footpath out the front of the estate.</td>
</tr>
<tr>
<td><strong>7</strong></td>
<td>Footpath from the end of Blue Hills to Mayfield Road. Mayfield to Collison is not necessary – plenty of grass available, but from Mayfield to Blue Hills something is needed – Gravel is good enough just something to help my kids (and others) safely get across the railway without actually having to walk on the road.</td>
</tr>
<tr>
<td><strong>8</strong></td>
<td>Please try to organize a footpath to Blue Hills. Our property in Collison Road backs onto the farm facing Clyde Road. What would be our chance of eventually subdividing from the back rather than a hatchet block? Would this be a possibility when subdivision occurs behind us to work with the developer? Thank you.</td>
</tr>
<tr>
<td><strong>9</strong></td>
<td>We love our way of life and chose to live on this Estate 20 years ago. Since then, although Cranbourne had developed into a city, we have a rural way of life not far out of the City, and we don’t want to lose all the freedom, acreage, and room to move that we have. Please don’t over develop our lovely estate. We’re not even that worried about making up the roads. We love it as it is!</td>
</tr>
<tr>
<td><strong>10</strong></td>
<td>Please consider the Collison Estate from all points of view. Different areas will be affected in different ways by the surrounding developments. Our lifestyle has already changed so we all need to move on and our property is our retirement fund.</td>
</tr>
<tr>
<td><strong>11</strong></td>
<td>My obvious concerns are to retain the rural aspect of the Estate and community. Other areas of concerns:</td>
</tr>
<tr>
<td></td>
<td>(1) Traffic congestion in and around the Estate;</td>
</tr>
<tr>
<td></td>
<td>(2) Zoning Chances?</td>
</tr>
<tr>
<td></td>
<td>(3) Rates. In accordance with development. Affordability to residents.</td>
</tr>
</tbody>
</table>
“My Message to the Mayor”

<table>
<thead>
<tr>
<th>Additional Message Cards received</th>
</tr>
</thead>
<tbody>
<tr>
<td>12 I would like to suggest that access in and out of the Collison Road Estate could be greatly helped by the connection of the East end of Garden Street to Duce street in eth new estate using the 8 metre reserve as required by South East Water. This would then allow access to Lindsell Blvd at a major intersection. If subdivision goes ahead in the Estate, this could be of great benefit to traffic flow within the Estate.</td>
</tr>
<tr>
<td>13 Could consideration be made to give properties on Garden Street rear access to Linsell Blvd so if subdivision is allowed, the subdivision access would be via Linsell Blvd and not Garden Street. Therefore traffic in Garden street would be reduced and would eliminate the need for battleaxe blocks in Garden Street.</td>
</tr>
</tbody>
</table>

6.5 Observations

6.5.1 A long and colourful history
It is clear that development, land management and servicing questions surrounding the Collison Estate have a long and colourful history dating at least into the 1980’s and earlier. Residents are very mindful of having had these types of community discussions previously on the same topics. Despite the Mayors assurance that “...this time, it will be resolved...” there remains a healthy scepticism about this. Much emphasis has been placed by Council on the outcomes of the current planning process and subsequent statutory consultation and review processes required to implement any strategic decisions.

6.5.2 What future do we want?
With observable residential development fronts currently approaching the Collison Estate from the west and North, and the recent development of Blue Hills, residents are quickly facing up to the short and longer term prospects of Collison Estate being an island of rural “old Cranbourne”, increasingly surrounded by “Cranbourne the city”, as it encroaches on the Estate.

Households appear to be aligning behind a number of common views or drivers with regard how they envisage their own future within the Estate. These might be described as follows:

- Life now in Collison is lovely, it is what we’ve always worked for, and in fact does not have to change very much – we like it the way it is and we don’t intend on moving. We’re worried about losing our way of life;
- Life in Collison is still good and we’ve raised great families here - but we need more modern services, sealed roads, better traffic management, new footpaths and linkages to the estates and community facilities that will soon surround us. We need to really know what this will cost and how it will occur. The cost of this worries us, but we do need to modernise;
- Life in Collison has and will continue to change for the worse. Collison now represents for us a potential way to fund a new life elsewhere by developing our property and moving, or at least provide us some income to fund a more financially secure life here; or
- We need to face the reality that Collison could provide a business opportunity for development if we agree to a future and cooperate.
On the basis of previous workshops, landholder surveys and this community forum, it appears unlikely that all the households within entire Estate will reach consensus view toward an overall development and management future.

That said, it appears that some households were in part satisfied by the potential to “opt-out” of the need to develop or subdivide their land should this ever be allowed across the entire Estate. That different areas or parts of the Collison Estate may, or should have, different development potential also seemed to strike a chord with some households.

6.5.3 Transparency and Communication

The need to maintain and open and transparent disclosure of discussions and meetings with between Council and households within the Estate will be an important part of maintaining dialogue for all households and as a means to build a working relationship to service all residents.

6.5.4 Costs, Prices, Rates and Implications still unresolved.

A significant amount of questioning centred on the actual or estimated costs to households associated with any upgrade to road, sewer, drainage or other reticulated or more “urban related” services. Households were advised by Council that to large part, there are too many variables (site size, location, types of services and levels of service) to provide accurate estimates in the absence of an agreed development plan for the Estate or surrounds. In many cases such costing will need to be provided by external utility providers.

It would appear that the amount, apportionment process for such costs and timing will continue to be a central issue for households and their ability to genuinely understand their future options. Increased clarity on the mechanisms, costs and procedures will greatly assist the dialogue. Council staff commitment provided at the Forum to obtaining additional and more certain guidance from service agencies, as part of the planning process, will assist in this regard.

6.5.5 Design and Planning Implications

As could be expected, the Forum was inconclusive as to a preferred future planning or land management future for the Collison Estate and immediate surrounds. Council regularly reinforced to the Forum that the current planning process will assist in providing an integrated framework for the consideration of development options for Collison.

Notwithstanding this, some ideas raised do seem to merit further consideration during the design and planning process. Changes to development potential in specific defined areas, edges or fringes of the Estate under a cooperative development arrangement between adjoining landholders, might provide opportunities to facilitate a better pedestrian, mobility and landscape link and interface with neighbouring development sites.

The local rural “character” and low-density amenity of Collison is likely to become increasingly valuable as such areas become lost to suburban development. This aspect may require more consideration if this historical element of Cranbourne East is to remain an attractive asset for Casey rather than being an area largely forgotten by modern servicing standards isolated within an urban area.

Should it be determined that sufficient landscape and/or cultural value does exist in Collison, these values will need to be balanced against the benefits of increased integration with adjoining residential developments and creative planning and design tools used to meet the needs of existing and future residents of the area.