

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. 	
Landscaping theme		
To provide a landscaping theme that is consistent across the entire neighbourhood	<ul style="list-style-type: none"> Use of consistent suite of lighting and furniture across the neighbourhood. The first developer in the neighbourhood must submit a proposal regarding proposed lighting and furniture for approval. All subsequent developers will be required to adopt this theme (unless otherwise approved by the responsible authority). 	
Stormwater		
To provide appropriate street alignments and space for overland flows	<ul style="list-style-type: none"> Align streets and pedestrian links to carry overland flows, where appropriate, to drainage treatment infrastructure. 	Avoid the need for distributed drainage treatment systems.

NORTH NEWBOROUGH

Neighbourhood Character Statement

Lake Narracan Precinct Structure Plan

September 2016



North Newborough Existing Conditions

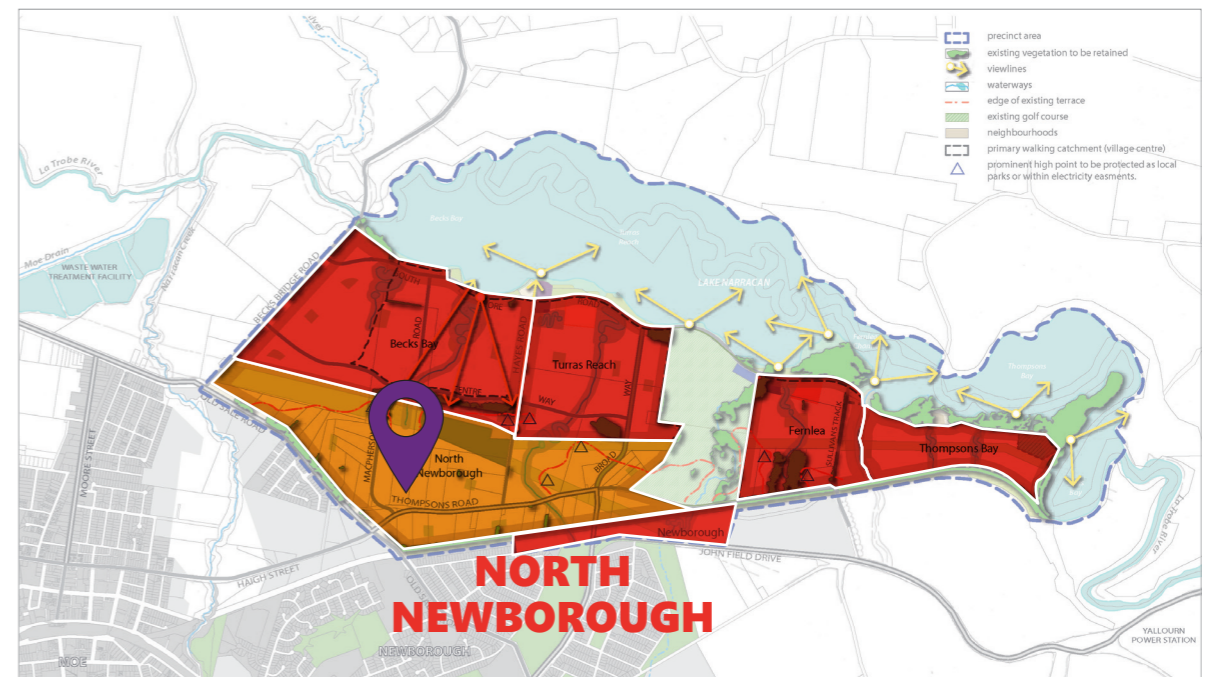


Figure 1 Lake Narracan Neighbourhoods

NORTH NEWBOROUGH OVERVIEW

The Lake Narracan Precinct Structure Plan is made up of five 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.

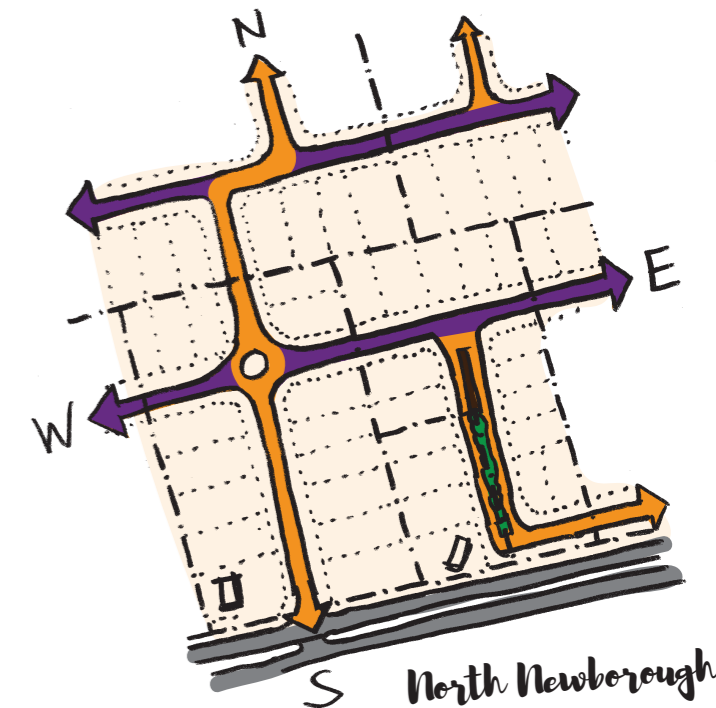
This Neighbourhood Character Statement sets out the preferred character of North Newborough. It identifies key objectives for a number of elements that influence neighbourhood character. It also identifies preferred design responses, and responses that should be avoided.

