

Cell 'K' Development Plan

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Responsible Department: Strategic Development

This Development Plan was approved by the City of Casey on 24 March 2009 as the approved Development Plan for the affected land under Clause 43.04 (Schedule 2) of the Casey Planning Scheme

Document Authorisation

Revision	Date	Details	Authorisation	
			Name/Position	Signature
	6 August 1996	Development Plan adopted by City of Casey	Manager Planning	
A	19 June 2001	Development Plan re-adopted by City of Casey	Manager Planning	
B	2 April 2002	Development Plan amended by City of Casey	Acting Manager Planning	
C	25 July 2006	Development Plan amended – Road Reserve No.2 rezoned to Residential 1 Zone	Manager Planning	
D	24 March 2009	Amended by Council to reflect changes associated with Amendment C99, remove out of date information and comply with privacy legislation	Manager Planning	

CONTENTS

1. DEFINITION OF THE CELL AREA	4
2. OBJECTIVES OF THE CELL AREA	4
3. TRANSPORT AND ROAD NETWORK OBJECTIVES	6
3.1 Street Network	6
3.2 Specific Streets.....	6
3.2.1 Belgrave-Hallam Road.....	6
3.2.2 Tinks Road	6
3.2.3 Drysdale Avenue.....	7
3.2.4 Glenwood Road	7
3.3 Tree Reserves	7
3.4 Pedestrian/Bicycle Paths	8
4. LAND USE AND DENSITY	8
5. OPEN SPACE REQUIREMENTS	9
6. SUMMARY	10

1. DEFINITION OF THE CELL AREA

Cell 'K' is bounded by Belgrave-Hallam Road to the north and west, the Princes Freeway to the south and Tinks Road/Ernst Wanke Road to the east.

The objectives of this Development Plan only apply to the sections of Cell 'K' still covered by the Development Plan Overlay in the Casey Planning Scheme.

