



# CROSKELL Precinct Structure Plan

Co-Design Workshop Summary Report

October 2022 *Version 2*

Prepared by  
**mesh**

# CROSKELL

# Precinct Structure Plan

## Co-Design Workshop Summary Report

October 2022 Version 2

Prepared by

mesh

LEVEL 2, 299 CLARENDON STREET, SOUTH MELBOURNE, VIC 3205  
PHONE. +61 3 9070 1166 MESHPLANNING.COM.AU



### ACKNOWLEDGEMENT OF COUNTRY

Mesh acknowledges the Traditional Owners of the lands and waters on which we work, plan and design for, and pay our respects to Elders past, present and emerging.



© VICTORIAN PLANNING AUTHORITY 2022.

This document was developed by the VPA on behalf of the Victorian Government. This publication may be of assistance to you but the State of Victoria and its employees do not guarantee that the publication is without flaw of any kind or is wholly appropriate for your particular purposes and therefore disclaims all liability for any error, loss or other consequence which may arise from you relying on any information in this publication.



## TABLE OF CONTENTS

<b>1. PRECINCT STRUCTURE PLAN PROCESS</b>	<b>1</b>	<i>Figure 1: PSP Process</i>	<b>2</b>
1.1 <i>Croskell Precinct Structure Plan (PSP)</i>	3	<i>Figure 2: Day 1 Workshop Structure</i>	8
1.2 <i>Major Stakeholder Engagement Activities to Date</i>	3	<i>Figure 3: Day 2 Workshop Structure</i>	9
1.3 <i>Summary Report Purpose</i>	3	<i>Figure 4: Transport Network Comments Reel</i>	13
1.4 <i>Emerging Vision Statement</i>	4	<i>Figure 5: Transport Network Plan Key Workshop Comments</i>	14
<b>2. CO-DESIGN WORKSHOP</b>	<b>5</b>	<i>Figure 6: Community Infrastructure &amp; Open Space Comments Reel</i>	17
2.1 <i>Participants</i>	6	<i>Figure 7: Community Infrastructure &amp; Open Space Plan Key Workshop Comments</i>	18
2.2 <i>Previous Feedback</i>	7	<i>Figure 8: Land Use Typologies and Precincts Comments Reel</i>	21
2.3 <i>Workshop Structure</i>	7	<i>Figure 9: Land Use Typologies and Precincts Plan Key Workshop Comments</i>	22
<b>3. TRANSPORT NETWORK</b>	<b>11</b>	<i>Figure 10: Built Form and Interfaces Comment Reel</i>	25
3.1 <i>Activity Purpose</i>	11	<i>Figure 11: Built Form and Interfaces Plan Key Workshop Comments</i>	26
3.2 <i>Key Leading Questions</i>	11	<i>Figure 12: Original Place Based Plan</i>	28
3.3 <i>Summary of Discussions</i>	12	<i>Figure 13: Day 2 Comment Reel</i>	29
<b>4. COMMUNITY INFRASTRUCTURE AND OPEN SPACE</b>	<b>15</b>	<i>Figure 14: Revised Place Based Plan - Day 2 Workshop Comments</i>	30
4.1 <i>Activity Purpose</i>	15	<i>Figure 15: Day 2 Workshop Photo References</i>	32
4.2 <i>Key Leading Questions</i>	15		
4.3 <i>Summary of Discussions</i>	16		
<b>5. LAND USE TYPOLOGIES AND PRECINCTS</b>	<b>19</b>		
5.1 <i>Activity Purpose</i>	19		
5.2 <i>Key Leading Questions</i>	19		
5.3 <i>Summary of Discussions</i>	20		
<b>6. BUILT FORM AND INTERFACES</b>	<b>23</b>		
6.1 <i>Activity Purpose</i>	23		
6.2 <i>Key Leading Questions</i>	23		
6.3 <i>Summary of Discussions</i>	24		
<b>7. REVISED PLACE BASED PLAN</b>	<b>27</b>		
7.2 <i>Summary of Discussions</i>	31		
7.3 <i>Day 2 Workshop Photo References</i>	32		
7.4 <i>Next Steps</i>	33		

