

# **Appendix 5**

## **Draft Newport Structure Plan**

# Draft Newport Structure Plan Summary Document 2018

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## Draft Newport Structure Summary

Over the past few years Council has been developing a structure plan for Newport, a strategic planning document that provides long-term vision and guidance for land use changes, public spaces and buildings.

The ideas raised by community members in the consultations held in 2014 underpin the draft Structure Plan vision, directions, strategies and actions.

**We are now seeking your feedback on the draft Structure Plan.**

### What is the vision for Newport?

Newport is growing towards a vibrant centre with a definite purpose in its underlying urban structure and built form. The vision for Newport is to ensure the new development reinforces the village scale and heritage, supports economic growth through improved public realm and place making initiatives and improved accessibility.

### Themes of urban renewal in Newport

Five themes have been established through community and stakeholder consultation to guide future urban renewal of Newport:

1. Identity
2. Land use and activity
3. Built form and heritage
4. Public realm and open space
5. Access and movement

An outline of each theme is provided below, along with a selection of key issues and actions under each.

Key directions in the draft Structure Plan giving considered effect to current local and state policy, include:

- create defined gateways and entries into the activity centre
- retain and draw on local heritage for new built form, adaptive re-use and redevelopment
- encourage economic activity and strengthen Newport's role as a vibrant activity centre, with an emphasis on culture, food, retail and convenient living
- support development at key sites for future mixed use development
- provide policy direction on zoning, building heights, design responses and activation across the activity centre
- strengthen the role of Paine Reserve as the "green heart" of Newport and improvements to public realm within the centre
- support sustainable modes of travel within and around the centre
- improve linkages between the train station and bus terminal and key surrounding facilities or open spaces

## Identity

*Newport has a strong identity derived from its heritage built form, open space network and access to water front. The village feel of Newport was disrupted by the construction of Melbourne Road overpass and Newport's identity subsequently changed.*

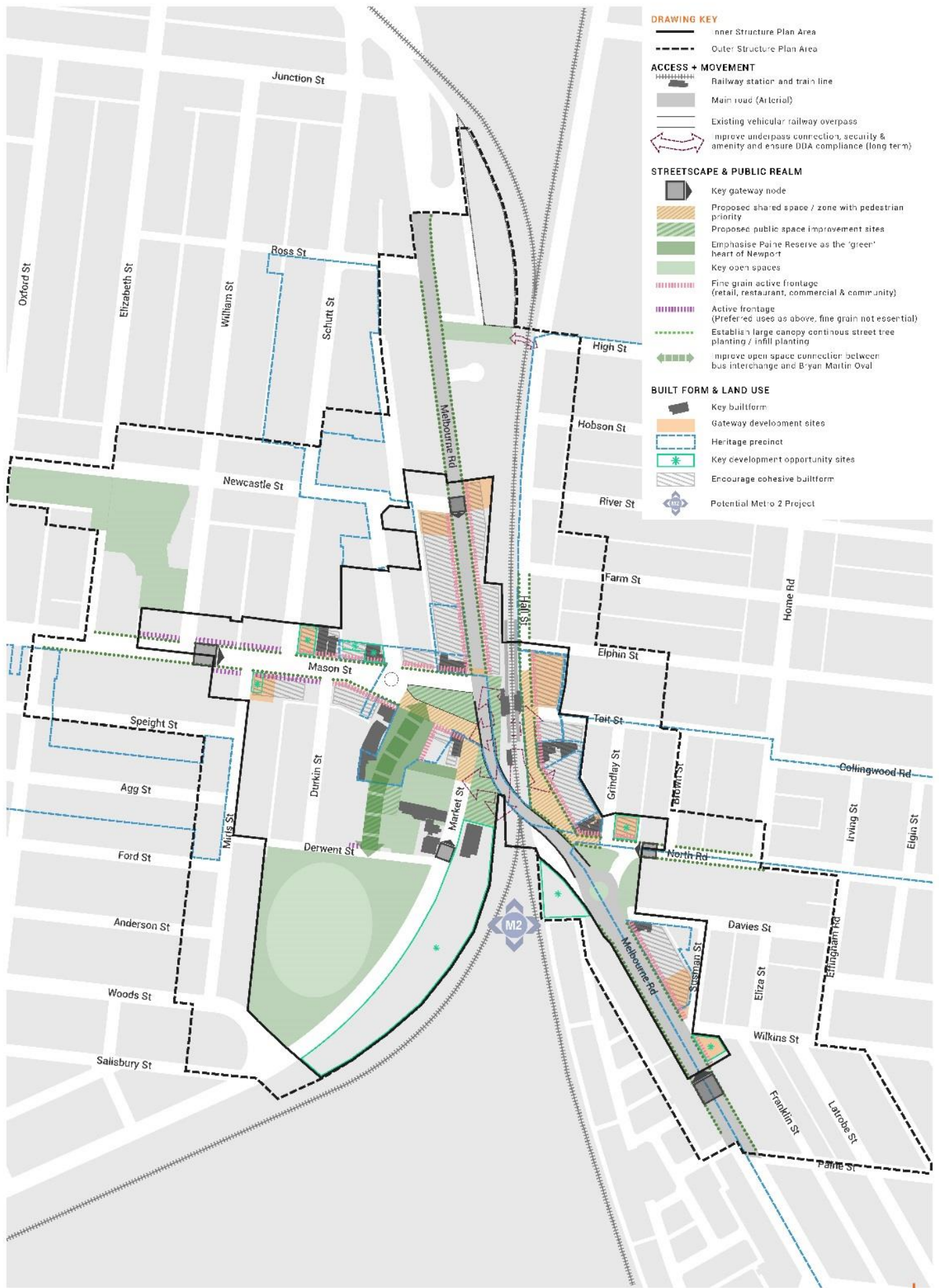
### Key issues and actions

**Issue:** Inconsistent identity for Newport as a large Neighbourhood Activity Centre.

**Strategy:** Improve the sense of arrival by encouraging gateway development in the Northern and Southern Gateway Precincts and the Hall Street Precinct.

**Issue:** Poor connections between Paine Reserve and bus terminal to the north, recreational facilities to the south (the bowls club, RSL) and Bryan Martyn Oval.

**Strategy:** Strengthening cohesion within the public realm and spatial relationships between key sites within the activity centre through place making initiatives.



