

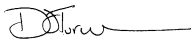


# Cell 'A' Development Plan

**Amended by Council 24 March 2009**

**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 1) of the Casey Planning Scheme**

## Document Authorisation

Revision	Date	Details	Authorisation	
			Name/Position	Signature
	21 January 1997	Adopted by Council		
A	7 September 1999	Re-adopted by Council		
B	19 June 2001	Re-adopted by Council		
C	4 April 2006	Amended by Council	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D	24 March 2009	Amended by Council to reflect changes associated with Amendment C99, remove out of date information and comply with privacy legislation	Manager Planning	

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## 1. DEFINITION OF THE CELL AREA

Cell 'A' is bounded by Belgrave-Hallam Road to the west, the proposed Princes Freeway to the north, the Troups Creek East Branch to the east and the Princes Highway to the south.

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

## 2. OBJECTIVES OF THE CELL AREA

The objectives for Cell 'A' are as follows:

- To provide a planning framework to guide the orderly development of residential 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.
- To identify requirements in relation to the provision of infrastructure, services, 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 1.

## 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 "A" is designated to allow for the safe and efficient movement of all forms of transport, including pedestrians and cyclists.

The street network is still required to be completed by the provision of:

#### 3.1.1 Young Road

Young Road is a local, unsealed road which provides access to a dozen residential properties. Most of these properties have the potential to be resubdivided. Therefore in the future Young Road will experience future higher levels of residential traffic. Initially it was considered appropriate to close Young Road at Belgrave-Hallam Road. It was then proposed to incorporate the north-south section of Young Road into Nettle Drive which would have provided access to community facilities for residents living in the Young Road area. However, it is now considered that the truncation of Young Road will create additional pressure on Fitzgerald Road as the only access point to/and from the western section of Cell "A".

In order to avoid traffic congestion at the intersection of Princes Highway and Fitzgerald Road and to appropriately address the issue of safety in having one access point for the western section, an alternative access point to Young Road from Belgrave-Hallam Road will be made available. It is proposed to extend Frawley Road west of the existing roundabout to connect with Young Road (eventually Nettle Drive).

The south section of Nettle Drive linking Young Road to Fitzgerald Road will require traffic calming devices in order to slow the future movement of traffic and to discourage drivers from using the route as a short cut.

### 3.1.2 Tinks Road

Tinks Road is an important north-south transport route which links Princes Highway to Ernst Wanke Road in the north.

Tinks Road was originally established with a 15.24m wide reserve. Over the years widenings have been provided on both sides resulting in a reserve width of 20.1m for most of its length.

A widening of 1.9 m is still required from the remaining unsubdivided property on the western side of Tinks Road generally opposite Prospect Hill Road and situated between Guildford Crescent and Saffron Drive.

Direct access from residential properties to Tinks Road is restricted via 6 metre wide tree reserves. The only access points to Tinks Road allowed will be at approved road connections, namely Guildford Crescent, Saffron Drive, Prospect Hill Road and Josephine Avenue.

### 3.1.3 Bunbury Avenue

The northern and southern sections of Bunbury Avenue must be connected when subdivision of that land occurs.

## 3.2 Pedestrian/Bicycle Routes

The proposed and existing major pedestrian/bicycle routes in Cell "A" are indicated on Plan No. 1. The pedestrian/bicycle route still required to be provided in Cell "A" is:

- A future link from Young Road to Frawley Road.

PLAN No. 1 – CELL 'A' STRATEGY PLAN