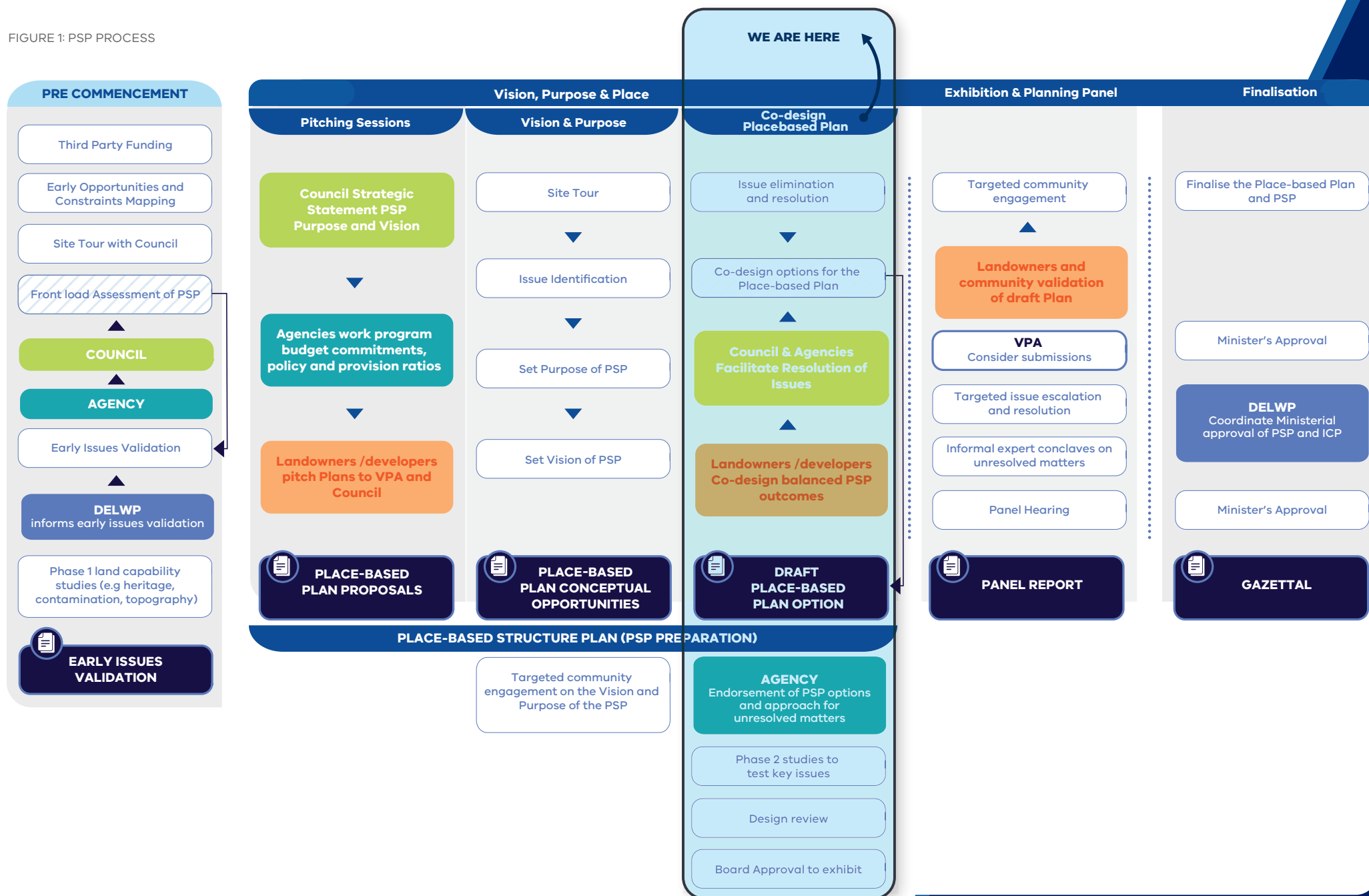
### 1. PRECINCT STRUCTURE PLAN PROCESS

**The Victorian Planning Authority (VPA) is taking an innovative approach to shaping the future of Melbourne's communities, through collaborative strategic planning.**

The VPA considers that Co-Design is key to achieving integrated planning outcomes through the PSP preparation process. This collaborative and iterative approach provides opportunities for a range of diverse stakeholders to participate in workshops that generate and refine new ideas, and build, test and deliver meaningful and distinct visions for new greenfield neighbourhoods and communities.



FIGURE 1: PSP PROCESS



## 1.1 CROSKELL PRECINCT STRUCTURE PLAN (PSP)

### The Croskell Precinct Structure Plan area is located on Bunurong Country.

The VPA proudly acknowledges the Bunurong People as the Traditional Custodians of the Croskell Precinct Structure Plan area. We recognise their continuing connection to the lands and waters of Bunurong Country. We pay our respects to their Elders past and present and extend that respect to all First Nations People.

