

Landscaping theme

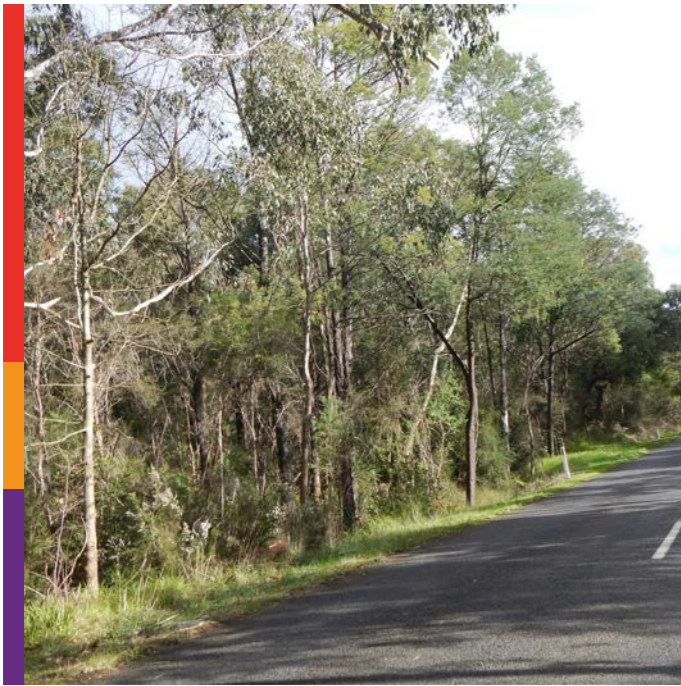
To provide a landscaping theme that is consistent across the entire neighbourhood and abutting existing neighbourhoods.

- Use of consistent suite of lighting and furniture across the neighbourhood.
- Consider use of a landscaping theme consistent with the existing open space areas.

Stormwater

To provide appropriate street alignments and space for overland flows.

- Align streets and pedestrian links to carry overland flows, where appropriate, to drainage treatment infrastructure.
- Avoid the need for distributed drainage treatment systems.