**DRAWING KEY**

- Inner Structure Plan Area
- - - Outer Structure Plan Area
- ACCESS + MOVEMENT**
- ⋯⋯⋯ Railway station and train line
- ▬ Main road (Arterial)
- ▬ Existing vehicular railway overpass
- ↔ Improve underpass connection, security & amenity and ensure DDA compliance (long term)

**STREETScape & PUBLIC REALM**

- ▬ Key gateway node
- ▨ Proposed shared space / zone with pedestrian priority
- ▨ Proposed public space improvement sites
- ▨ Emphasise Paine Reserve as the 'green' heart of Newport
- ▨ Key open spaces
- ▨ Fine grain active frontage (retail, restaurant, commercial & community)
- ▨ Active frontage (Preferred uses as above, fine grain not essential)
- ▨ Establish large canopy continuous street tree planting / infill planting
- ↔ Improve open space connection between bus interchange and Bryan Martin Oval

**BUILT FORM & LAND USE**

- ▬ Key builtform
- ▨ Gateway development sites
- ▨ Heritage precinct
- ▨ Key development opportunity sites
- ▨ Encourage cohesive builtform
- ⬢ Potential Metro 2 Project



## Land use and activity

*Land use relates to the types of activity within the Newport activity centre. The structure plan can encourage and discourage particular uses within an activity centre. The aim of the structure plan is to capitalise on access to public transport and provide appropriate land use mix to strengthen Newport's role as a vibrant Neighbourhood Activity Centre.*

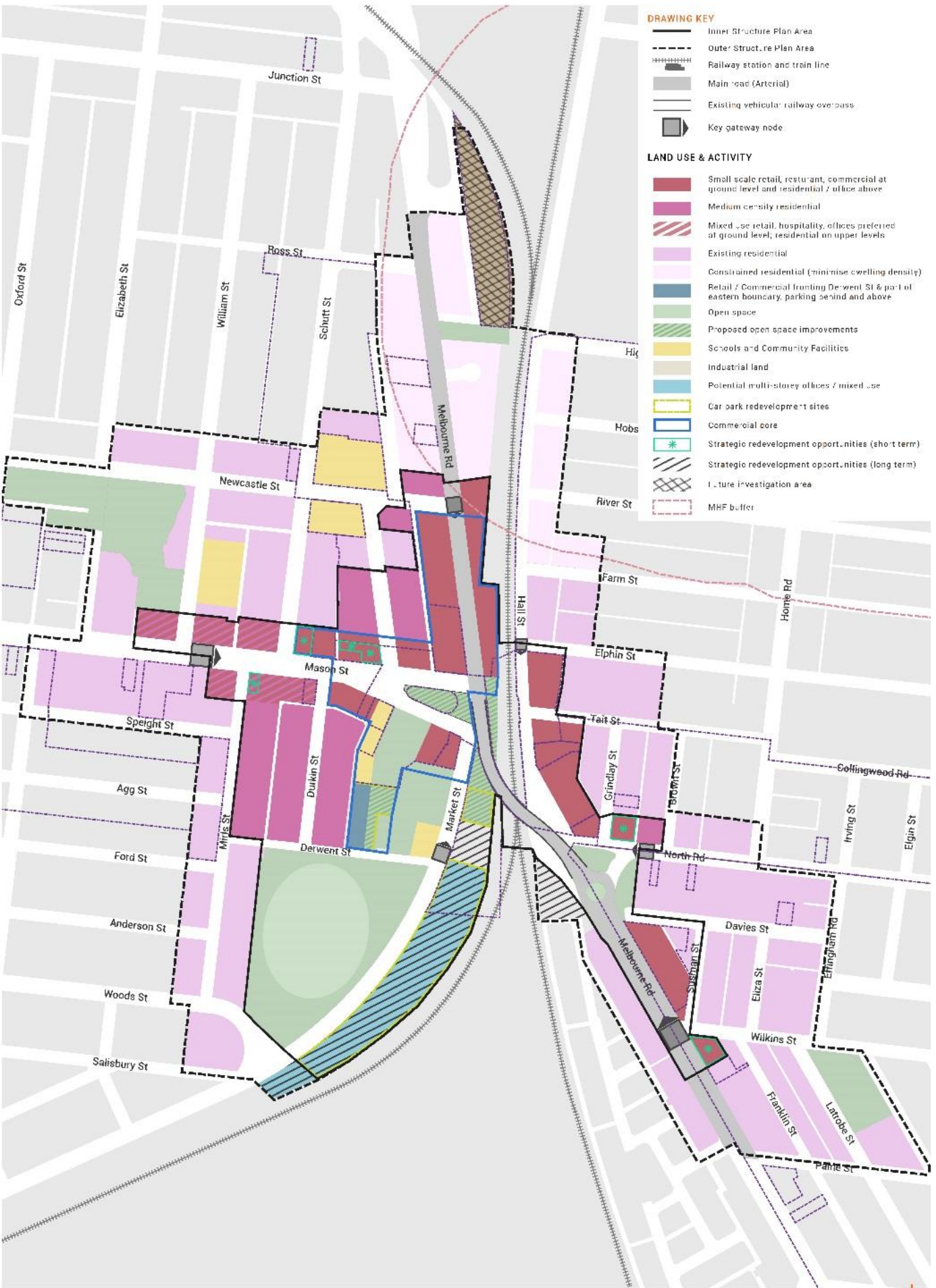
### Key issues and strategies

**Issue:** Newport's role as a vibrant Neighbourhood Activity Centre needs to be supported with strong economic activity.

**Strategy:** Encourage increased residential development above ground level, strengthen street level retailing and upper level office uses.

**Issue:** There are many underutilised sites within the centre.

**Strategy:** Encourage redevelopment of underused sites such as the car parking area south of The Substation.



**DRAWING KEY**

- Inner Structure Plan Area
- Outer Structure Plan Area
- Railway station and train line
- Main road (Arterial)
- Existing vehicular railway overpass
- Key gateway node

**LAND USE & ACTIVITY**

- Small scale retail, restaurant, commercial at ground level and residential / office above
- Medium density residential
- Mixed use retail, hospitality, offices preferred at ground level, residential on upper levels
- Existing residential
- Constrained residential (minimise dwelling density)
- Retail / Commercial fronting Derwent St & part of eastern boundary, parking period and above
- Open space
- Proposed open space improvements
- Schools and Community Facilities
- Industrial land
- Potential multi-storey offices / mixed use
- Car park redevelopment sites
- Commercial core
- Strategic redevelopment opportunities (short term)
- Strategic redevelopment opportunities (long term)
- Future investigation area
- MHF buffer



## Built form and heritage

*Built form addresses characteristics of existing and future buildings, including height, setbacks and architectural style. Built form and heritage are intrinsically linked in Newport and future development should acknowledge and respond to this.*

### Key issues and strategies

**Issue:** New development within the centre is limited due to heritage significant places.

**Strategy:** Ensure new development and redevelopment responds to architectural elements of heritage buildings.

**Issue:** Insufficient policy direction regarding building heights, design responses and activation across the activity centre.