The Croskell PSP is positioned within a predominantly urban area within the City of Casey, in Melbourne's south east.

The VPA commenced planning in late 2021 through engagement with agencies, landowners and stakeholders and procurement of technical assessments to inform the planning process.

Croskell is designated within the Melbourne Industrial and Commercial Land Use Plan (MICLUP) as a Regionally Significant Commercial Area. The precinct will include land for both employment and residential uses, as well as drainage, open space, transport and community infrastructure.

## 1.2 MAJOR STAKEHOLDER ENGAGEMENT ACTIVITIES TO DATE



## 1.3 SUMMARY REPORT PURPOSE

### The purpose of this Summary Report is to highlight key points of opinion, interest and preference that were raised and discussed by key stakeholders as part of the Co-Design workshop.

These points have informed the draft Place Based Plan and provide direction for the formal preparation of the Croskell PSP.

Points raised as part of the Co-Design workshop will inform the testing, design and agency validation phases prior to the preparation of a refined Place Based Plan draft for public exhibition.

The draft Place Based Plan will also inform the preparation of a Infrastructure Contributions Plan (ICP), which will impose infrastructure contributions in relation to the development of land. Following testing of the ICP by the VPA, a draft will be exhibited alongside the PSP.

## 1.4 EMERGING VISION STATEMENT

### An Emerging Vision Statement for the PSP was developed during the Vision and Purpose Workshop and received feedback during the Pre-Co-Design Landowner Workshop.

A refined Vision Statement incorporating feedback from both the Pre-Co-Design workshop and Co-Design workshop will be included as part of the draft PSP documentation presented during Public Exhibition.

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. CO-DESIGN WORKSHOP

**This summary report captures the key outcomes from the Croskell PSP Co-Design workshop held over two days on 11 July 2022 and 14 July 2022.**

The purpose of the Co-Design workshop was:

- To update key stakeholders, landowners and agencies on work to date and identify and discuss issues, opportunities and challenges.
- To confirm areas of agreement or shared understanding, narrow matters of dispute and address the key PSP elements.
- To ensure everyone attending could contribute and provide genuine feedback.
- To ensure all attendees were heard and feedback was captured.
- To refine and improve on the PSP outcomes.

## 2.1 PARTICIPANTS

A diverse and knowledgeable range of stakeholders attended the two Co-Design Workshop sessions with approximately 70 participants encompassing:

- » Landowners and landowner representatives
- » Casey City Council
- » Victorian Planning Authority and appointed consultants
- » Department of Education and Training
- » Department of Environment, Land, Water and Planning (Victorian Desalination Project and Port Phillip Region teams)
- » Department of Transport
- » Department of Treasury and Finance
- » Invest Victoria
- » Environment Protection Authority
- » Melbourne Water
- » South East Water
- » Bicycle Victoria

The VPA is meeting with other key stakeholders who were unable to attend, including the Bunurong Land Council Aboriginal Corporation.





## 2. CO-DESIGN WORKSHOP

### 2.2 PREVIOUS FEEDBACK

**Information received as part of the Pitching Sessions held in November 2021 was analysed by the VPA to identify key issues, challenges and innovations for the PSP.**

These were further validated, refined and consolidated as part of the Vision and Purpose Workshop held in December 2021.

A pre-Co-Design Workshop was then held in April 2022 to discuss the key spatial considerations influencing the location of land uses and environmental assets. A summary of these previous Sessions and Workshops can be found on the VPA's Croskell PSP webpage.

The outcomes of the previous Pitching Sessions, Vision and Purpose Workshop and Pre Co-Design Workshop helped to inform the preparation of the 4 concept plans presented on day 1 of the workshop.

### 2.3 WORKSHOP STRUCTURE

**The Croskell PSP Co-Design Workshop was held over two days in July 2022.**

To help inform discussions on the day, workshop attendees were provided with the draft place based plan and an update on technical reports and key PSP challenges prior to the workshop.

A Croskell Co-Design Introduction Video via YouTube further outlined the findings from initial background reports and VPA plan testing that had informed the preparation of the draft concept plans presented on day 1 of the workshop.

