

# Croskell Precinct Structure Plan

## Pre-Co-Design Landowner Workshop



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# 1 INTRODUCTION

The Victorian Planning Authority (VPA), in partnership with the City of Casey Council (CCC), is preparing the Croskell Precinct Structure Plan (PSP).

A PSP is a 'big picture' plan that sets the strategic vision for developing a new community and is the primary type of strategic document for guiding urban development in Melbourne's growth areas.

Following the completion of the Vision and Purpose Workshop with Landowners and State Government Agencies in December 2021, the VPA and CCC circulated a Vision and Purpose Workshop Summary report in March 2022. On 7 April 2022, a Pre-Co-Design landowner workshop was held at the VPA office with the following objectives:

To update stakeholders on PSP status & next steps

To present the draft Emerging Vision Statement and receive feedback

To present the draft Transport Concept Plan and receive feedback

To discuss the key existing factors and features that influence the spatial locations for different land uses and receive feedback

To workshop the spatial locations for residential and employment land uses based on known constraints, opportunities and policy considerations

**Out of scope** – workshopping locations for schools, community and sports fields and local parks (for co-design workshop)

The landowners and their representatives were split into three tables, made up of the following properties:

## Group 1:

- 1450 Thompsons Road CRANBOURNE EAST VIC 3977
- 350 Narre Warren Road CRANBOURNE EAST VIC 3977
- 1460 Thompsons Road CRANBOURNE EAST VIC 3977
- 1468 Thompsons Road CRANBOURNE EAST VIC 3977
- 35 Bocker Street CLYDE NORTH VIC 3978

## Group 2:

- 1500 Thompsons Road CRANBOURNE EAST VIC 3977
- 1660 Thompsons Road CRANBOURNE EAST VIC 3977
- 585S Berwick-Cranbourne Road CLYDE NORTH VIC 3978
- 1550T Thompsons Road CRANBOURNE EAST VIC 3977
- 1670 Thompsons Road CRANBOURNE EAST VIC 3977
- 80S Linsell Boulevard CRANBOURNE EAST VIC 3977

## Group 3:

- 1580A Thompsons Road CRANBOURNE EAST VIC 3977
- 1520 Thompsons Road CRANBOURNE EAST VIC 3977
- 585 Berwick-Cranbourne Road CLYDE NORTH VIC 3978
- 1568 Thompsons Road CRANBOURNE EAST VIC 3977
- 2S Donohue Street CRANBOURNE EAST VIC 3977

Representatives for all landowners with the exception of 1460 Thompsons Road (a 0.4ha existing residence) attended the workshop, with VPA and CCC staff facilitating.

This document provides a summary of what was heard during the workshop.

## 2 EMERGING VISION STATEMENT FEEDBACK

An Emerging Vision Statement for the precinct was developed by the VPA, in collaboration with CCC and Mesh consultants, drawing on information presented at pitching sessions and ideas presented by stakeholders at the Vision and Purpose Workshop. The first activity in the Landowner Pre-Co-Design workshop involved breaking into three groups, with Council staff leading a facilitated discussion to obtain feedback on the Vision statement.

### 2.1 Emerging Vision Statement

The Croskell PSP is an “infill” precinct that will build on the character of the surrounding Cranbourne and Clyde community. A central green spine following the course of the future wetlands will provide amenity to residents and workers and create water reuse opportunities for the precinct. The retention of the undulating topography and existing vegetation will establish a strong sense of precinct character.

Croskell will deliver a regionally significant commercial precinct with over 3000 jobs, along with a mix of housing typologies and densities. The precinct will extend the Thompsons Road business corridor, to attract employers by leveraging the precinct’s strong connections to other employment areas in the south east, including the Dandenong National Employment and Innovation Cluster.

Croskell will emphasise local and regional connections, delivering a road and pathway network that encourages walking and active modes of transport and supports the use of emerging transport technologies. The precinct will connect workers and residents to internal destinations and surrounding activity centres, as well as link with connections to the Cranbourne Railway Station and the future Cranbourne East Railway station. The precinct will be well serviced by public transport along the arterial roads and the internal connector road network.

### 2.2 Feedback on the Emerging Vision Statement

There was general satisfaction with the Emerging Vision Statement from all groups. While participants acknowledged that the Vision was quite long, the wording was felt to be sufficiently flexible to encourage innovative development outcomes. Specific feedback suggested that the Vision could be modified to:

- Describe the potential for recreation uses within the flood plain and transmission easement
- Detail the need for flexibility in land use options within existing buffer areas
- State that the precinct will adapt and evolve over time
- Detail the need to have limited drainage areas along Thompsons Road as Thompsons Road should be reserved for higher value uses
- Detail the positive aspects of the environment
- Include the need for local employment.
- Include the need for public transport access i.e. public transport and alternatives
- Detail the need to ensure the PSP seamlessly connects with the surrounding areas
- Detail the need to ensure north – south linkages
- Remove any ambiguity about whether the “green spine” was referring to the drainage line or transmission easement

The VPA and CCC will review this feedback and include a modified version of the Vision as part of the PSP document presented for Public Exhibition in early 2023.

### 3 KEY PRECINCT STRUCTURE PLAN CHALLENGES

During the workshop, the VPA highlighted several key issues that will need to be addressed as part of the planning for the precinct.

Issues
Testing and refinement of the transport network and ICP
Agreement on crossings over the underground desalination power cable
Testing business and residential uses and locations
Refinement of buffer areas for adverse amenity uses
Testing options for the electricity transmission line easement
Finalise the Drainage Scheme with Melbourne Water
Testing for Government Schools and other community infrastructure

The workshop focused on discussing the two challenges highlighted in blue – the transport network and testing business and residential uses.

#### 3.1 Transport Concept Plan

##### Background

The State has entered into a contract with AquaSure Pty Ltd (AquaSure) to finance, design, construct and operate the Victorian Desalination Project (VDP), which constitutes a desalination plant at Wonthaggi, an 84km transfer pipeline to Berwick and an 87km underground power supply (the 200kv power cable) to Cranbourne Terminal Station, along with associated infrastructure.