Preferred Neighbourhood Character for North Newborough

North Newborough is located centrally within the PSP area, and has a direct link to existing parts of Newborough, rather than a direct relationship with the lake and foreshore.

The character of the North Newborough neighbourhood will be most strongly influenced by the existing fragmented subdivision pattern, and the distribution of existing dwellings, particularly west of MacPherson Road. As such, the subdivision and neighbourhood design will likely be less regular than other neighbourhoods, and incorporate a variety of lot forms and means of access. Open space delivery may be staged, given the multiple landholdings involved.








Open spaces and pedestrian linkages, including the vegetated foreshore, drainage reserve and Rail Trail, will provide opportunities for high amenity outlook from residential blocks, and a connected network of shared paths. Lots and streets should be oriented to avoid direct views to transmission pylons where possible, however, street alignments will primarily be guided by property boundaries.



Existing Conditions

North Newborough is bounded by the electricity transmission easement (incorporating the active open space area), the Moe-Yallourn Rail Trail and Old Sale Road. The neighbourhood interfaces directly with existing parts of Newborough to the south.

Key influences of the precinct (see Figure 2)

-  **McPherson Road** – Currently a rural (dirt/gravel), no through road. Will ultimately be developed as a connector road providing linkages to the Becks Bay neighbourhood and Lake Narracan.
-  **Moe-Yallourn Rail Trail** (shared path) – lined by extensive native vegetation.
-  **East-west transmission easements** located atop prominent ridgeline – need to avoid viewlines to pylons
-  **Five local parks** and interface to active open space – opportunity for open space outlook for housing. Parks straddle property boundaries, and as such, delivery of spaces may be staged.
-  **Drainage line** – opportunity for open space outlook and open space connectivity from transmission easement to Rail Trail
-  **Old Sale Road and Thompsons Road** are designated as arterial roads - no-direct property access will be permitted (e.g. service road required) – this will present development challenges for fragmented landholdings
-  **Existing and planned site features** (transmission easement, trees, drainage reserve, fragmented land ownership and arterial road access limitations) create a series of small, irregularly shaped residential areas – site responsive design of great importance in this location

The neighbourhood is quite fragmented; comprising a large number of small scale land parcels, each generally accommodating a dwelling. The neighbourhood is also characterised by significant stands of vegetation along Old Sale Road and the Rail Trail.

This fragmentation, the existing dwellings, and vegetation will present challenges when it comes to delivering a cohesive neighbourhood design. The north south orientation of most existing parcels will also present challenges for providing east-west connectivity. Site specific design responses that demonstrate consideration of and connectivity to surrounding parcels will be of particular importance in this neighbourhood.

Consolidation of land parcels will be highly desirable as a means of delivering a coherent development outcome.



Figure 2: North Newborough Existing and Planned Features

Neighbourhood Guidelines

Objective	Design Response	Avoid
Subdivision Pattern + Design		
To provide a subdivision pattern that seeks to maximise connectivity and regularity (lot sizes and street pattern) across individual land parcels while having regard to significant design constraints	<ul style="list-style-type: none"> Where possible, consolidate ownership of individual land parcels to enable provision of a more connected and regular design response. Require layouts to provide for east-west connectivity (particularly between MacPherson Road and Hayes Road and south of Thompsons Road) Require preparation of a Development Plan for the neighbourhood (or logical units of the neighbourhood) which demonstrates how local street connectivity and access to open space will be provided across existing parcel boundaries. 	Avoid subdivision design of individual properties that does not provide for connectivity to adjoining parcels.
To ensure open space is accessible within neighbourhoods	<ul style="list-style-type: none"> Adjustment of open space locations to facilitate delivery will be supported, where all landholders affected are supportive, and will result in an improved urban design outcome. For example, consider moving open space areas south of Thompsons Road to nodes abutting the Rail Trail. 	Avoid subdivision design that provides limited local street access to open space.
To incorporate native vegetation to be retained within the public realm (open space and streetscapes)	<ul style="list-style-type: none"> Align streets, and provide widened cross-sections as required, to protect native vegetation identified for retention (refer to PSP). Access across Old Sale Road may be problematic. Consider interim access arrangements that make use of existing breaks in trees (such as where there are existing driveways). 	Native vegetation within private lots will not be considered protected. An alternative is required that ensures the full Tree Protection Zone is protected within public land, and not disturbed by infrastructure works.
To provide active built form interfaces to open space, waterways (drainage) and the Rail Trail	<ul style="list-style-type: none"> Housing should front onto open space, waterways and the Rail Trail, either via a frontage road, or via direct frontage, where possible. Consideration for alternatives will be given where there are significant site constraints. 	<p>Avoid backing on or sideage to key 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.</p> <p>Alternatively, relocating open space (in the context of a Development Plan) will be considered where an improved outcome can be delivered (and subject to consent of affected landholders).</p>