### DAY 1 – 11 JULY 2022

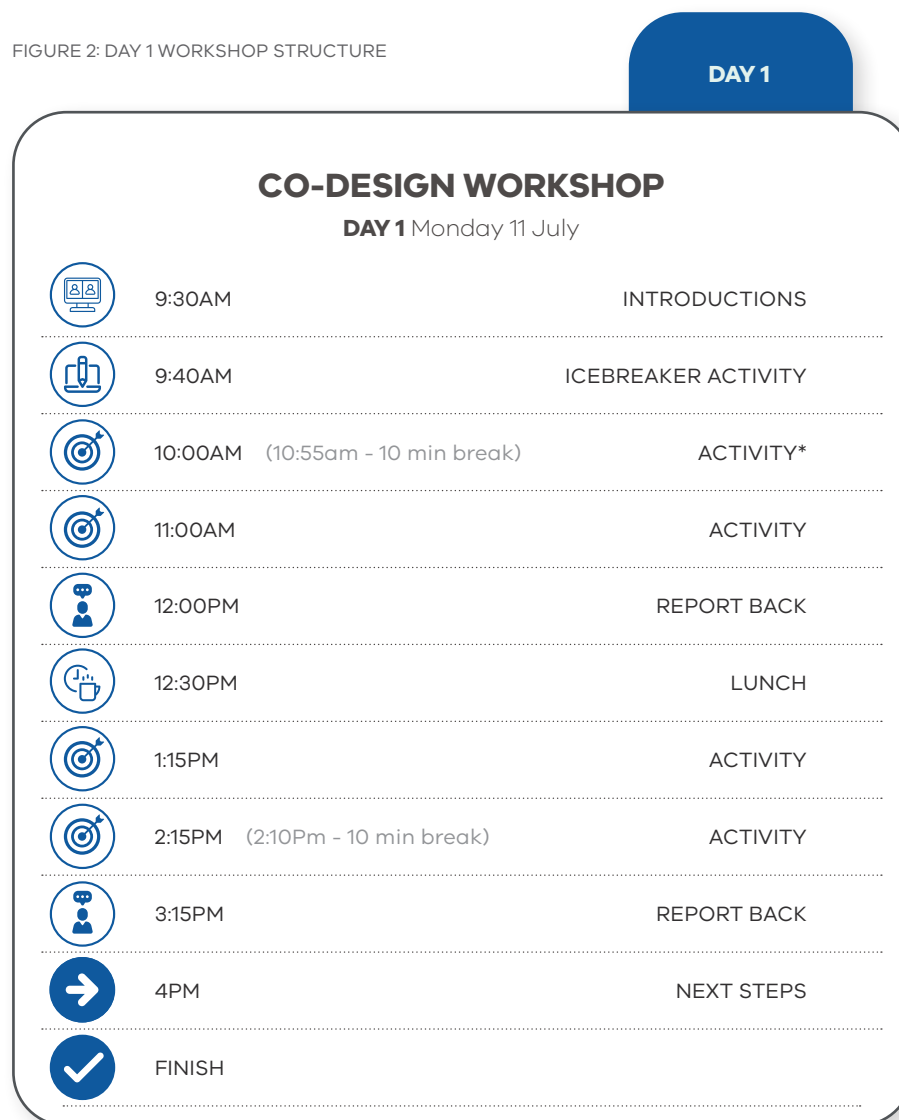
Day 1 of the Co-Design Workshop was held in a hybrid format, giving attendees the option to participate either in person or online to address COVID-19 concerns and flexible work arrangements. The workshop commenced with a brief introductory presentation and explanation of the day's activities and expectations. Following this, small break out groups facilitated interactive activities.

The breakdown and structure of the day is illustrated in Figure 2.

Workshop activities were undertaken via MURAL, a digital workspace tool. This tool was chosen to allow attendees equal access to workshop activities, discussions and ideas regardless of whether they were attending the workshops in person or online. This tool also provided a single platform to effectively consolidate comments, facilitating report backs on small group discussions to the wider workshop.

... Refer to Appendix 1 for the output data recorded on MURAL during Day 1.

FIGURE 2: DAY 1 WORKSHOP STRUCTURE



\* **Note:** Activities are described on pages 11-26 and relate to the PSP themes: transport; community infrastructure and open space; land use typologies and precincts; and built form and interface outcomes.