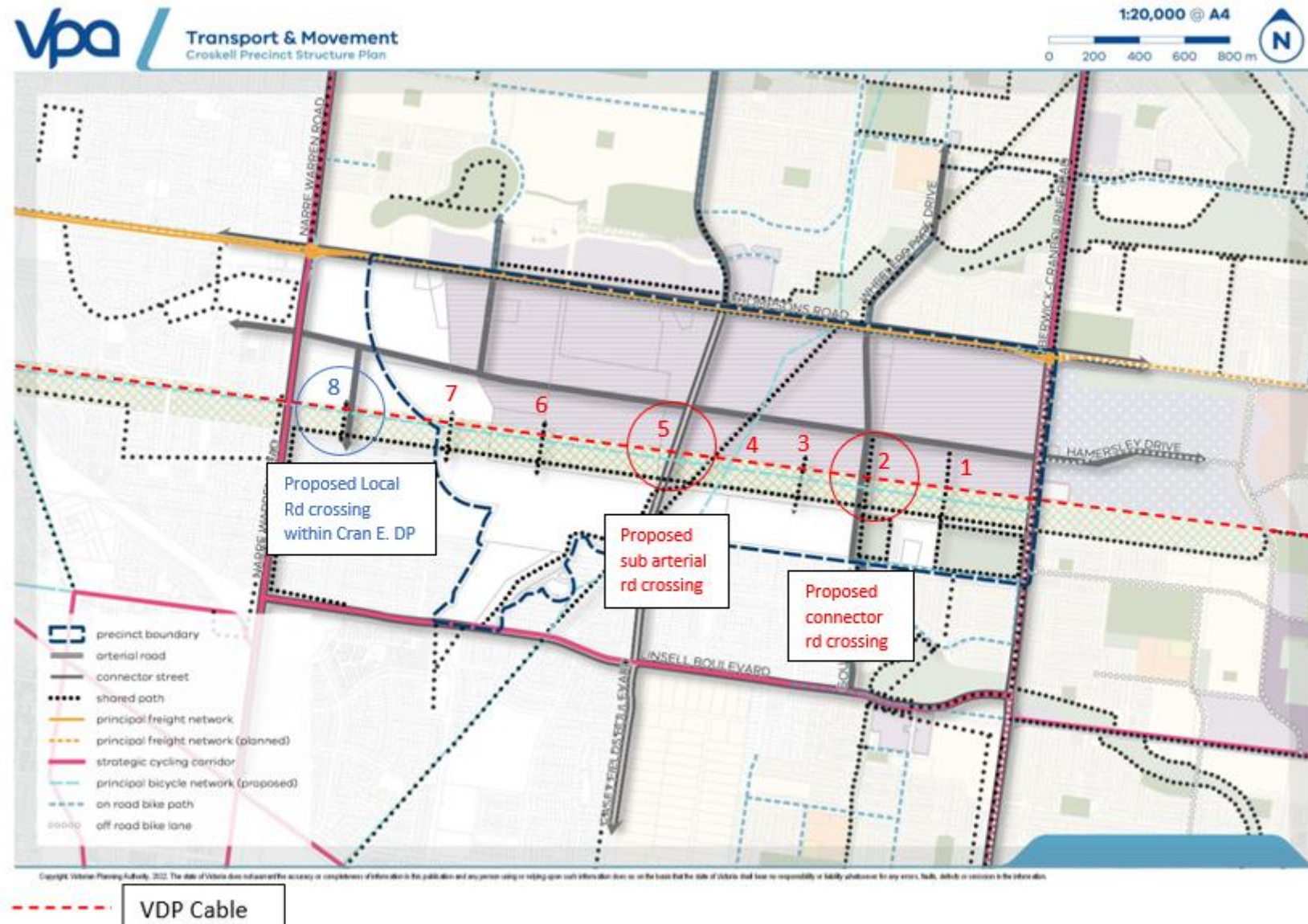
The underground power cable (which lies less than one metre below the ground surface) was constructed prior to the expansion of the Urban Growth Boundary in 2012 and therefore did not consider the need for future road and active transport crossings to service the needs of a new community. DELWP and CCC have previously negotiated on the removal of several local road crossings below arterial level that were intended to be delivered as part of subdivision within previously approved PSPs with interfaces to the cable. The Croskell PSP now represents the last PSP to be planned / developed with an interface with the VDP power cable.

The cable runs east-west through the Croskell PSP within the high-voltage (500kv overhead conductors) electrical transmission easement. DELWP opposes all new road crossings over the underground desalination power cable due to the risks associated with damage or disruption to the cable and the significant financial penalties this may impose on the state as a result of its contractual obligations to AquaSure. This concern is particularly pressing with road crossings, as the creation of a road zone erases the existing easement, increasing the risks of future damage to the cable. DELWP is currently preparing a Specific Controls Overlay over the extent of the cable, which will help to alleviate this risk.

The VPA is working with DELWP, DOT, DET, Council and other partners to secure an in-principle whole of government position for road and other crossings over the cable to ensure precinct connectivity and permeability, with the aim of securing this position by early 2023.

As part of the need to determine a whole of government position for any north-south crossings over the underground desalination power cable that runs east-west through the high-voltage transmission line easement, the VPA and CCC have prepared a Transport Concept Plan that shows seven proposed crossings within the Croskell PSP, of which two would be road crossings.



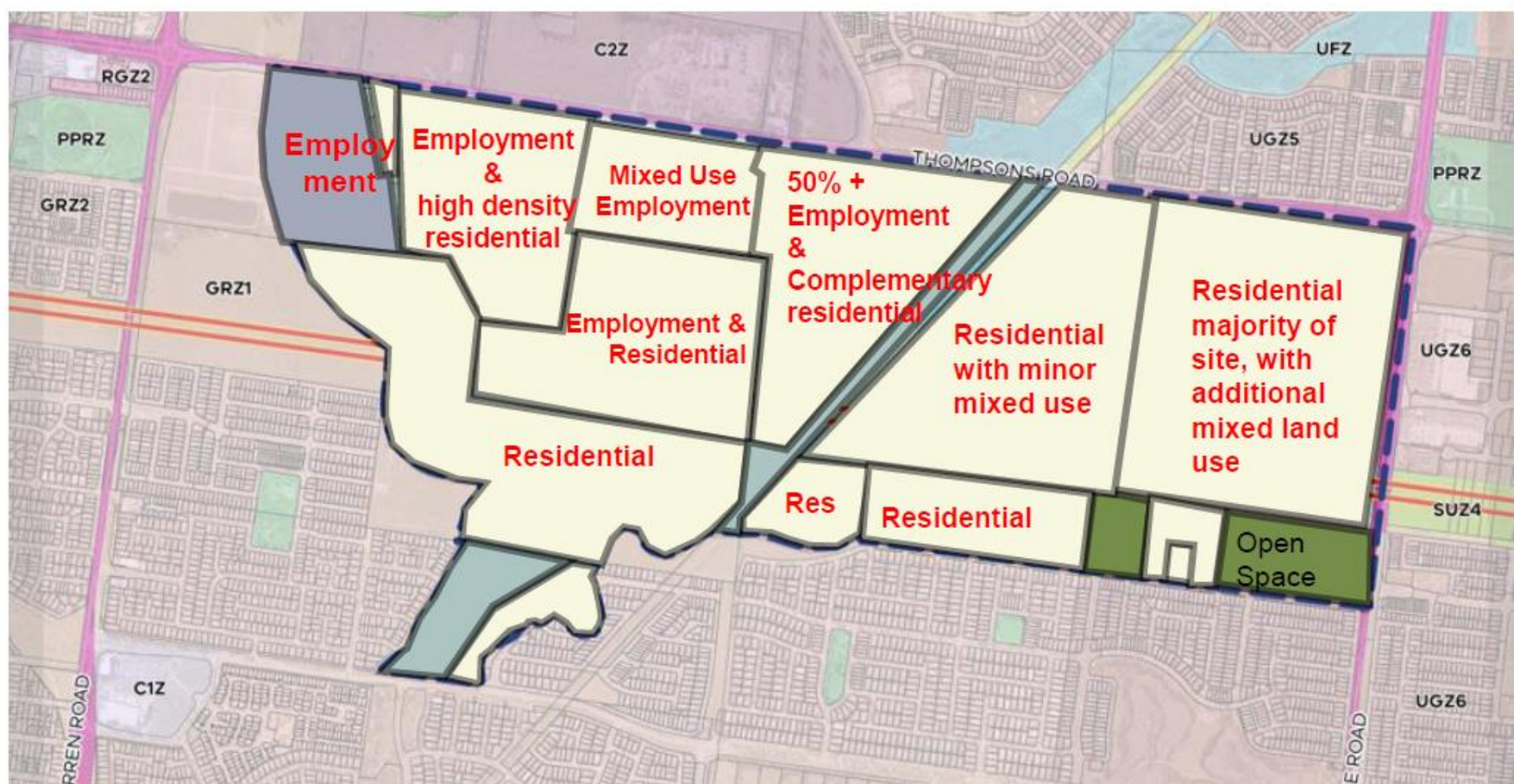


This transport concept plan is meant help guide the whole of government support process for these cable crossings. As mentioned in the workshop, any supported crossings will become non-negotiables as part of the final transport plan. The remaining elements of the plan, including the specific alignments of roads, remain open to negotiation and further testing with stakeholders.