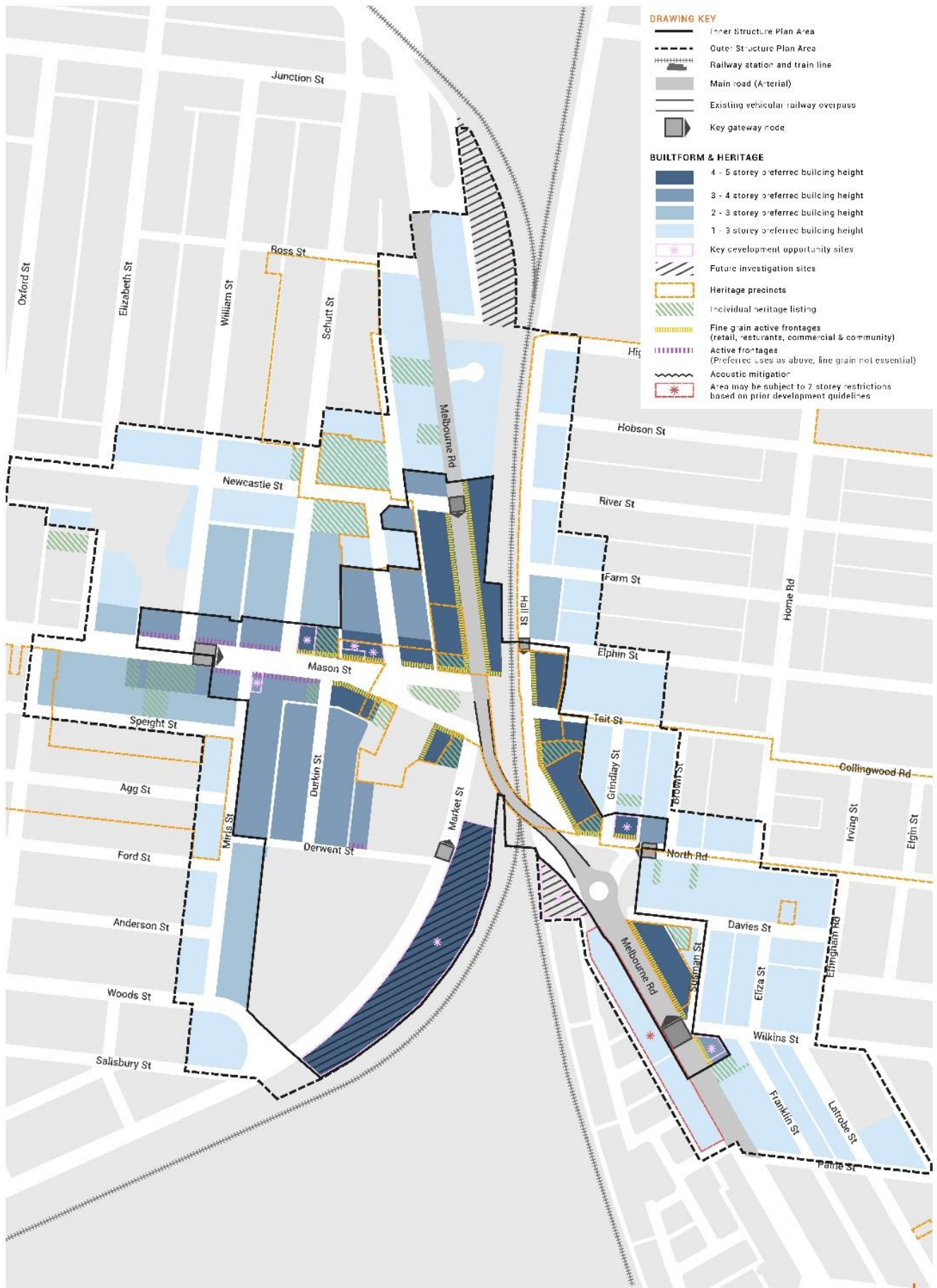
**Strategy:** Prepare planning policy which will create more coherent development in Newport.

**Issue:** New development does not always reflect sustainable and innovative design encouraged in Hobsons Bay.

**Strategy:** Encourage improved environmental building performance for all new development within the activity centre.

The map on the next page includes proposed heights for future development in Newport.



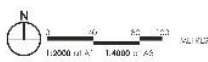


**DRAWING KEY**

- Inner Structure Plan Area
- Outer Structure Plan Area
- Railway station and train line
- Main road (Arterial)
- Existing vehicular railway overpass
- Key gateway node

**BUILTFORM & HERITAGE**

- 4 - 5 storey preferred building height
- 3 - 4 storey preferred building height
- 2 - 3 storey preferred building height
- 1 - 3 storey preferred building height
- Key development opportunity sites
- Future investigation sites
- Heritage precincts
- Individual heritage listing
- Fine grain active frontages (retail, restaurants, commercial & community)
- Active frontages (Preferred uses as above, line grain not essential)
- Acoustic mitigation
- Area may be subject to 7 storey restrictions based on prior development guidelines



## Public realm and open space

*Public realm includes street spaces and plazas, local parks and communal open spaces. Good public realm provides high quality public spaces which include street furniture, trees and planting, wayfinding and signs, lighting and small public buildings. Lack of a coordinated public realm treatment is an issue in Newport however, the centre has a network of open space which are not connected.*

