

22.0419/01/2006
VC37**ALTONA MEADOWS URBAN DESIGN POLICY**

This policy applies to land in the Altona Meadows area. The area is bounded by Central Avenue and Queen Street to the north, Victoria Street to the east, South Avenue Merton Street and the southern boundary of properties abutting Spicer Boulevard/May Avenue to the south, and Henry Drive and Skehan Boulevard to the west. Refer to the attached map.

Policy basis

The area was originally subdivided in the 1890s in a formal grid pattern and was revised by the former City of Werribee into the current pattern. These changes involved blocking streets, turning them into a series of courts and culs-de-sac to prevent through traffic, the inclusion of speed humps and the winding road pavements in the western half.

The built form is characterised by buildings, which have generous street setbacks and are generally single-storey brick dwellings with tile roofs, sitting within landscaped front yards (garden beds, bushes and lawn). Only a few of the lots have fences that are small and the material used is generally timber or cast iron.

The area has poor access to public transport as well as narrow roads, lack of public open space that raises issues with regard to residential design, the need for private open spaces and on site car parking.

The policy implements the strategic directions of the Municipal Strategic Statement, Council's Neighbourhood Character Study (1997) and Population and Housing Strategy 'Our Changing Neighbourhoods – 1999'.

This policy enables site responsive and well designed residential development that will enhance and protect the strong neighbourhood character of the City's residential areas.

Specific Design Objectives

New residential and infill development must have regard to the following specific design objectives:

- To reflect the distinctive qualities of Hobsons Bay.
- To reinforce the distinctive qualities and local identity of the area.
- To respect any strongly established neighbourhood character.
- To use materials and colours commonly used in the neighbourhood.
- To ensure design contributes to a safer environment.
- To use innovative designs that makes a positive contribution to the streetscape.
- To encourage the location of higher density development around Central Square Shopping Centre.
- To promote the concept of self-sustaining communities where living, working, recreating and shopping can all occur within walking distance.
- To recognise a portion of the Altona Meadows West precinct as an area of minimal change.

Policy**Context and Setting**

The following additional matters should be noted in the surrounding area for preparation of the neighbourhood and site description and design response in accordance with the requirements of Clause 54 and Clause 55.

- The style and era of housing (eg. single storey);
- Materials used in the walls and roof of buildings; and
- Any other features of the area that are consistent or distinctive.

Assessment of the Design Response will include consideration of the following issues, which should be addressed in the Response:

- Whether the proposed development is in keeping with surrounding houses, including setbacks and built form;
- The relationship of landscaping with the streetscape; and
- Whether the proposal is an innovative design which contributes to the character of the area.

Position on the site – frontage setback and width

Much of the character of the neighbourhood is dependent on the width of frontages and the setback of buildings. If these are uniform, this rhythm should be maintained. Side setbacks are also strong contributor to the character of the area. Infill development should maintain the consistency of these elements by:

- Matching the frontage setback to the predominant street pattern;
- Maintaining the apparent frontage width pattern; and
- Providing generous setback on at least one side.

Facade patterns and articulation

Infill development should respect the dominant facade pattern of the streetscape in a contemporary way to retain and enhance the neighbourhood character. This facade pattern can be reflected by:

- Using similarly proportioned roof forms, windows, doors and verandahs; and
- Maintaining the proportion of wall space to windows and door openings.

Colours and materials

Use of appropriate building materials helps to reinforce neighbourhood character. Infill development can fit with the neighbourhood character in this way.

Trees and Landscaping

- Encourage landscape edge between property boundaries and driveways generally in accordance with Hobsons Bay City Council Landscape Design Guidelines (1999).
- Council to seek capital works funding or external funding for street planting/road improvements within the area.
- Maintain and encourage the links between local parks and courts and collector roads.
- Retaining any existing mature trees and incorporating them into the design.
- Planting at least one substantial tree to each average lot.

- Planting trees that are common to and perform well in the area.
- Providing a front garden that contributes to the character of the street.
- The maintenance of the open character of the area by requiring buildings at the front to be set back from at least one side boundary.
- Retention of landscape setbacks and increasing those setbacks where necessary to overcome other site layout deficiencies.

Front boundary treatment

Front fences and gardens contribute strongly to the streetscape. A building that meets all of the preceding design principles may still detract from the character of the area if boundary treatment is significantly different. This will be avoided by:

- Front fences and gardens, which complement the dominant street pattern.

Community Safety

Many of the preceding design principles are also concerned with the design of a safer living environment. In the interests of providing safer streets and houses, new development should:

- Maximise the number of windows that overlook the street.
- Use transparent fences to the frontage.
- Avoid medium height shrubby plant material along the frontage.
- Provide for the safety and security of residents and property.
- Light communal space with high mounted sensor lights.