The plan shown above is not final. It shows the potential connector and arterial road connections with the surrounding precincts, as well as two strategic shared path networks along the transmission easement and along the Melbourne Water pipe track. It does not show other lower order roads or a complete pedestrian/bicycle network. These additional elements will be developed in the future with input from the upcoming Co-Design workshop.

### 3.2 Testing business and residential uses and locations

The second planning challenge for the precinct discussed during the workshop was the location of employment versus residential uses. From the pitching sessions, the VPA had heard the following preferred land uses from the landowners.





These land use views conflict with the precinct's designation within the *Melbourne Industrial and Commercial Land Use Plan* (MICLUP) as a Regionally Significant Commercial Area. According to MICLUP, a Regionally Significant Commercial Area should provide for, and support access to, a wide range of goods and services, including office and retail development, and provide for a wide range of employment opportunities. These precincts:

- [Are] expected to **deliver more intensive forms of employment uses** including service industries, office and commercial activity, research and development and some large format retailing.
- May include residential, cultural, recreational and civic uses as part of a **broader mix of activities supporting the overall employment activities**.
- ... Should have a primary role for economic and employment purposes **with no less than 50 per cent of the land in each precinct being allocated for these purposes**.

To begin the conversation on how Croskell can deliver on these policy outcomes, the VPA presented various planning principles around factors that influence where to locate employment and residential land.

### 3.3 Planning Principles that influence the location of Employment Land

- Access and Visibility to Thompsons Road – Principal Freight Network and other arterial and connector roads
- Vegetation and increased slope being a constraint to large footprint employment uses
- Proximity to adjoining employment areas (agglomeration)
- Some industries have specific site requirements, such as large lot sizes, separation distances etc

### 3.4 Planning Principles that influence the location of Residential Land

- Need to locate residential away from Thompsons Road Principal Freight Network (PFN)
- Need to ensure sensitive interfaces and off site amenity impacts are managed between residential and employment uses
- Need to limit truck movements onto residential streets

Other principles that influence the location of residential land involve the location of community and recreation infrastructure, as well as schools. The locations of these facilities are currently being workshopped with CCC and State Government Agencies and will be up for discussion at the future Co-Design workshop. These principles include:

- Preference to co-locate housing with schools, community and recreation infrastructure
  - Schools to have three road frontages with one being a connector road
- Preference for sports reserves to be provided on flatter land and co-located with residential land
- Preference for schools and community recreation infrastructure to be located in response to catchment needs
- Potential to co-locate sports reserves and local parks adjacent to the open space and shared path network, waterways and local parks.

### 3.5 Planning Principles that influence the location of both Employment and Residential Land

- High density business uses & mixed use located near activity centres and sources of amenity
- Waterways as a source of amenity for workers / business precincts / higher density residential
- Waterways as a buffer between employment and residential land uses
- Opportunity for small footprint employment lots or residential on areas of slope
- Opportunity to use transmission easement as a source of amenity for shared uses

## 4 ACTIVITY TWO

The second workshop group activity involved the VPA and CCC staff facilitating discussions with landowners and their representatives around spatially defining potential residential and employment areas according to three themes:

- Access and visibility to Principal Freight Network & Transport Network
- Location of sensitive interfaces
- Topography and Water

To map these discussions, landowners were asked to draw on tracing paper overlaid over maps relating to each of the three themes.

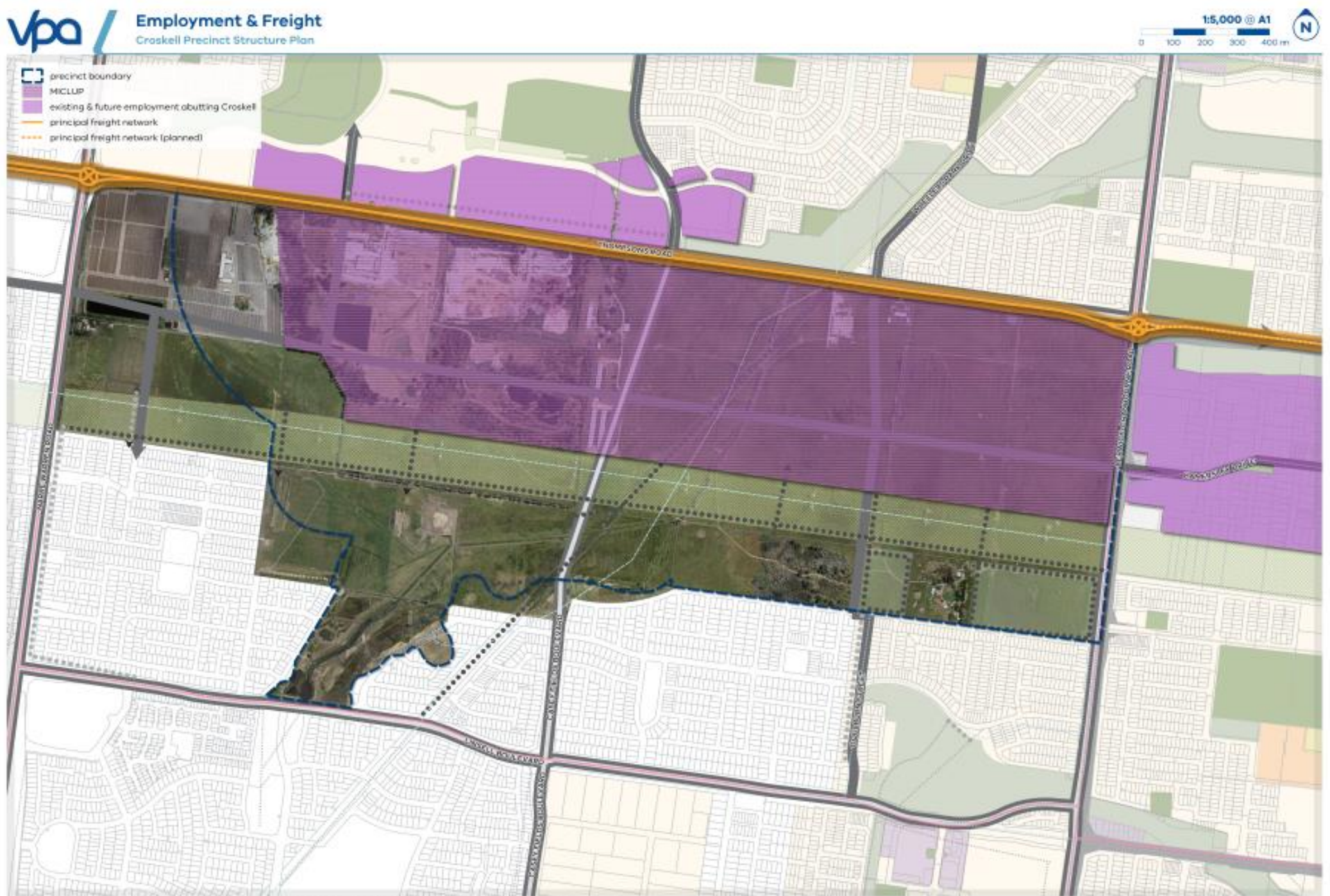
### 4.1 Access and Visibility to Principal Freight Network (PFN) and Transport Network