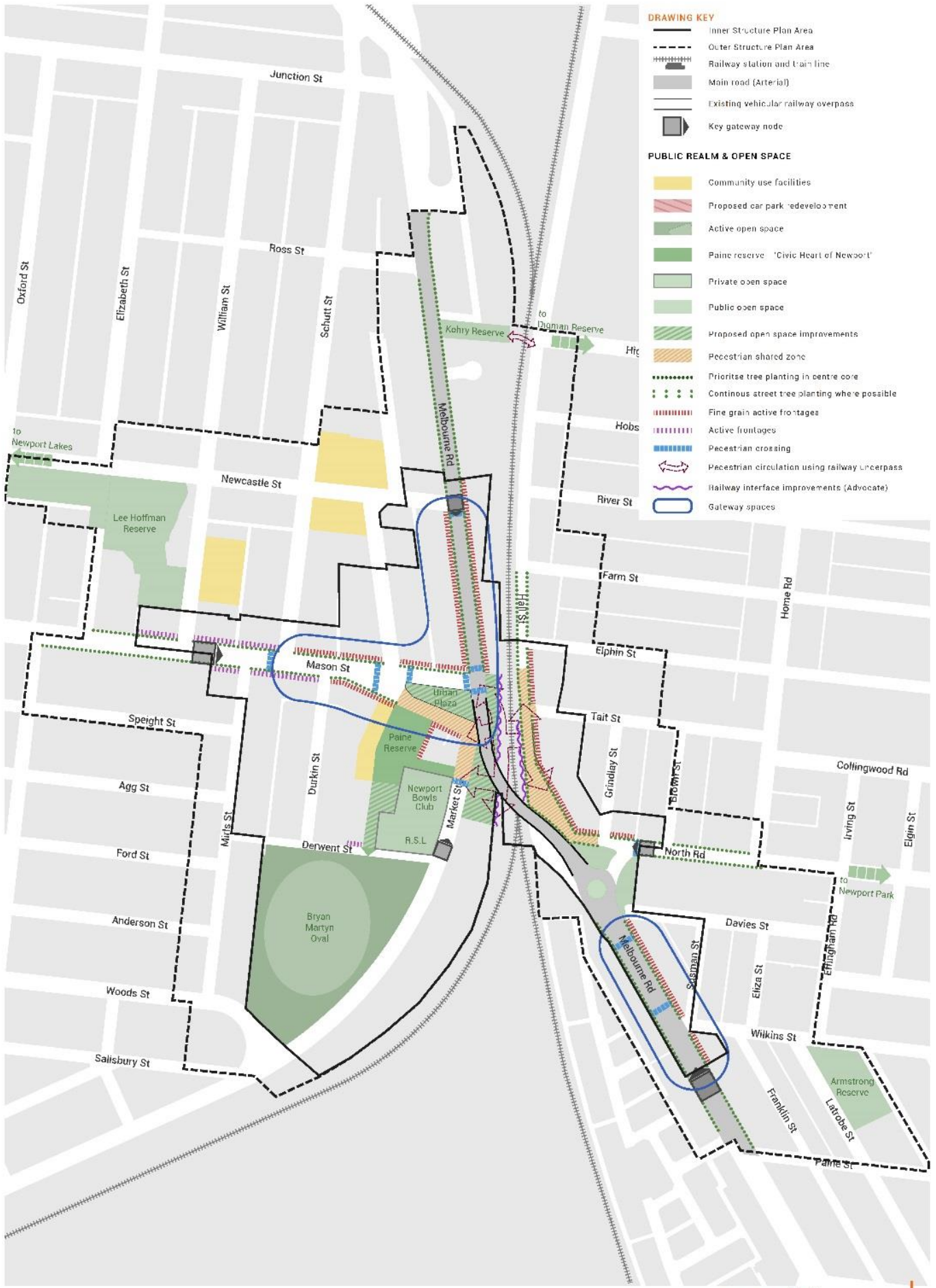
### Key issues and strategies

**Issue:** Newport lacks sense of place for residents and visitors.

**Strategy:** Create sense of arrival through landscaping and other streetscape improvements. Enhance Newport Activity Centre gateways.

**Issue:** Poor connections between open spaces and public realm areas.

**Strategy:** Enhance visual and physical connections, improve spatial configuration and natural wayfinding.



**DRAWING KEY**

- Inner Structure Plan Area
- Outer Structure Plan Area
- Railway station and train line
- Main road (Arterial)
- Existing vehicular railway overpass
- Key gateway node

**PUBLIC REALM & OPEN SPACE**

- Community use facilities
- Proposed car park redevelopment
- Active open space
- Paine reserve 'Civic Heart of Newport'
- Private open space
- Public open space
- Proposed open space improvements
- Pedestrian shared zone
- Prioritise tree planting in centre core
- Continuous street tree planting where possible
- Fine grain active frontages
- Active frontages
- Pedestrian crossing
- Pedestrian circulation using railway underpass
- Railway interface improvements (Advocate)
- Gateway spaces



## Access and movement

*Access and movement considers walking, cycling, using public transport and cars within Newport structure plan area. Newport is well serviced by public transport however, access to the train station and bus transit area is inadequate. Melbourne Road overpass significantly impacts pedestrian and cyclist networks and connections in Newport.*

### Key issues and strategies

**Issue:** Connections between the bus transit area and the train station.

**Strategy:** As far as practicable, improve the connections between the bus transit area and the train station and plan for future improvements as part of potential Metro 2 project.

**Issue:** Integration of public transport and related public realm spaces.

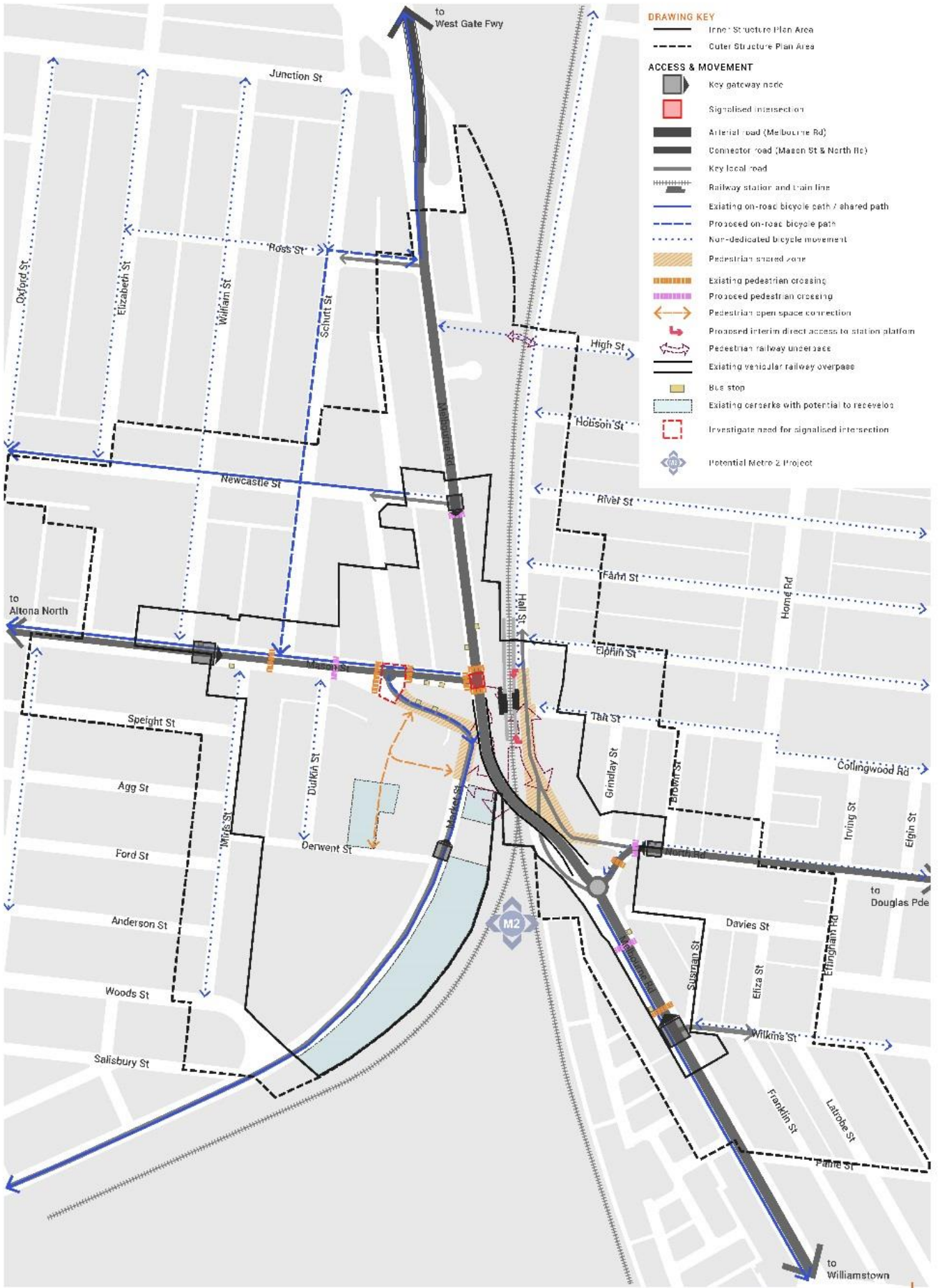
**Strategy:** Create shared spaces on Mason Street between the bus transit area and Paine Reserve and Hall Street. Advocate for better use of car parking to the north of The Substation by creating a public forecourt.

**Issue:** Pedestrian and cyclist connections within key commercial and civic areas.

**Strategy:** Address the break in cyclist links within the centre. Investigate new pedestrian crossing on Melbourne Road and potential upgrade of Melbourne Road and Mason Street intersection into a multi-directional crossing.