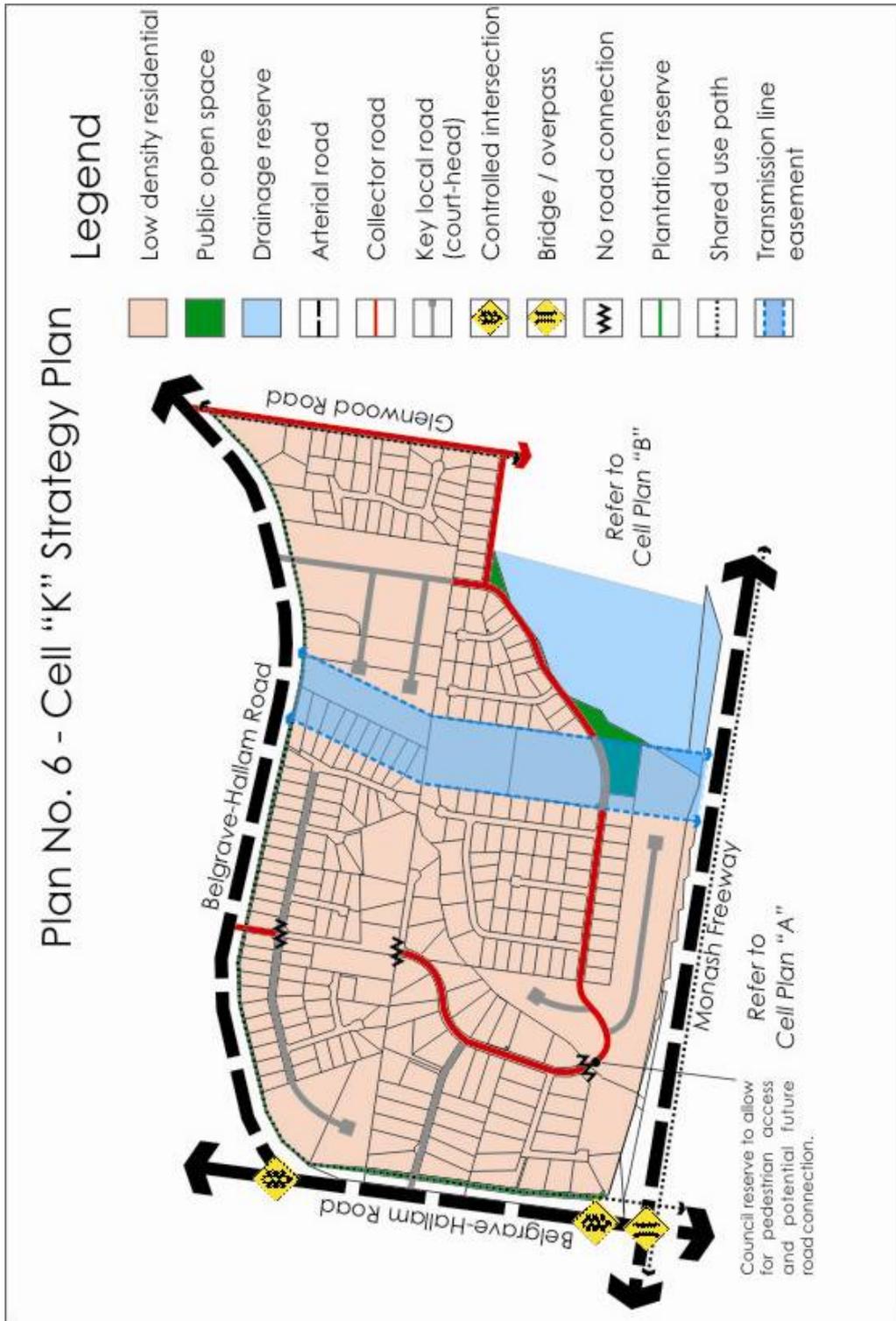
2. OBJECTIVES OF THE CELL AREA

The objectives for Cell 'K' are as follows:

- To outline Council's policy and philosophy for the residential development of land within the cell.
- To provide a planning framework to guide the orderly development of land within the cell.
- To identify existing environmental features, land uses and constraints which need to be considered in the development of land for urban purposes within the cell.
- To identify requirements in relation to the provision of transport infrastructure, utility services, community facilities, open space and other land use matters which are necessary to serve the needs of the local and wider community.
- To provide an information resource for local residents, community groups and businesses interested in the development of land within the cell.

The requirements of the cell are shown on Plan No. 1.

PLAN NO. 1 – CELL 'K' STRATEGY PLAN



3. TRANSPORT AND ROAD NETWORK OBJECTIVES

All roads must be designed in accordance with Casey's Standard Drawings except where differently specified in this Development Plan.

3.1 Street Network

The street network in Cell 'K' is designed to allow for the safe and efficient movement of all forms of transport, including pedestrian and cyclists. Pavements are to be designed to discourage vehicles from exceeding inappropriate speeds in the local street network.

Council's street network within Cell 'K' is based on a three tier hierarchy with road reserve widths and pavement widths similar to other cell areas. However, given that Cell 'K' was originally proposed to be developed as a low density residential area, Council believed a reduction in the usual pavement widths was considered appropriate.

3.2 Specific Streets

3.2.1 Belgrave-Hallam Road

The north-south alignment of Belgrave-Hallam Road within Cell 'K' is a declared Main Road under the *Transport Act 1983*. Any new access connection, or change in the existing conditions between Cell 'K' and Belgrave-Hallam Road, must be approved in writing by Vic Roads.

The widening on the south side of Belgrave-Hallam Road (between Hallam North Road and Narre Warren North Road) was originally proposed by the Country Roads Board when the entire length of Belgrave-Hallam Road was a declared main road and was ultimately intended to form a major link from the Princes Highway to Wellington Road. This section of Belgrave-Hallam Road was undeclared in 1984. The major north-south link in the area is now planned to be Narre Warren North Road.

Lots created within Cell 'K' should be orientated so that all vehicular access to Belgrave-Hallam Road will be via the proposed access roads, as shown on Plan No. 1.

Council maintains that it will not permit direct vehicular access between any developed land and the widened section of Belgrave-Hallam Road. Direct access from allotments to this road will be denied by means of a tree reserve.

3.2.2 Tinks Road

Tinks Road is an arterial road which links Princes Highway to Ernst Wanke Road in the north. Ernst Wanke Road forms an integral part of the arterial road system in the municipality and provides a by-pass of the Fountain Gate - Narre Warren District Centre. Ernst Wanke Road is to become an important north-south transport route.