The groups were asked to consider the below plan in relation to the principles for this theme and answer the following questions:

**Q1: Where and how should employment be located to leverage off PFN? (What distance from PFN does this influence extend?)**

**Q2: Where and how should employment be located to leverage off the Transport Concept Plan?**

**Q3: Is there potential for employment/residential to leverage off planned/existing employment in adjoining areas?**





## 4.2 Location of Sensitive Interfaces

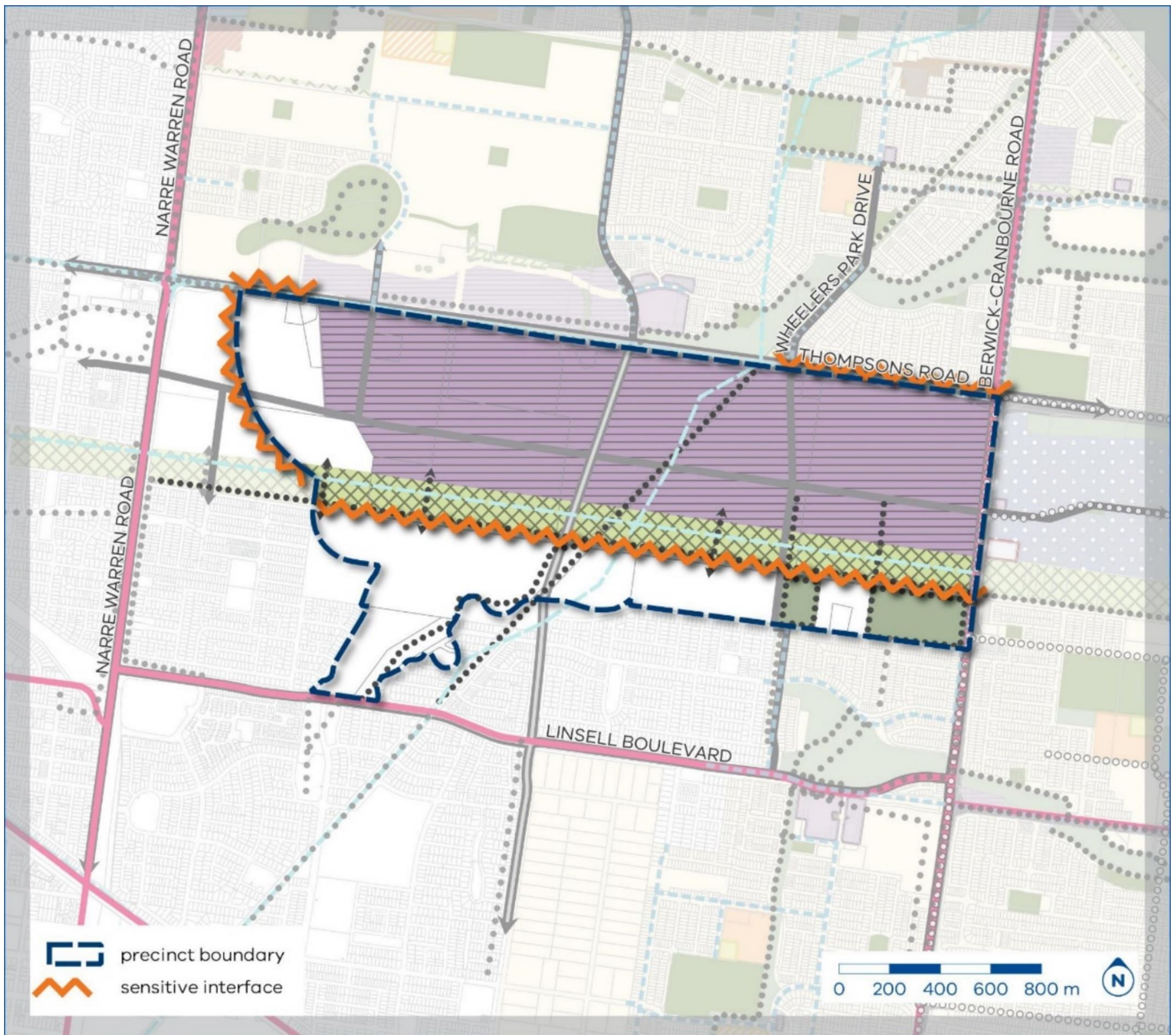
The groups were asked to consider the below plan in relation to the principles for this theme and answer the following questions:

**Q1: Where and how will the PSP need to consider sensitive interfaces between different uses? How far should buffer uses extend?**