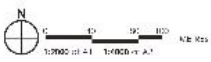
**Issue:** Provision of at grade parking and inefficient land use with the commercial area.

**Strategy:** Review a car parking strategy taking into consideration redevelopment recommendations proposed in the structure plan.



**DRAWING KEY**

- Inner Structure Plan Area
- - - Outer Structure Plan Area
- Key gateway node
- Signalised intersection
- ▬ Arterial road (Melbourne Rd)
- ▬ Connector road (Mason St & North Itc)
- ▬ Key local road
- ▬ Railway station and train line
- ▬ Existing on-road bicycle path / shared path
- ▬ Proposed on-road bicycle path
- ▬ Non-dedicated bicycle movement
- ▬ Pedestrian shared zone
- ▬ Existing pedestrian crossing
- ▬ Proposed pedestrian crossing
- ▬ Pedestrian open space connection
- ▬ Proposed interim direct access to station platform
- ▬ Pedestrian railway underpass
- ▬ Existing vehicular railway overpass
- ▬ Bus stop
- ▬ Existing carserks with potential to redevelop
- ▬ Investigate need for signalised intersection
- ▬ Potential Metro 2 Project



28 May 2019  
**NEWPORT STRUCTURE PLAN**  
 Hobsons Bay City Council  
 MOVEMENT & ACCESS  
 CONSULTATION DRAFT  
 PROJECT NO. 15/16



## Priority projects

The draft Structure Plan identifies nine priority projects to be implemented in the short to medium term as outlined below.

Item(s)	Priority
Prepare a masterplan to upgrade the Market/Mason Street transit plaza and carry out the recommendations in the masterplan	High
Design and carry out a shared zone in Market Street	High
Undertake streetscape works such as lighting, tree planting, street furniture improvement within commercial centre core	High
Design and carry out a shared zone in Hall Street	Medium-high
Develop concepts for direct access onto Platform 2 from Hall Street	Medium
Street tree planning and any associated measures to spatially and visually connect Newport activity centre with the Yarra River, Newport Lakes and other public spaces and networks	Medium
Update relevant land use policy in the Hobsons Bay Planning Scheme	High
Rezone land within Newport to align with the recommendations of the Structure Plan	High
Prepare appropriate planning tools to guide future development in Newport	High

## Advocacy plan

The Newport Structure Plan will include actions that require ongoing advocacy to ensure the best outcomes are achieved. Hobsons Bay City Council continuously advocates to State Government and other key stakeholders for improved land use development and accessibility to public transport in Newport.

## Implementation

A staged approach to implementation of the structure plan is required to ensure that project funding and resources are properly managed. Feedback on the draft Structure Plan will be sought prior to Council adopting the final document. Implementation of the Newport Structure Plan will include a planning scheme amendment, a number of projects and continuous advocacy.

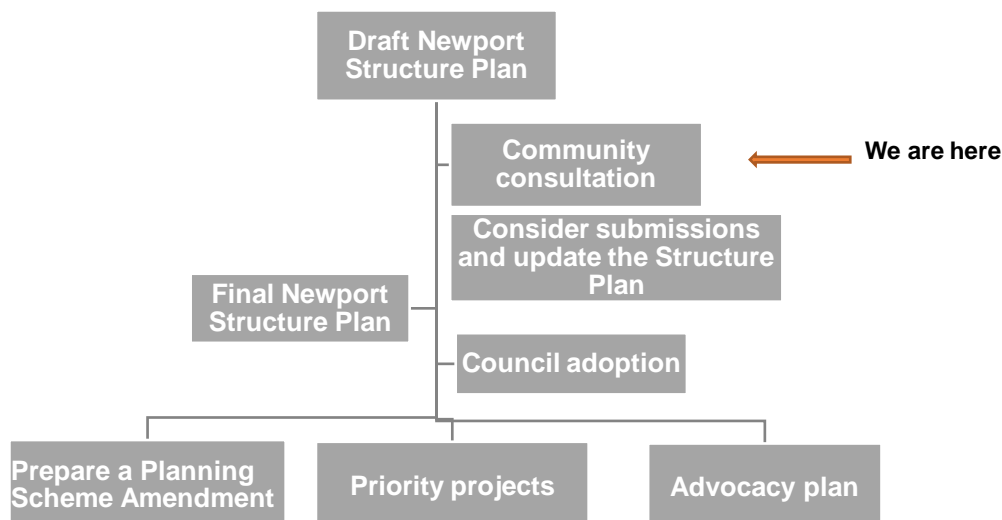


Figure 1: Implementation process

### Where are we now?

Council is seeking community feedback. Once the consultation period is complete and the feedback is compiled the Newport Structure Plan will be put to Council for adoption.

### How can I have my say?

There are many opportunities for you to get involved and have your say on the draft Structure Plan.

You can view the full draft Structure Plan online and complete an online survey available on Council's Participate website <http://participate.hobsonsbay.vic.gov.au/projects/newport-structure-plan>.

Or you can make a written submission to Hobsons Bay City Council, PO Box 21, Altona, VIC, 3018 before **25 August 2018**.

Attend one of our drop-in sessions detailed below.

### Drop-in sessions

Join the conversation by attending a drop-in session and discuss the draft Newport Structure Plan and/or provide feedback.

**Drop-in session 1:** Newport Community Hub, 13-15 Mason Street, Newport on  
Thursday, 19 July 2018 from 4pm to 7:30pm.

**Drop-in session 2:** Newport Community Hub, 13-15 Mason Street, Newport on  
Saturday, 28 July from 11am to 1:30pm

# VISION NEWPORT

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## Draft Activity Centre Structure Plan

May 2018

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Rev	Status	Date	Prepared by	Reviewed by	Approved by
A	Draft for review	09.02.2018	E. Joseph, R. Braddy	L. Wittingslow, M. Calleja	
B	Draft for exhibition	25.05.2018	E. Joseph, R. Braddy	L. Wittingslow, M. Calleja	L. Wittingslow

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# PART 1

## PROJECT OVERVIEW

# 1

## INTRODUCTION

### 1.1 About the Project

The Newport Activity Centre Structure Plan (the 'Structure Plan') has been prepared as the primary strategy for guiding land use, development, and public realm improvements within the Newport Activity Centre. It sets the long-term vision for the Activity Centre and provides strategies for how the vision will be realised over a 15-20 year planning horizon.

Newport is a highly liveable place located less than 12 kilometres south-west of the Melbourne CBD, between the Westgate Freeway Spotswood and Williamstown. It's industrial heritage, creative spirit, position at the entry into Hobsons Bay, and excellent public transport attract residents and visitors. As a result, Newport has been experiencing steady growth and 'gentrification' over time, and previous strategies for managing growth and development in the centre are now out of date. This is especially the case within the context of unprecedented growth in the greater Melbourne area.

Within Newport, the Activity Centre is the location that is most in need of a strategy for dealing with change. It is also the location with the greatest potential for capturing the appropriate level of growth, while enabling the community to embrace and re-interpret its heritage, and shape its future character. This Structure Plan is Council's principal strategy for doing so.