2. CO-DESIGN WORKSHOP

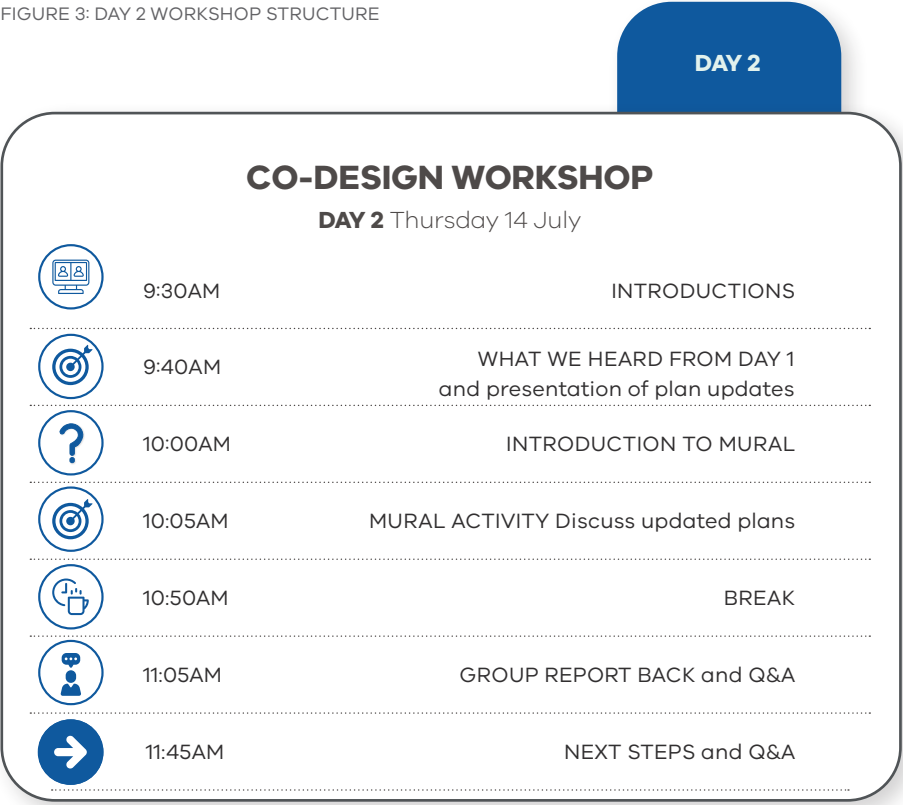
DAY 2 – 14 JULY 2022

Day 2 of the Co-Design Workshop was held online. The workshop commenced by introducing the key matters heard as part of the Day 1 workshop and explaining how these matters informed potential changes to the Place Based Plan that the VPA would investigate.

This amended Place Based Plan was then presented to workshop attendees before the group was split into breakout groups to facilitate discussions and comments on the amended Plan.

The breakdown and structure of the day is illustrated in Figure 3.

FIGURE 3: DAY 2 WORKSHOP STRUCTURE



## WHAT WE HEARD – DAY 1

Day 1 discussions revolved around four concept plans that each highlighted different aspects of the draft Place Based Plan:



PSP THEME **Transport Network**



PSP THEME **Community Infrastructure and Open Space**



PSP THEME **Land Use Typologies and Precincts**



PSP THEME **Built Form and Interface Outcomes**

Attendees were split into small groups to work through all four plans and were asked to validate proposed outcomes, provide further feedback and explore alternative layouts, arrangements and outcomes. The outcomes from these discussions are detailed below.

*The comments and MURAL outputs presented below identify comments and ideas contributed for each workshop activity to guide the development of a final Place Based Plan for the Croskell PSP and do not represent any element with any finality.*



### 3. TRANSPORT NETWORK

#### 3.1 ACTIVITY PURPOSE

To validate the proposed transport plan and ICP items and receive feedback.

To explore alternative road/path configurations as suggested by attendees.



#### 3.2 KEY LEADING QUESTIONS

? ARE THE LOCATIONS OF THE ROADS APPROPRIATE? COULD THE ROAD ALIGNMENTS BE CHANGED, IF SO WHERE AND WHY?

? ARE THERE OTHER CONNECTIONS THAT ARE NEEDED OR PREFERRED, IF SO WHERE AND WHY?

? ARE THE DIRECTIONS ON THIS PLAN APPROPRIATE, IF NOT WHAT SHOULD BE CHANGED?

? ARE THE LOCATIONS OF SHARED PATH APPROPRIATE? ARE ANY CHANGES NEEDED, IF SO WHERE?