**Q2: Where could uses with potential for adverse amenity be located and what sort of uses?**

**Q3: Where and how could land uses that provide a buffer to sensitive uses be located?**

**Q4: Where and how can proposed roads, waterways, easement etc be used to provide buffers?**



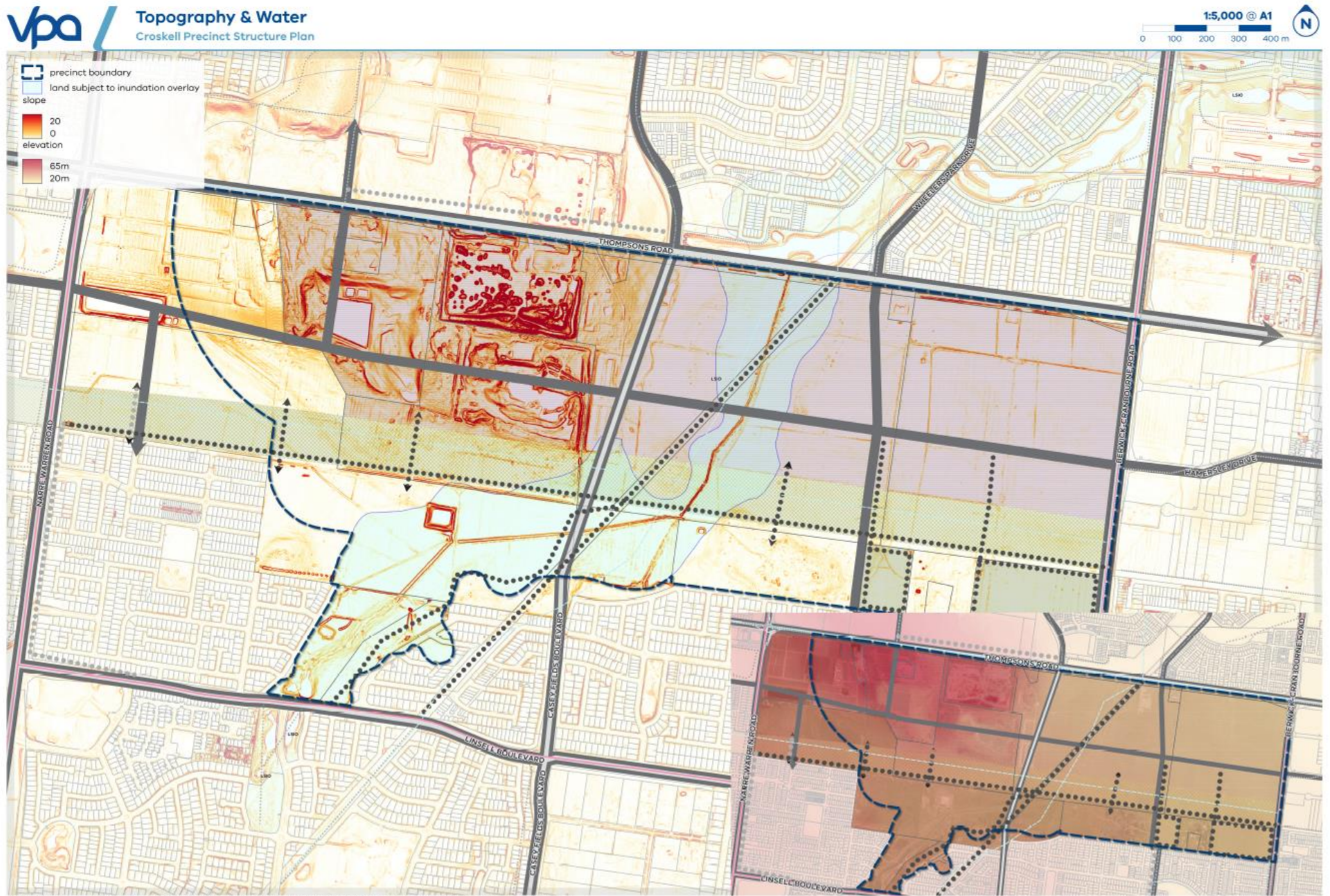


### 4.3 Topography and Water

The groups were asked to consider the below plan in relation to the principles for this theme and answer the following questions:

**Q1: Where and how will the PSP consider land uses (business parks, high density residential, large footprint employment etc) in response to topography, slope and views?**

**Q2: Where can uses that maximise the waterway as a source of amenity be located and what sort of uses?**



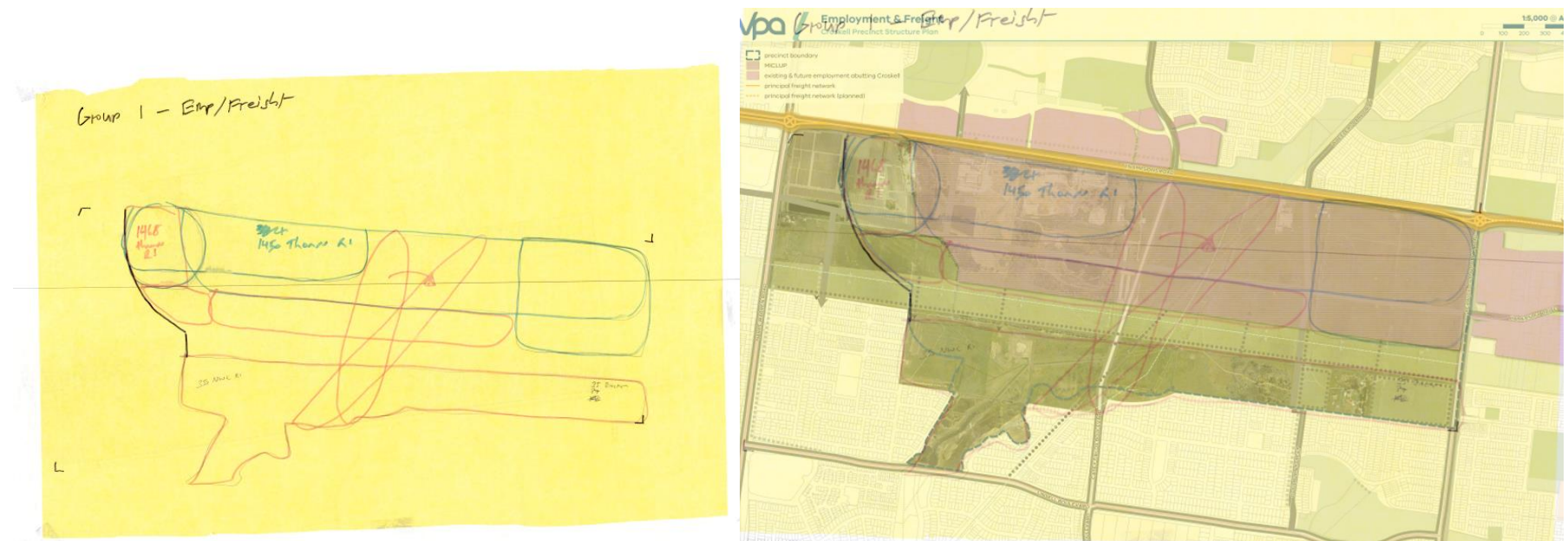


## 5 ACTIVITY TWO OUTPUTS

The following plans were generated from the three groups of landowners in response to the activity questions. The colours shown in each map reflect the following key:

- Red – Residential
- Blue – Employment
- Purple – Buffer uses (employment or mixed use)

### 5.1 Access and Visibility to Principal Freight Network (PFN) and Transport Network



#### Group 1 Notes:

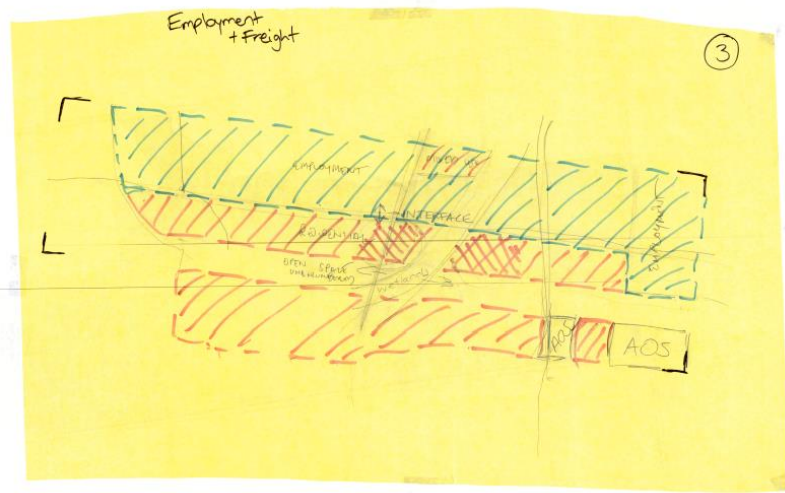
- Residential should be placed south of the transmission easement (Red outline)
- Contamination may also impact on the location of land uses
- Residential land focus also along the waterway (red outline on diagonal)
- Employment land focus within blue outline



#### Group 2 Notes:

- Potential for employment land within a minimum of 100m depth of Thompsons Road, noting that the 100m were a rather arbitrary chosen depth and could be more (blue outline) with buffer employment along eastern portion (purple outline)
- Higher density employment also wrapping along Berwick Cranbourne Road (blue outline)
- Both sides of the future Casey Fields Boulevard extension deem suitable for higher density development, either residential or employment (red and blue outline)