## 1.2 Purpose

The Structure Plan seeks to:

- > Set the vision for the Newport Activity Centre
- > Refresh the land use and development framework
- > Provide guidelines for how development should occur
- > Provide a basis for public space improvements and further work
- > Function as a vehicle for stakeholder discussions and investment

## 1.3 Project Drivers

Why prepare this Structure Plan? In short:

- > Melbourne is growing significantly and, on account of its proximity, transport access, and historic and industrial charm, Newport is well-placed to capture a portion of this growth.
- > Given growth pressure will be felt, planning in advance provides the opportunity to not only respond to growth, but to positively guide it. It is important to leverage the right opportunities, while also ensuring that inappropriate development does not overwhelm the Activity Centre's identity.
- > Newport has been growing steadily and market dynamics have been changing, creating the right conditions for re-development of key areas.
- > The heritage buildings and village character of the Activity Centre should endure, and guidance is needed.
- > With population and economic changes occurring, the commercial performance of the Activity Centre can be improved.
- > Built form and spaces in the centre can be enhanced for the use and enjoyment of residents and visitors.
- > Strategic basis is required to identify key public realm improvements.
- > Accessibility within the Activity Centre needs improvement, especially within the context of increasing movements associated with growth.

## 1.4 Study Area

The study area for the project has been nominated based on existing land use patterns and influences on the current Activity Centre, as well as the influence the Activity Centre will exert on proximal areas. The location of open space, education, community facilities, potential redevelopment sites, Major Hazard Facilities, heritage precincts, and general residential development patterns have been considered. These factors have been utilised to identify a study area (which has been the subject of analysis), and the structure plan boundary (within which recommendations are made),

Boundaries have been nominated having regard for the considerations outlined in Planning Practice Note 58 – Structure Planning for Activity Centres.

An inner structure plan area has been nominated to focus on the area where the maximum amount of change is expected, or where key facilities or spaces are located which affect the planning for the core of the structure plan area.

An outer structure plan area is nominated where key change areas interface with the surrounding residential areas. The properties contained in the outer area are influenced by the inner structure plan area, and it is important to have regard for the relationship between the two. It is also important to provide a transition, where appropriate, from the inner area to the lower density residential areas surrounding the Activity Centre. The outer structure plan area is intended to perform this function.



Figure 01 - Newport Structure Plan Study Area

## 1.5 Methodology

### **PHASE 1:** Background and Context Review

- A detailed background review of all available information, policy review, site visit and identifying any gaps in the material
- Gathering of information to commence a plan-based analysis of the centre.

### **PHASE 2:** Opportunities & Constraints Plan and Character Analysis

- Preparation of a plan that builds on all the information gathered in Phase 1
- Detailed review of the character of Newport
- Liaison with Council to round-out analysis

### **PHASE 3:** Newport Framework Plan Preparation

- Preparation of a Newport Framework Plan for discussion and development of Structure Plan concepts

### **PHASE 4:** Draft Newport Structure Plan

- Preparation of draft Newport Structure Plan for review by Council
- Presentation to Council prior to public exhibition
- Refinements based on Council comments

### **PHASE 5:** Exhibition

- Community consultation + invitation for submissions
- Review of feedback received

### **PHASE 6:** Finalisation of Newport Structure Plan

- Finalisation of the Newport Structure Plan based on comments received
- Presentation to Council for adoption

## 1.6 Structure of Document

This document is structured to be read either from cover to cover, or for readers to be able to navigate directly to their areas of interest. Content is organised in the following manner:

### **PART 1:** Project Overview

- > Sets the scene for why the document has been prepared and identifies the key guiding issues to be considered during development of the document.

### **PART 2:** Key Influences

- > Deals with strategic considerations at the State, metropolitan, and municipal levels, and identifies core foundational elements for informing the manner in which planning measures need to be developed.

### **PART 3:** Distillation

- > Preparation of a draft Framework Plan for discussion with Council officers, seeking feedback to develop Structure Plan concepts

### **PART 4:** Structure Plan Framework

Sets a vision for Newport's future, establishes foundational principles to be applied throughout the Activity Centre, and outlines objectives, strategies and actions to be implemented to realise the vision.

- > Sets core strategic directions based on the elements of identity, land use and activity, built form and heritage, public realm and open space, and access and movement.
- > Provides guidelines for ensuring new development and re-development occur in a deliberate manner.

### **PART 5:** Implementation

- > Consolidates all strategic directions, identifies the stakeholders involved with specific strategies and actions, and provides indicative timing details.





# PART 2

## KEY INFLUENCES

# 2

## STRATEGIC CONTEXT

### 2.1 State Policy and Infrastructure Context

#### Plan Melbourne

Plan Melbourne 2017 is the State's principal strategy for managing growth within the city and key regional centres to the year 2050. It contains a number of principles and policy directions which are relevant for the preparation of this Structure Plan. Relevantly, it categorises the study area as a Neighbourhood Activity Centre, and provides the following directions/objectives that have a bearing on this project:

- **'20-minute neighbourhoods'** are sought, so that people can meet the majority of their daily needs within 20-minutes of their home, whether it be by walking, cycling or by local public transport. Essential components of a 20-minute neighbourhood include convenient public transport, safe and well-connected networks for pedestrians and cyclists, high quality public realm and open spaces, local employment, schools and services, housing diversity, and affordable housing options. All of these components are present within Newport and are able to be enhanced.
- **A diversity of medium and higher density development** close to jobs and services is supported at Neighbourhood Activity Centres. Plan Melbourne encourages that new housing and mixed-use development is directed to urban renewal precincts across Melbourne, especially in the case of Neighbourhood Activity Centres that have good public transport connections. This is a key advantage for Newport, as it enjoys excellent public transport access and is close to jobs, given its proximity to the Melbourne CBD, the Sunshine and Werribee National Employment and Innovation Clusters, the State-significant Western Industrial Precinct, several smaller employment locations surrounding the Centre, and the largest urban renewal project in Melbourne, Fisherman's Bend.

The State Planning Policy Framework within all Victorian Planning Schemes gives statutory effect to Plan Melbourne as the State's adopted policy direction. The analysis and recommendations in this Structure Plan which follow in subsequent chapters have been prepared within this context.

#### Victoria's 30-year Infrastructure Strategy (IV 30)

IV 30 is the State's primary infrastructure strategy for strategically addressing Victoria's infrastructure needs, especially in light of the significant growth that is expected (from approximately 6 million in 2016 to approximately 9.5 million in 2046). The document contains several recommendations with respect to what infrastructure should be delivered and/or planned, as well as how and when further planning should occur. The most relevant part of IV 30, having regard to this Structure Plan, is its commentary in relation to planning for potential future stages of the Melbourne Metro Rail project (commonly known as 'Metro 2'). Specifically, IV 30 states:

*"Melbourne Metro – future stages. Identify trigger points and update the long-term plan for a major uplift in capacity on the Mernda, Werribee and Sunshine rail corridors within 0-5 years. It is likely this extra capacity will be required in the latter part of the 15-30 year period or potentially beyond 30 years. A new rail tunnel linking Newport and Clifton Hill offers a potential solution, along with providing greater accessibility to Fisherman's Bend and Parkville. However, this is a particularly high cost solution and further network planning is required, considering both how such an investment could deliver greater benefits (given that current plans do not show any improvements to the Sunshine corridor) and all available options to better use existing infrastructure first."*

While further planning is required and project certainty is yet to be established, it is important for this Structure Plan to ensure recommendations contained in this document enable long term land use and development to adapt to the Metro 2 project, should this eventuate.