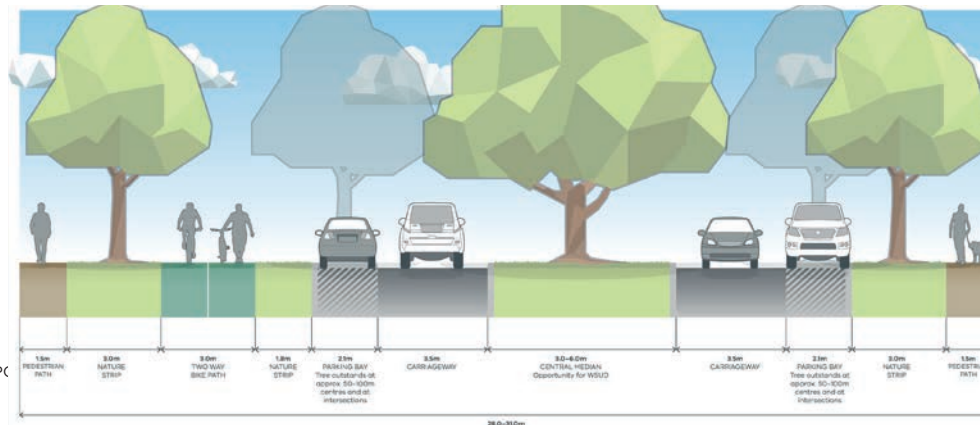
? DOES THE COLLECTOR ROAD BOULEVARD CROSS SECTION PROVIDE AN APPROPRIATE MOVEMENT CORRIDOR? (SEE CROSS SECTION BELOW)

? DOES THE ROAD NETWORK SUFFICIENTLY SEPARATE EMPLOYMENT TRAFFIC FROM RESIDENTIAL TRAFFIC?

? WHAT ARE THE DESIGN OPTIONS IF THE TWO PROPOSED ROAD CROSSINGS OVER THE EASEMENT ARE NOT ACHIEVED?

? HOW CAN PRECINCT CONNECTIVITY BE FACILITATED IN THE EVENT OF NO ROAD CROSSINGS? WHAT ARE OTHER WAYS TO CONNECT THE COMMUNITY?

? IF ROAD CROSSINGS NEED TO BE REDUCED, WHAT ROAD SHOULD BE PRIORITISED?





### 3.3 SUMMARY OF DISCUSSIONS

Participants raised a **strong preference** for an integrated local street and connector road network that separates residential and employment generated traffic.

Service Lane access off Thompsons Road was a frequently suggested outcome to separate employment and residential traffic and improve truck accessibility into and out of the precinct.

Casey Fields Boulevard was frequently discussed as a **key north-south crossing** across the easement, with an

opportunity to straighten the alignment, increase tree planting and provide shared paths.

There was **general preference** for local streets surrounding the schools to be designed in a safe, functional and convenient manner allowing for bus parking, safe pedestrian crossings and limiting traffic conflicts.

Resolution and confirmation on the quantity and location of **easement crossings** was discussed in depth, with participants acknowledging that resolution of this issue

was required to ensure appropriate land use configuration.

There was a preference to locate areas of higher density residential and employment based land uses along **connector roads** rather than local streets.

A rationalised **drainage alignment** was considered as an opportunity to further refine the transport network and key road cross sections across the precinct.



*"Need to work through the quantity and type of streets around the school."*



*"Connector Boulevard should be redesigned to have shared paths and shade ways on both sides and wider parking lane that could become a traffic lane in future."*



*"It is essential that Casey Fields Boulevard be retained as a crossing point across the easement"*



*"For the southern most school, access to the residential areas to the west, south and east is more important than access to the north."*



*"Need to have indented parking on the school side of the road for any connector street abutting a school site."*



*"Don't want too much residential development directly abutting the school site - too much traffic conflict."*



*"Goulburn Street and Donahue Street intersection are poorly aligned."*



*"Road network must support school bus pick up and drop off."*



*"Suggest Hammersley Drive extension run straight through rather than deviate north and south."*



*"Want the ability to have a flexible road network to allow movement."*



*"Opportunity for Casey Fields Blvd to be straightened up."*



*"Opportunity to better align road networks if a rationalised waterway solution can be resolved."*



*"A clear legible transport network pattern will set up the precinct."*



*"Need to avoid having proposed school sites anywhere near roads carrying heavy freight vehicles."*



*"Worth including cross sections for connector roads that show the potential for canopy trees."*