Traffic and Car Parking

- Where possible, car parking should not be visible from the street, and should be contained within a building.
- Outdoor car parking should be landscaped to the satisfaction of the Responsible Authority.
- Single driveways should be encouraged on allotments less than 14m wide.
- 1.5 car spaces per unit where car parking is provided on a communal basis.
- 2 car spaces per unit where car parking is provided for the exclusive use of individual dwellings.
- Lots less than 13m wide will require special attention to the width of garages and car spaces to ensure adequate manoeuvring space is available.

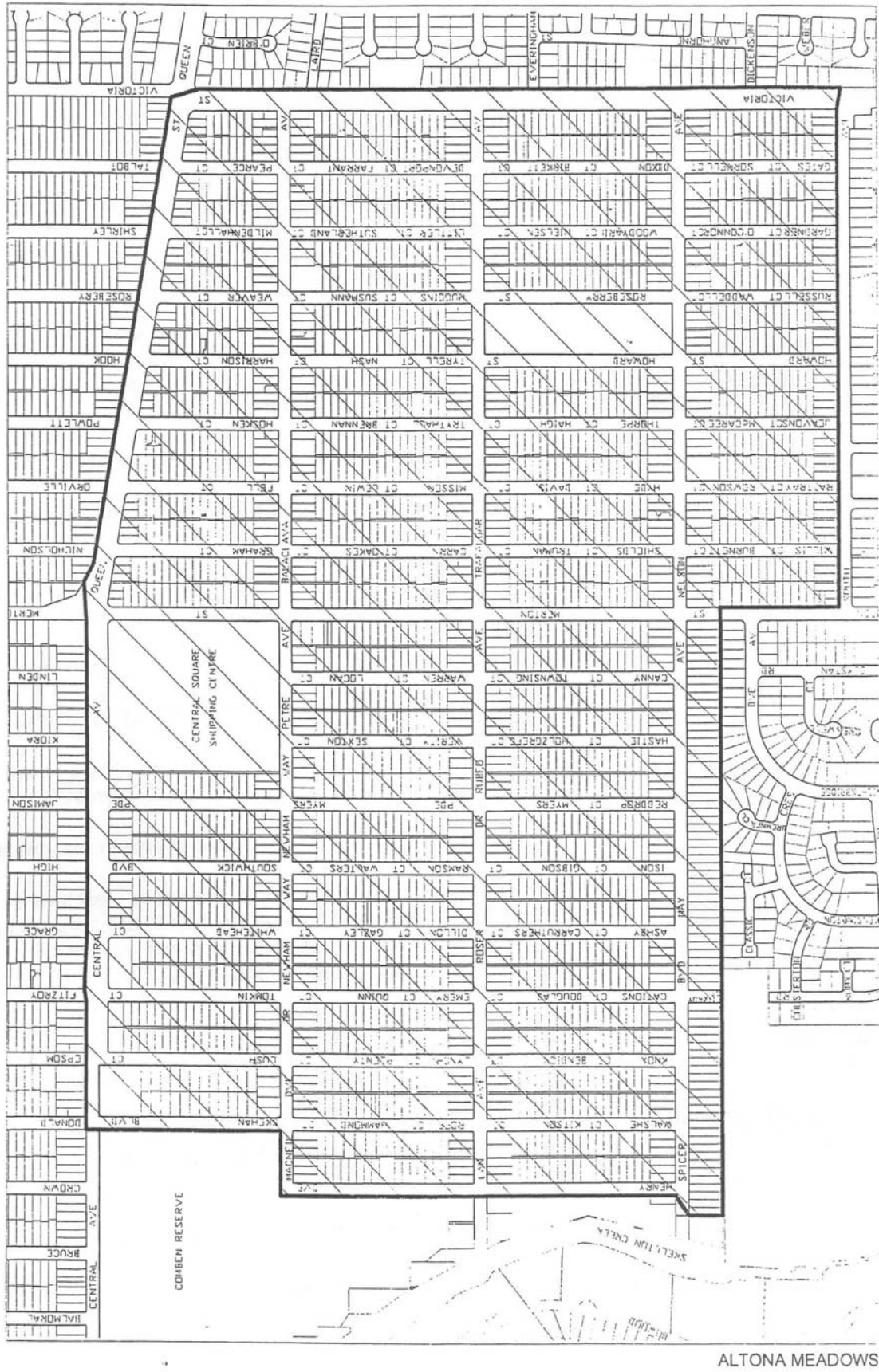
Open Space

- Provide for adequate secluded private open space that will receive sunlight and is well integrated with living areas.
- Provide for 40 square metres of open space that is located at the side or rear of a dwelling and has a minimum width of 3 metres.

Policy references

- Living in Hobsons Bay: Population & Housing Beyond 2000.
- Population and Housing Strategy: Our Changing Neighbourhoods 1999.
- Hobsons Bay Neighbourhood Character Study 1997.
- Hobsons Bay Landscape Guidelines 1999.

HOBSONS BAY PLANNING SCHEME



LEGEND
 Altona Meadows
 Urban Design Policy Area

50 0 100 200
 Metres

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