Newborough Existing Conditions

NEWBOROUGH

Neighbourhood Character Statement

Lake Narracan Precinct Structure Plan

November 2016

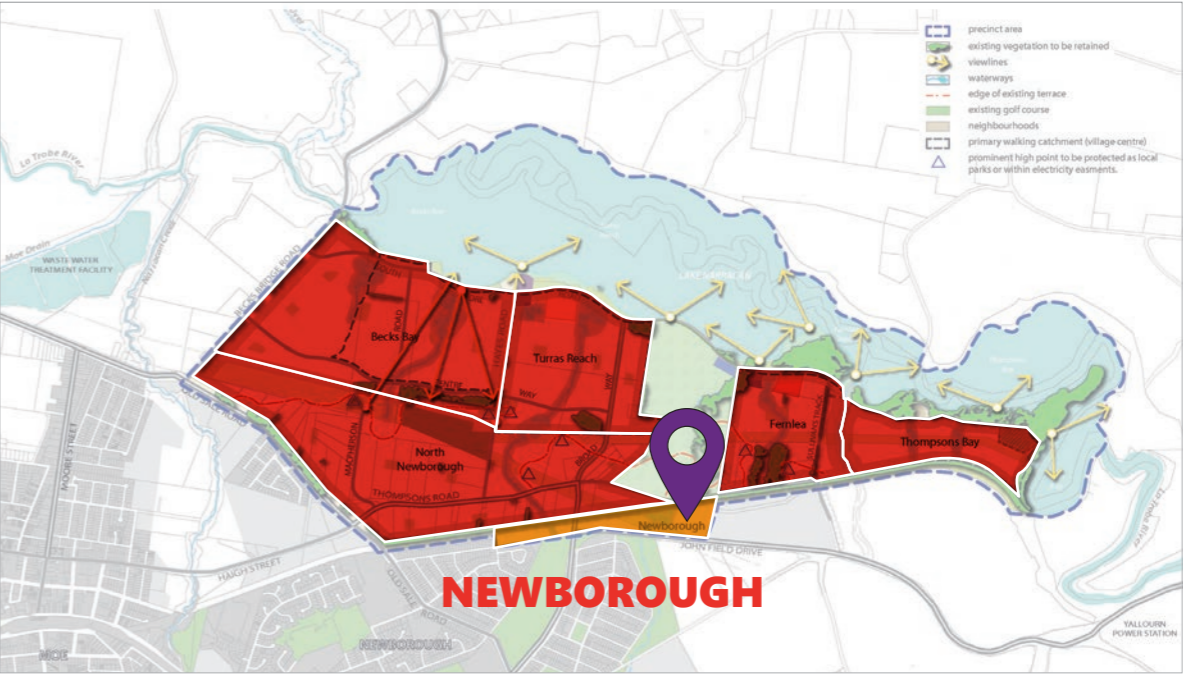


Figure 1 Lake Narracan Neighbourhoods

NEWBOROUGH OVERVIEW

The Lake Narracan Precinct Structure Plan is made up of six neighbourhoods, each comprising unique landform and site features, and each planned to display a distinct character.

The PSP requires that a Neighbourhood Character Statement is prepared to the satisfaction of Latrobe City Council for the relevant neighbourhood (refer to Figure 1) prior to submission of the first application for development within the neighbourhood. An application for subdivision must demonstrate how the development responds to the Neighbourhood Character Statement.

What is a Neighbourhood Character Statement?

Neighbourhood character is made up of the cumulative contribution of the buildings, streets, open space, landscaping, infrastructure and natural features of the public and private realm within an area.

In a new growth area, character emerges as part of the subdivision design and delivery process, and should have regard to both the existing site features and the planned conditions of the neighbourhood. Character also changes over time as houses are built, and as the neighbourhood matures. It is important to articulate a preferred neighbourhood character, to provide guidance to developers, and to ensure that a cohesive character is able to emerge over time.

This Neighbourhood Character Statement sets out the preferred character of Newborough. It identifies key objectives for a number of elements that influence neighbourhood character. It also identifies preferred design responses, and responses that should be avoided.

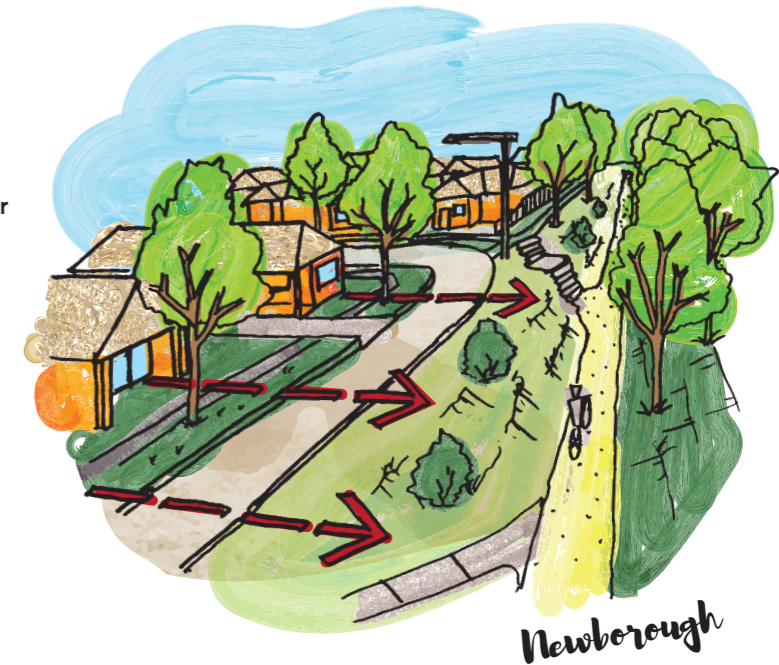
Preferred Neighbourhood Character for Newborough

Newborough is the most southerly neighbourhood within the Lake Narracan PSP area. The neighbourhood is separated from other Lake Narracan neighbourhoods by the Moe-Yallourn Rail Trail and as such, reads as having a more direct link to the existing parts of Newborough, rather than a direct relationship with the lake and foreshore.

The character of the Newborough neighbourhood will be most strongly influenced by the particular narrow shape of the development area, which will limit subdivision outcomes.

Gaining access to parts of the development area, particularly the western parts, will be a significant challenge, and for this reason, Council will consider limited use of court bowl arrangements.









While it is preferable for lots to be oriented to front onto key amenity interfaces, such as the Rail Trail and drainage areas, this may not be possible given the constraints of the site. Subdivision designs that demonstrate how connectivity is maximised, whilst also maximising positive interfaces to key amenity features, are sought.