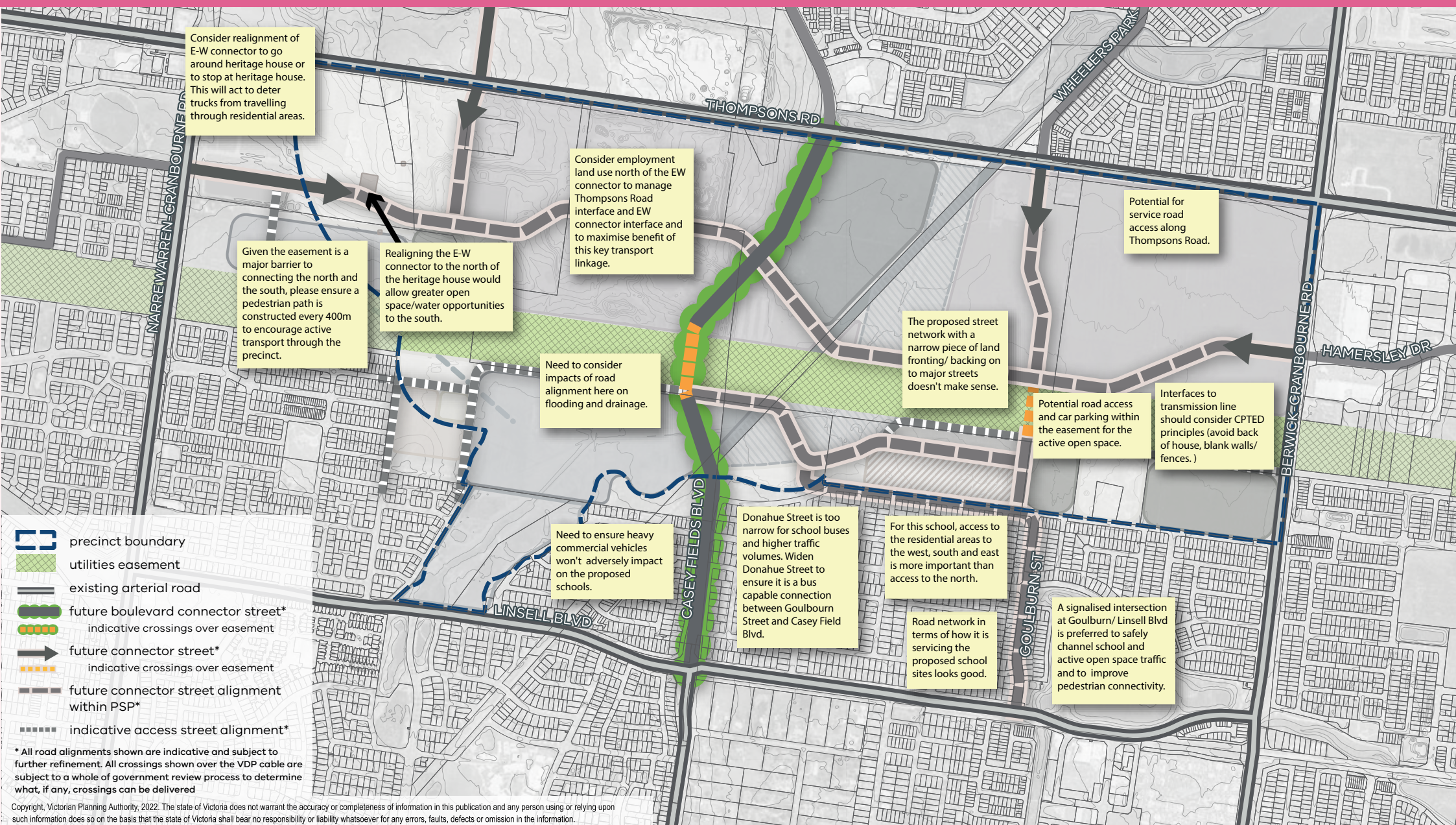


FIGURE 5: TRANSPORT NETWORK PLAN KEY WORKSHOP COMMENTS





## 4. COMMUNITY INFRASTRUCTURE AND OPEN SPACE

### 4.1 ACTIVITY PURPOSE

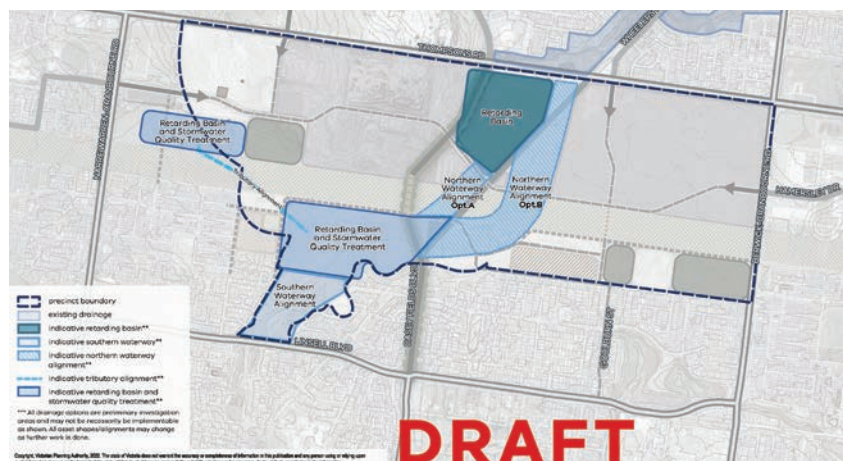
To validate proposed community infrastructure, open space and drainage locations and receive feedback.

To explore alternative locations as suggested by attendees.



### 4.2 KEY LEADING QUESTIONS

- ? ARE COMMUNITY INFRASTRUCTURE USES LOCATED IN THE MOST APPROPRIATE LOCATIONS, WHAT SHOULD BE CHANGED, WHERE AND WHY?
- ? HOW COULD THESE USES BETTER LEVERAGE OFF EXISTING OR PROPOSED FEATURES OF THE PLAN?
- ? ARE THERE ALTERNATIVES TO THE PROPOSED DRAINAGE AND WETLANDS OUTCOMES FOR THE PRECINCT? (SEE PROPOSED DRAINAGE ALIGNMENT BELOW)
- ? ARE THERE OTHER USES OR INFRASTRUCTURE ITEMS THAT CAN BE LOCATED WITHIN THE TRANSMISSION EASEMENT, IF SO WHERE?
- ? WHAT ARE SOME REAL INFRASTRUCTURE PROJECTS WHICH COULD BE USED AS REFERENCE FOR CROSKELL?
- ? ARE THE DIRECTIONS ON THIS PLAN APPROPRIATE, WHAT COULD BE CHANGED? DO DIRECTIONS ON THE PLAN RESPOND BEST TO TOPOGRAPHY AND EXISTING VEGETATION?
- ? DOES THE TRANSMISSION LINE EASEMENT CONCEPT PLAN (SEE BELOW) PROVIDE ADEQUATE COMMUNITY INFRASTRUCTURE AND OPEN SPACE ELEMENTS, WHERE ARE THERE FURTHER OPPORTUNITIES OR CHANGES, AND WHY?



### 4.3 SUMMARY OF DISCUSSIONS

Participants raised a strong preference for business and employment functions, such as **co-working spaces** within community facilities, to integrate with adjoining employment land uses within the precinct.

One breakout group considered the **urban heart** that community infrastructure could provide in connecting the business and residential community.

A dedicated arts space was frequently discussed as a potential **re-use opportunity** for the Springmount heritage dwelling.

Additionally, the opportunity for this asset to be integrated with public open space and potential wetlands was raised as a key opportunity to integrate the site with the broader urban structure.