## Draft Fisherman's Bend Framework

The Draft Fisherman's Bend Framework has recently been released for comment, and is pending finalisation at the time of writing this Structure Plan.

The Draft framework provides a suite of strategies for developing Australia's largest urban renewal precinct, located at Melbourne's doorstep, directly across the Yarra River from Newport. A significant transformation is planned from the predominantly low-density industrial area into five precincts with a series of "vibrant, mixed-use, medium and high-density neighbourhoods". Approximately 80,000 residents are planned to be accommodated by 2050, employment is planned to grow from 13,000 jobs up to 40,000 jobs within the Employment Precinct, plus up to an additional 40,000 jobs in the balance of the precincts within Fisherman's Bend.

While the Framework is yet to be finalised, and implemented through statutory provisions, the project has relevance for the long-term future of Newport. Considering the quantum of growth, as well as the potential use of rail corridors reserved as part of the project, it is likely that there will be spill over benefits to nearby areas such as Newport, where future workers may seek alternative places to live or visit.

Additionally, the residential and employment growth in Fisherman's Bend may also improve business and industry in the Newport area. This could occur, as Newport businesses may be able to tie in to the employment/industry chain in Fisherman's Bend.

## The Westgate Tunnel Project

The Westgate Tunnel Project has been approved and finalised by the Minister for Planning, as of December 2017. The project seeks to relieve pressure from Melbourne's major road network through upgrade and widening of the Westgate Freeway, two new bored tunnels, bridges across the Maribyrnong River south of Sheppard Bridge (Footscray Road), extensions and upgrades to the existing pedestrian and bicycle network, new public open space areas, and associated works.

The two project tunnels are planned to the north of Newport, passing under Yarraville, and extending from a portal along the West Gate Freeway to the west of Williamstown Road to a portal located east of the intersection of Whitehall Street. These tunnels combine with the bridges across the Maribyrnong River to deliver an alternative vehicular route to the West Gate Bridge, for several reasons outlined in the Environmental Effects Statement for the project. In addition, the project also includes several kilometres of new and upgraded walking and cycling links, one of which is a shared use path near the Newport Freight Railway Line.

Although no components of the project will be constructed within Newport, the completion of the West Gate Tunnel Project may contribute to Newport's broader transport network by providing alternative and upgraded routes to and from the surrounding area. This may contribute to the attractiveness of Newport as an accessible housing location.

The project is set for construction in early 2018, with works planned to be completed by the end of 2022.

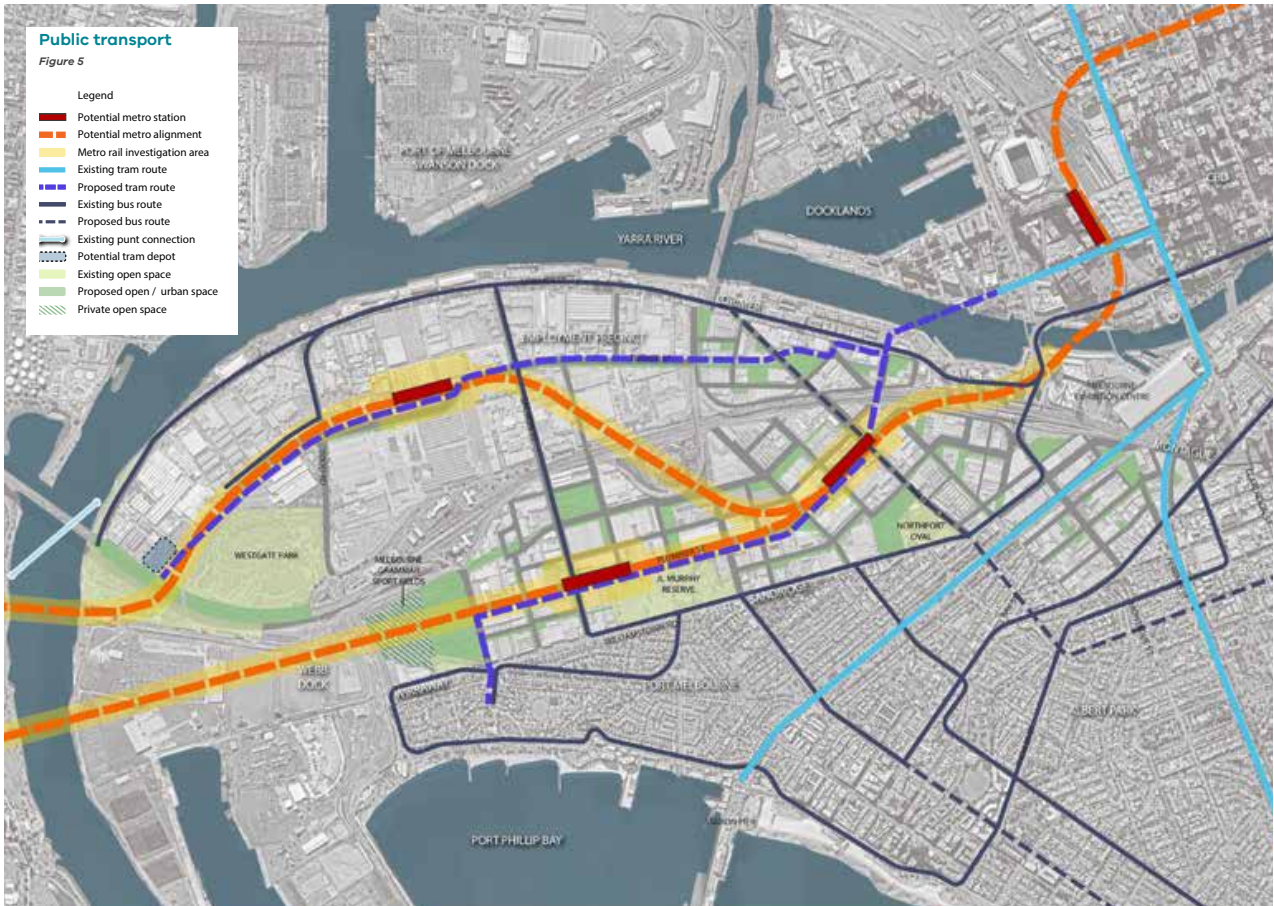


Figure 02 - Reservation of Potential Rail Corridors within Fisherman's Bend  
(Source: Draft Fisherman's Bend Design Framework)