Existing Conditions

Newborough is a small, narrow neighbourhood of the Lake Narracan PSP, located to the south of the Moe-Yallourn Rail Trail, and abutting the northern part of the existing Newborough neighbourhood and John Field Drive.

Key influences of the precinct (see Figure 2)

-  **Narrow development parcel** – limits development opportunities. Existing development to west provides a strip of undeveloped land interfacing with the Rail Trail.
-  **Moe-Yallourn Rail Train (shared path)** – lined by extensive native vegetation, and provides barrier to connectivity to northern neighbourhoods. Narrow development area may limit opportunities to provide an active interface to this green link.
-  **Drainage Reserve** – provides a connected open space link to existing drainage and active open space to south, and to proposed open space links to north. Drainage channel may limit access opportunities from Broad Way to western development area.
-  **Transmission easement** – crosses parcel in a diagonal direction creating an irregular development area. Need to avoid viewlines to pylons and consider lot frontage
-  **Wetlands** – opportunity for open space outlook located between transmission easement and Rail Trail
-  **Thompsons Road** – limited interface to neighbourhood in north-east. Road is designated as an arterial road - no-direct property access will be permitted and crossing of Rail Trail unlikely to be supported.
-  **John Field Drive** – provides access to eastern development areas. Existing alignment proposed to be reconfigured slightly to provide a T intersection with Broad Way extension (funded by DCP).
-  **Limited road access** – western development areas have limited road access, caused by surrounding development (to south) and the Rail Trail (to north).

Existing and planned site features (transmission easement, drainage reserve, access limitations, existing development interface) create a series of small, irregularly shaped residential areas – site responsive design of great importance in this location

The neighbourhood comprises a single landholding, however, access to the parcel is limited to road frontage to John Field Drive in the south east. Access to the north to other neighbourhoods in Lake Narracan is limited by the Rail Trail, and to the south west by rear fences of the lots.

Given the neighbourhood is very narrow, and of a small size, the PSP does not propose any key community elements such as passive open space or retail centres. However, the existing land form creates opportunities for drainage and wetland areas, and the existing electricity power easement passes through the parcel. In addition, Broad Way is proposed to extend through the neighbourhood, across the Rail Trail, connecting to John Field Drive at a reconfigured T intersection.

These features will cross the neighbourhood, creating four discrete development areas. These development areas will create design challenges at time of subdivision, particularly in relation to access and providing active frontage to key open space interfaces, such as the Rail Trail.



Figure 2: Newborough Existing and Planned Features

Neighbourhood Guidelines

Objective	Design Response	Avoid
Subdivision Pattern + Design		
To provide a subdivision pattern that seeks to maximise access and connectivity between Newborough and existing and future neighbourhoods.	<ul style="list-style-type: none"> Layouts that demonstrate how connectivity to existing development areas can be maximised will be supported. However, it is acknowledged that access to western development areas may prove challenging, and as such, alternative arrangements, such as court bowls, extended driveways etc may be considered at Council's discretion. 	Avoid excessively long courtbowl designs.
To provide an active built form to interface the Moe-Yallourn Rail Trail where possible.	<ul style="list-style-type: none"> Housing should be oriented to the Rail Trail where possible via a frontage road/ access way (preferred) or via direct frontage. Alternative lot interface arrangements may be considered by Council where improved access or connectivity is achieved between development areas and existing neighbourhoods. 	Avoid lots backing onto the Rail Trail where possible. Where sideage or backing on is unavoidable, Urban Design Guidelines should be implemented that provide direction about low scale, rural fencing to open space and vegetated areas.
To provide active built form interfaces to open space, waterways (drainage), and the transmission easement where possible.	<ul style="list-style-type: none"> Housing should front onto open space, waterways and the transmission easement, either via a frontage road, or via direct frontage, where possible. Alternative lot interface arrangements may be considered by Council where improved access or connectivity is achieved. 	Avoid backing on or sideage to key open space/amenity interfaces. Where sideage or backing on is unavoidable, Urban Design Guidelines should be implemented that provide direction about low scale, rural fencing to open space and vegetated areas.
Lots + Density		
To incorporate a variety of lot and design responses that balance objectives for connectivity and outlook to amenity settings (such as open space) with regard to significant site constraints.	<ul style="list-style-type: none"> Use of non-standard lot configurations (such as battleaxe, larger and irregular shaped lots) will be supported in constrained locations where it can be demonstrated that outlook to amenity settings and address to streets has been maximised. 	