3.2.3 Drysdale Avenue

Drysdale Avenue was originally planned to fulfil a collector road role within the Cell 'K' residential area. The temporary access was constructed to serve the Mackellar Close and Branca Court subdivision. When Drysdale Avenue was constructed to the east across the "Roads Corporation Land" or to the north to Belgrave-Hallam Road, the temporary access was to be removed. However, on 2 April 2002, following extensive consultation with local residents, Council resolved, in part, the following:

- "1. That Council revises the Cell K Strategy to retain Mackellar Close as a permanent access point with no additional traffic by making Drysdale Avenue not connect through the property at 1 Jaguar Close and not connect across the VicRoads property...."*
- 4. That it be noted that revising the Cell K Strategy does not negate any future connection of Drysdale Avenue if this becomes possible."*

3.2.4 Glenwood Road

Glenwood Road is a local, partially sealed road which provides access to a number of residential allotments. Some of these properties have the potential to be subdivided. Land to the west of Glenwood Road lies within the area which is proposed to allow lots of 2,000 m². Land to the east of Glenwood Road is currently zoned to allow for 4,000 m² lots.

It is proposed to extend Glenwood Road south to the east-west alignment of the arterial road known as Ernst Wanke Road. Therefore, in the future Glenwood Road will experience future higher levels of residential and possibly through traffic. It is anticipated that the pressure on Glenwood Road will decrease once Drysdale Road is extended providing access onto Belgrave-Hallam Road.

Intersection treatment at Belgrave-Hallam Road and Glenwood/ Jacques Road is proposed, as well as Ernst Wanke and Glenwood Road to the south to the satisfaction of Council.

3.3 Tree Reserves

Tree reserves are necessary within the cell on two roads as follows:

- Belgrave-Hallam Road - 12 m on the declared main road. It may also be required on the east-west section of the road.
- Tinks Road extension - 6 m on the west side

Tree reserves perform three main functions:

- To deny legal access between allotments and the road reserve, improving the efficiency of arterial roads as free flowing traffic routes.
- To provide a buffer between roads carrying a heavy volume of traffic and residential properties. This lateral separation assists in improving the residential amenity of households in the vicinity of a main road.
- To provide the opportunity for landscaping both as a buffer between residential properties and the main road and to create an attractive environment along the main road.

3.4 Pedestrian/Bicycle Paths

An important part of any cell is the linking network of pedestrian/bicycle paths so that residents can access various parts of the cell by alternative means than by a motor vehicle. A role of the cell plan is to identify links throughout the cell which provide safe and direct access to open space areas, bus routes and other facilities like primary schools, pre-school/infant welfare centres and convenience shops in other areas.

In most cell plans there are existing features which create opportunities for the development of pedestrian/bicycle paths. In Cell 'K' these opportunities would include the following:

- Watercourses
- Arterial roads (including road widening and tree reserves)
- Major easements (electricity and water)
- Along collector roads and local streets
- Open space reserves
- Linking reserves and linking court heads
- Aqueducts

In April 1991, Consultants Loder and Bayly, in association with Harry Barber, released the Berwick Strategic Bicycle Plan. The plan identified the importance of using cell plans to outline the overall development of bicycle paths in the new areas of the municipality. The study recommended the following measures for Cell 'K':

- The upgrading of Belgrave-Hallam Road to have sealed shoulders for cyclists.
- Belgrave-Hallam and Tinks Road crossings of Freeway to serve cyclists.
- Provide bicycle underpass to Freeway along watercourse.
- Glenwood Road extension will carry high volumes and will need suitable area for cyclists.

Council's policy requires that shared pedestrian/bicycle paths have a minimum width of 2 m. In residential areas, footpaths are required to have a width of 1.4 m.

The proposed major pedestrian/bicycle paths in Cell 'K' are indicated on Plan No. 1.

4. LAND USE AND DENSITY

The land contained in Cell 'K' is semi-rural in nature and includes a combination of low density residential properties and agricultural activities. Initially, it was proposed that Cell 'K' would be developed as a low density residential area with lots having a minimum area of 4,000 m².

Council believes that the 'hatched' area shown on Plan No. 2 has potential to be developed to allow low density lots below the standard 4,000 m². The 'hatched' area is considered to be suitable for lots with a minimum of 2,000 m². The development of land into 2,000 m² lots was facilitated by Amendment L103 to the Berwick Planning Scheme.