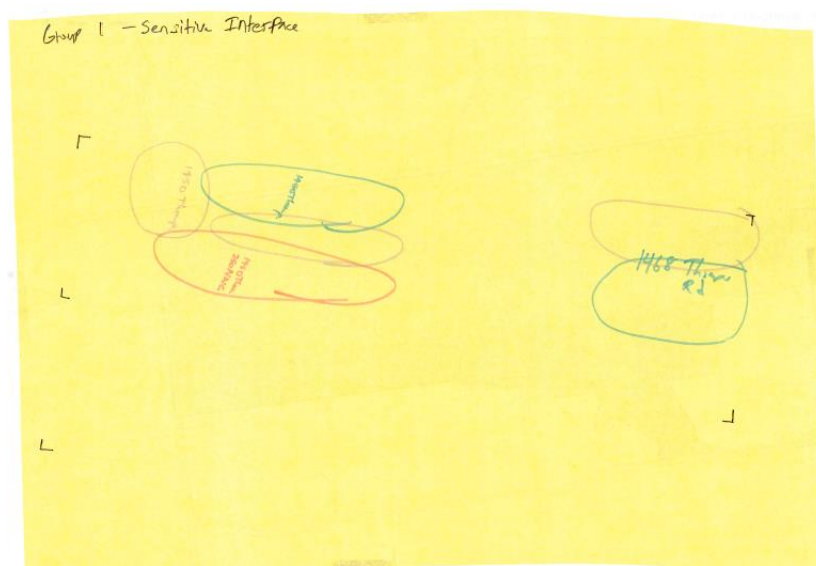




Group 3 Notes:

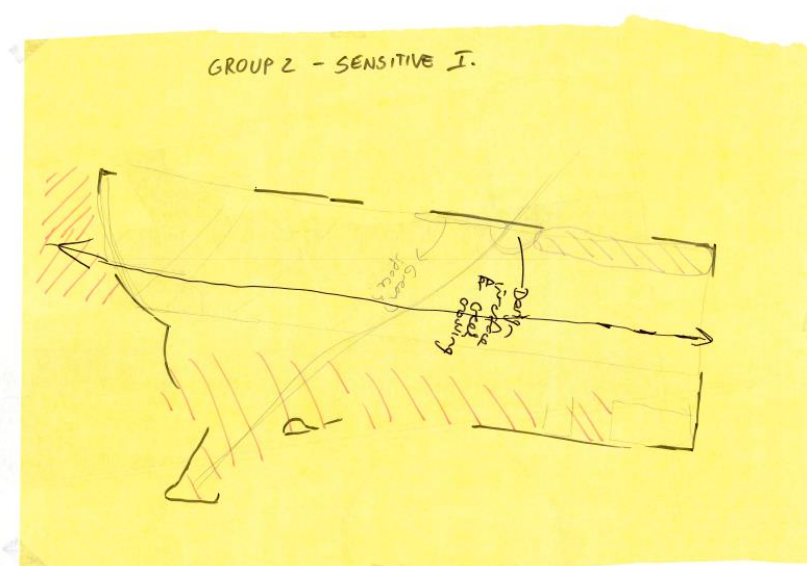
- Potential for Mixed use opposite the Avenue Shopping centre, leveraging off the amenity of this centre (Dashed red & Blue)
- Potential for the East West Connector to form a buffer between residential and employment land. (Employment in blue)
- Potential for Employment land to wrap around Berwick Cranbourne Road (blue outline) to leverage off the employment land within Thompsons Road PSP.
- Core employment land to be provided along the Thompsons Road frontage, building off the access to the Principal Freight Network.

## 5.2 Location of Sensitive Interfaces



Group 1 Notes:

- Transmission Easement can provide a buffer to residential land south of the easement.
- Provide for more intensive employment along eastern portion of Thompsons Road (blue outline) with buffer employment south of this (purple outline)
- Provide for buffer employment along the western portion of Thompsons Road (purple outline), with more intensive employment south of this (blue outline)

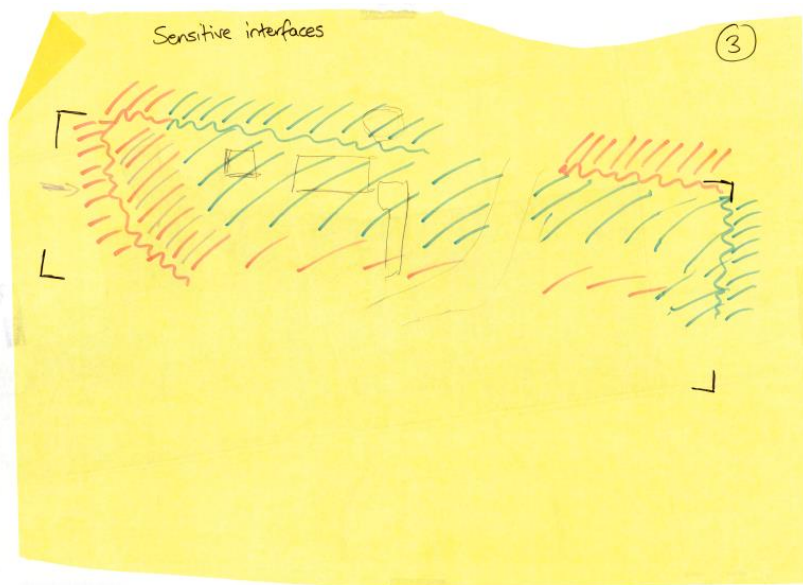


Group 2 Notes:

- Sensitive interface to residential (both proposed and existing) to the precinct's west and south deem residential suitable along the precinct's western end and south of the transmission easement (red outline)