There is a **strong preference** to ensure a 400 metre walkable catchment to public open space across the precinct area to facilitate access to natural amenity.

A rationalised **drainage alignment** was frequently discussed as an opportunity for a more efficient use of land that enables open

space and community infrastructure aspects to be refined and improved.

**Efficient and high amenity pedestrian crossings** over the easement and key road networks were raised as an important element to be resolved to ensure walkability is not impacted by infrastructure elements.

Participants raised concerns with the allocation of open space across the PSP area. Reducing the proposed **northern active open space** area was discussed as a means of ensuring open space provision aligns with local needs and Council priorities.





## The comments reel represents key comments raised by participants:



***"Potential for a community hub with option for businesses co-working and incubation."***



***"Large halls and flexible community rooms for intergenerational services is in undersupply in this area."***



***"Potential separate community hub with hall and multi-purpose community space near the secondary and Active Open Space."***



***"Dedicated art space could be part of future Community Hub."***



***"Ensure 400m walkable catchment to public open space. Parks to be a minimum 0.6ha if adjacent to encumbered land."***



***"Spread out pocket parks to allow access for workers."***



***"Utilise natural features for employment entrance."***



***"Need to check status of native vegetation on school site, does any need to be retained?"***



***"Open space location, size and proportions should be configured to assist in road network configuration."***



***"How can we ensure the natural amenity is captured with the open space?"***



***Can active open space be located within the powerline easement? Why would it not be possible?"***



***"Waterbodies located within easement should serve as a precedent in this precinct."***