The provision of lots below 4,000 m² within Cell 'K' will enable the land to be used more efficiently and will allow a wider variety of lot sizes. In turn, this proposal will facilitate development at a higher density which will ensure that the existing services are fully utilised. The development of this land to allow of 2,000 m² will ensure the retention of the semi-rural environment within Cell 'K'.

In calculating the amount of land available for future subdivision, the retarding basin, drainage reserve and three open space areas need to be deducted.

A number of properties are encumbered by a major transmission line easement. In calculating the amount of land available for residential development, Council has previously resolved to deduct 25% of land to allow for such an encumbrance. It is estimated that approximately 14 ha of the 'hatched' area is encumbered by the SECV easement. As a result, 3.5 ha (or 25%) has been deducted from the overall undeveloped land within Cell 'K'.

The 'hatched' area, as shown on Plan No. 2, covers approximately 103 ha (which includes the deduction of 25% of the encumbered land).

	Lot s	Estimated Population
Existing lots (west of Cell 'K')	5 3	170
Existing lots (< 2.0 ha with Cell 'K')	5	16
Potential lots (@ 4 lots per ha) within 'hatched' area	4 1 1	1315
Total (based on the Revised Cell 'K' Plan)	4 6 9	1501

Therefore, the Cell 'K' review indicates that the area has potential for a total of 469 lots. Assuming an occupancy rate of 3.2 persons per dwelling, Cell 'K' will have a potential population in the order of 1,501 persons.

	Original Cell 'K' Plan - All 4,000 m² lots	Reviewed Cell 'K' Plan - Part 4,000 m² and 2,000 m² lots	Difference between the original Cell and reviewed Cell
Potential lots	259	469	+ 210
Potential population	829	1,501	+ 672

5. OPEN SPACE REQUIREMENTS

Council's requirements for open space in residential subdivisions are based on the needs of the community which will ultimately live in developed residential areas. The residents of Cell 'K' and the surrounding areas are fairly well provided for in terms of open space.

Section 18 of the *Subdivision Act* 1988 outlines that Council, acting as a Responsible Authority under the *Planning and Environment Act* 1987, may require 5% of all land in a proposed residential subdivision to be set aside for public open space.

As policy, Council requires the 5% open space contribution to be provided in the form of land, particularly where the land contribution will exceed 0.4 ha. However, Council

may accept a suitable cash contribution in lieu of land provided that such a contribution would be equivalent in value in real terms to any land foregone. In some cases, where the land contribution will not exceed 0.4 ha, a land contribution may still be required depending upon circumstances relevant to a particular parcel of land. This is particularly relevant to a particular parcel of land. This is particularly relevant for the provision of open space links for pedestrians, cyclists and horse riders.

The Latrobe Valley By Pass Retarding Basin is located within Cell 'K'. Cell 'K' contains two parcels of open space which abut the retarding basin. It is considered that part of the basin may have potential to be utilised for recreational purposes. The recreation potential of the site may be limited to passive uses only. Further discussion needs to occur between Council officers and Melbourne Water regarding the retarding basin's potential to be used for recreational purposes.

6. SUMMARY

The cell plan provides the overall framework for residential development of land in certain areas. The Strategy for the development of Cell 'K' is shown on Plan No. 1.

Cell 'K' is defined by Belgrave-Hallam Road on the north and west, the proposed Princes Freeway on the south and the Tinks Road/Glenwood Road alignment to the east. A western section of the cell is already developed with low density, 4,000 m² allotments. The balance of cell is predominately semi-rural.

Belgrave-Hallam Road is a declared main road from the Princes Highway to the Hallam North Road intersection. From this point the declared main road will continue along the Hallam North Road alignment to Heatherton Road. It is proposed to extend Glenwood Road south to the east-west alignment of the arterial road known as Ernst Wanke Road.

The cell provides for the linking network of the pedestrian/bicycle path along the Troups Creek West Branch.

Initially, it was proposed that Cell 'K' would be developed as a low density residential area with lots having a minimum area of 4,000 m². The western portion of Cell 'K' has already been subdivided into such a density. Council now recognises that part of Cell 'K' has the potential to be developed at a higher density (minimum 2,000 m²). Development at a higher rate will provide a wider variety of lots within the cell and use the land more efficiently. Taking this factor into account, it is now estimated that Cell 'K' will contain approximately 469 lots and a population of 1,501 persons.