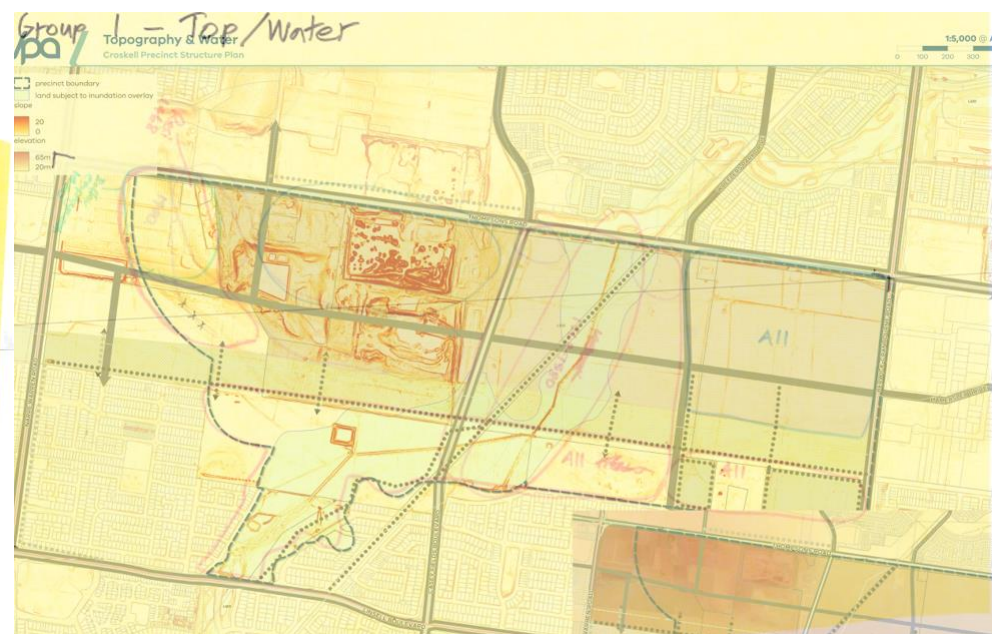
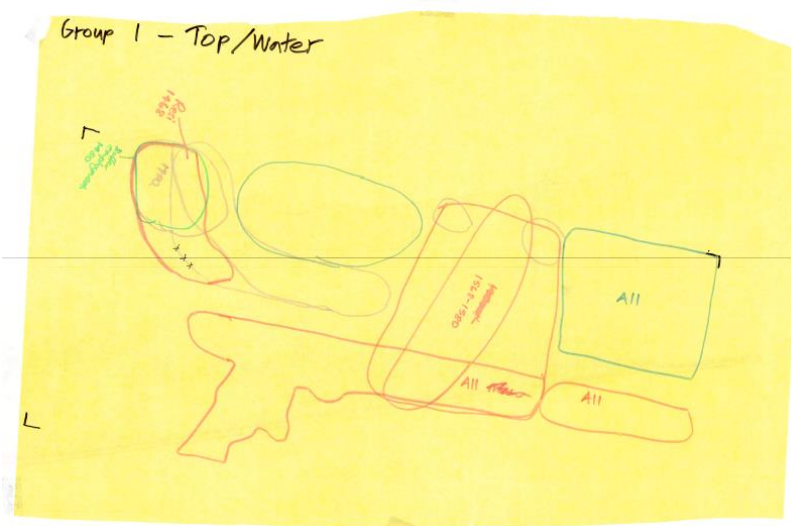
- Employment along eastern end of Thompsons Road could be tricky due to the residential interface on the northern side in Cranbourne North. Suggested buffer (purple outline).
- Need for well-designed interface at Wheelers Park Drive intersection/ drainage crossing, the entrance to the Avenues activity centre to the north



Group 3 Notes:

- Need to respond to residential land to west of the PSP area by providing residential or buffer employment to western edge of the PSP (dashed lines in red)
- Thompsons Road will likely provide an adequate buffer to the residential land to the north, being a 6 lane road.
- The east west connector road may provide for a buffer to residential land, in addition to specific interface treatment. (Dashed lines in red south of the connector road represent potential for residential with the exception of the Berwick Cranbourne Road frontage).

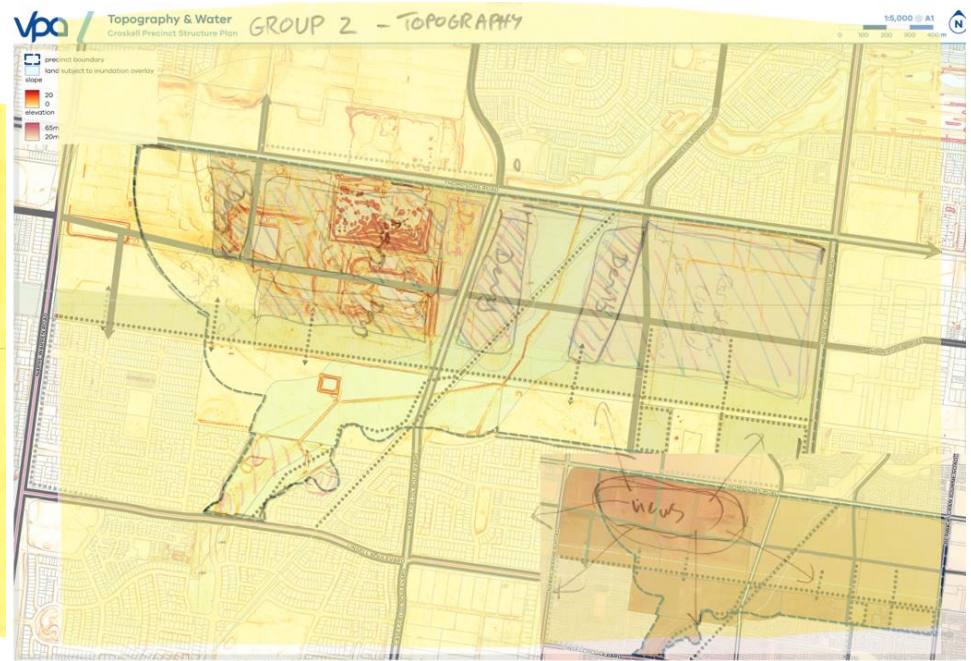
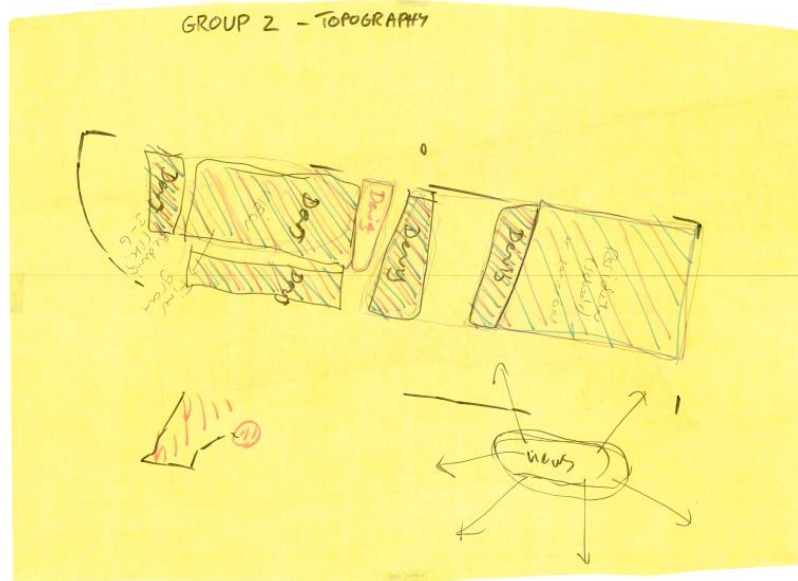
### 5.3 Topography and Water



Group 1 Notes:

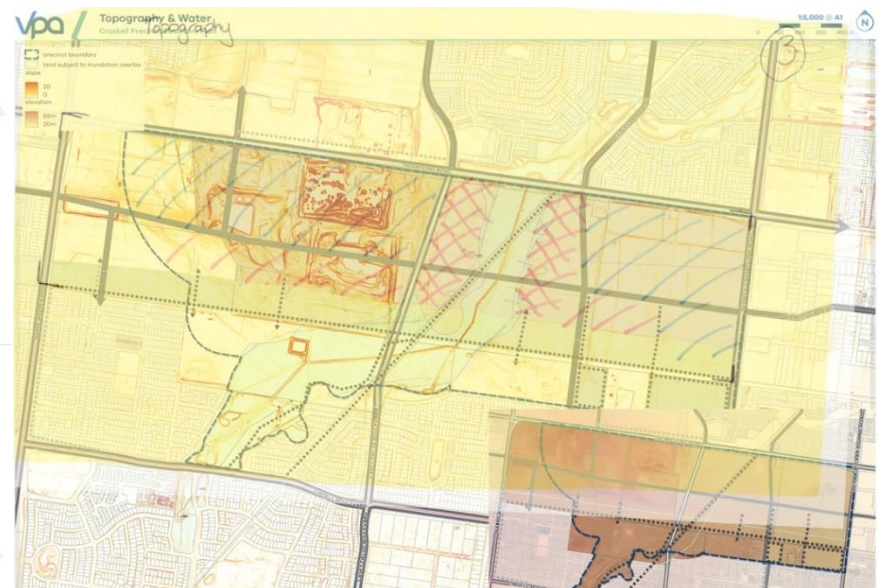
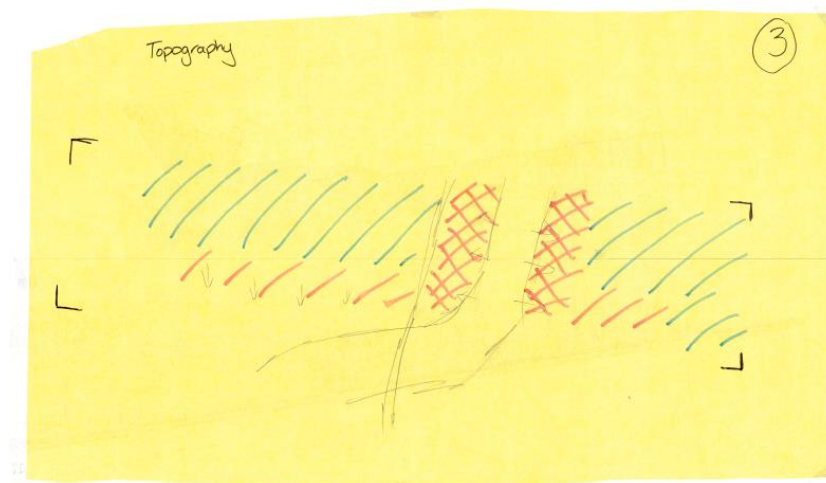
- Topography does not represent a major constraint or impact on future uses
- Residential uses should take advantage of north south drainage corridor (red outline)
- Dispute in location of residential vs employment land in north-western corner of PSP (red/purple outlines)





Group 2 Notes:

- In terms of topography, all MICLUP land is deemed suitable for either employment or residential, with the potential of locating higher density developments within the western part of the PSP featuring more slope as well as along each side of the drainage corridor



Group 3 Notes:

- High density residential along the waterway to leverage off the amenity of the waterway and open space corridor (hatched in red)
- Residential along the transmission line to leverage off this open space corridor (potential for residential uses to access this open space corridor) (red dashed lines)
- Residential on the west side of the precinct to have views south where the land slope down towards the transmission easement (red dashed lines)
- The quarry has the fill around it on site and it would not be difficult to fill back in (quarry located central of the PSP west of the waterway)
- The areas of slope within the PSP (on the western side of the PSP) will not form a significant constraint to developing employment land given the high value of employment land. The slope is not that significant.

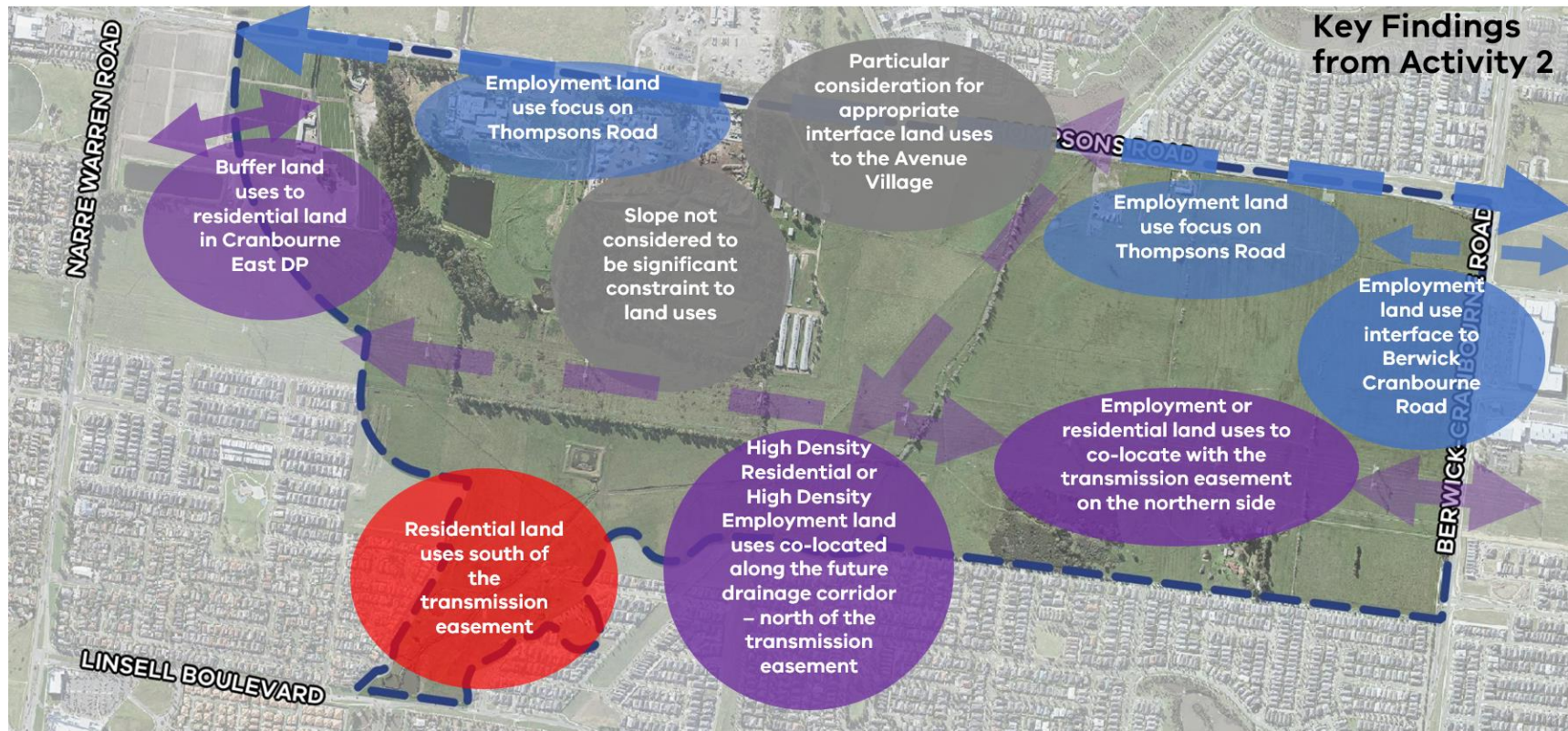


## 6 EMERGING DIRECTIONS

The concept plan below highlights the emerging directions that the VPA and CCC have drawn from the workshop.

It is noted that these emerging directions do not necessary reflect all the views of all landowners, the VPA or CCC. Rather, they provide some general themes for the VPA to explore when developing emerging concept plans to test at the Co-design workshop.

It is noted that the VPA is awaiting drainage scheme concept options from Melbourne Water. The VPA and other government partners will also need to further test the potential location of community and recreation infrastructure, including schools, prior to Co-Design.



The VPA would like to thank the participants for their involvement in the workshop, including the individual landowners, their appointed Consultants and staff from CCC.