Project Scope Map

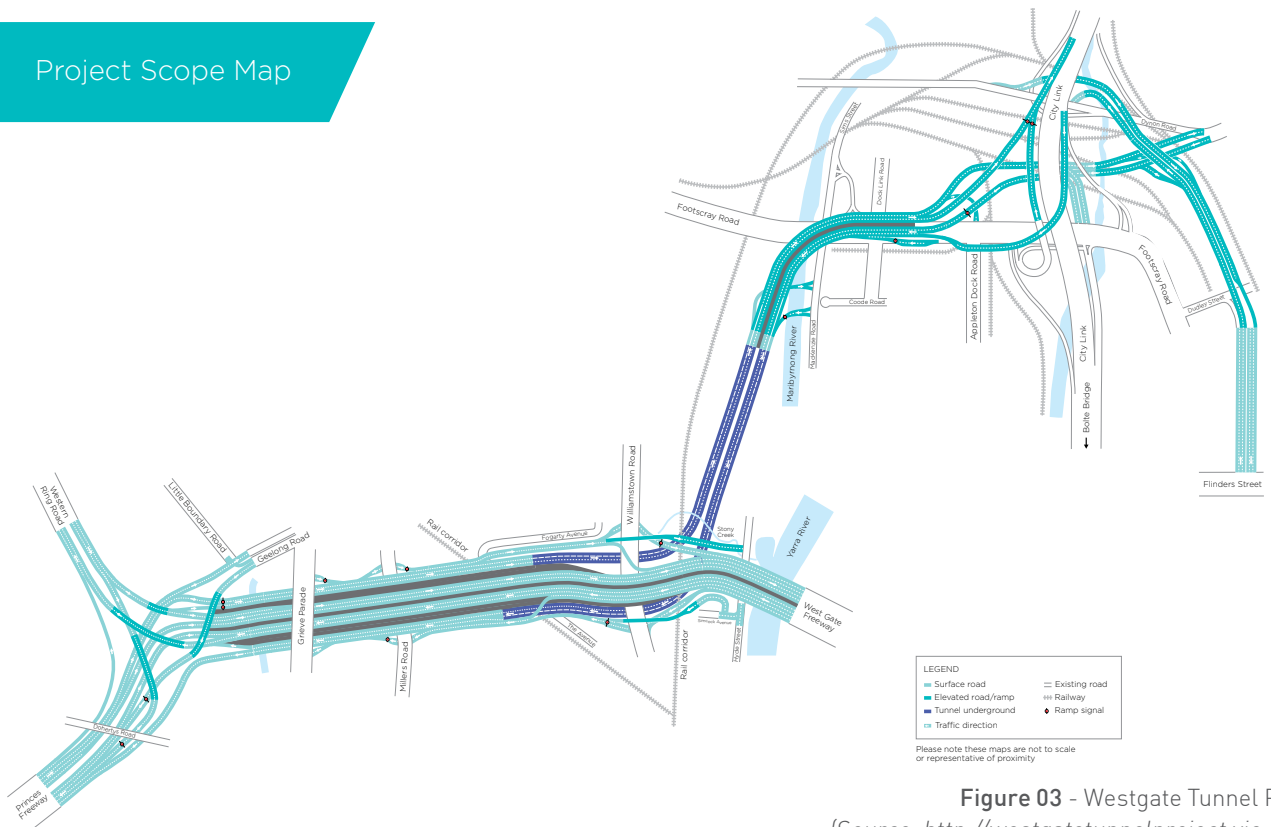


Figure 03 - Westgate Tunnel Project  
(Source: <http://westgatetunnelproject.vic.gov.au>)

## 2.2 Metropolitan Context

Newport's location within the greater Melbourne area renders it a highly strategic area for urban development. As indicated in Figure 04:

- > Newport is within a 7-kilometre radius from Melbourne, approximately 15-25 minutes by train (depending on the station), and between 10-12 kilometres by foot, bicycle, or car.
- > Major urban renewal and growth initiatives are underway (or planned) for Fisherman's Bend, E-Gate, West Melbourne, Dynon, and Arden Macaulay, all of which have transformative implications for Melbourne's long-term form.
- > Significant re-development and growth is occurring in Melbourne's western suburbs and is expected to continue into the future.
- > The Westgate Tunnel project is currently being advanced through an Environmental Effect Statement process. While components of the project are presently under review (especially adjoining the Melbourne CBD), the elements of the project located north of Newport are likely to deliver notable improvement to traffic movements from the west.
- > The 'Metro 2' project has been flagged as a longer-term initiative which requires detailed consideration and evaluation. While the case for this project is yet to be developed, the potential implications of the project can be anticipated. Should the project proceed, significant improvements can be expected to the accessibility of the Newport Activity Centre and wider suburb. Additionally, it is also necessary to allow appropriate spaces to retain the long-term scope for this project.
- > The Werribee National Employment and Innovation Cluster (NEIC) is planned to the west, the Sunshine NEIC to the north, and the Parkville NEIC to the north-east. In addition, the Footscray Major Activity Centre is located immediately north of Newport.

These factors render Newport an attractive location for residents, considering it enjoys access to a significant range of employment, education, healthcare, and recreational opportunities within large parts of the greater Melbourne area. Within the Activity Centre, this access (which will likely improve in future) translates into drawcards for higher density residential growth, as well as drivers for improving public spaces and commercial offerings for current and future users.

## 2.3 Local Policy Background

A considerable amount of work has been undertaken leading up to the preparation of the Structure Plan. The following is a brief timeline of Council endeavours that directly relate to this project:

- > 2014 – Visioning, identification of structure plan themes, and community engagement to inform project directions
- > 2015 to 2016 – Extensive background studies to inform Structure Plan perpetration
- > Ear 2017 – Preparation of a Background Paper to review and crystallise project directions
- > Early to Mid 2018 – Preparation of Draft Activity Centre Structure Plan
- > Mid 2018 – Community engagement and feedback
- > Mid to Late 2018 – Final Activity Centre Structure Plan

The detailed work that has informed the Structure Plan includes the following.

### **Newport specific studies:**

- > Newport Structure Plan Literature Review (by Council) 2017
- > Heritage Review of Newport Structure Plan Urban Design Guidelines 2015
- > Draft Newport Structure Plan Urban Design Guidelines 2015
- > Newport Structure Plan Access and Mobility Study 2014
- > Economic and Market Feasibility Assessment for the Newport Activity Centre Structure Plan 2013

### Hobsons Bay studies:

- > Hobsons Bay Residential Design and Character Review (Background Report) 2017
- > Hobsons Bay Activity Centres Strategy (Technical Report) 2016
- > Hobsons Bay Housing Strategy (Background Report) 2016
- > Industrial Land Management Strategy 2008
- > Guidelines for Infill Development in Heritage Areas 2006

In addition, a number of studies and strategic changes have been undertaken at State level. The following are among the key State initiatives which have been considered by the Structure Plan:

- > New Residential Zones (released March 2018)
- > Plan Melbourne 2017
- > Better Apartments Urban Design Guidelines
- > Infrastructure Victoria's 30-year Strategy
- > Urban Design Guidelines for Victoria

These documents have been utilised as a foundation for the Structure Plan. Essential implications are selectively discussed in this document, whereas other content has been utilised for guiding the development of Structure Plan strategies.

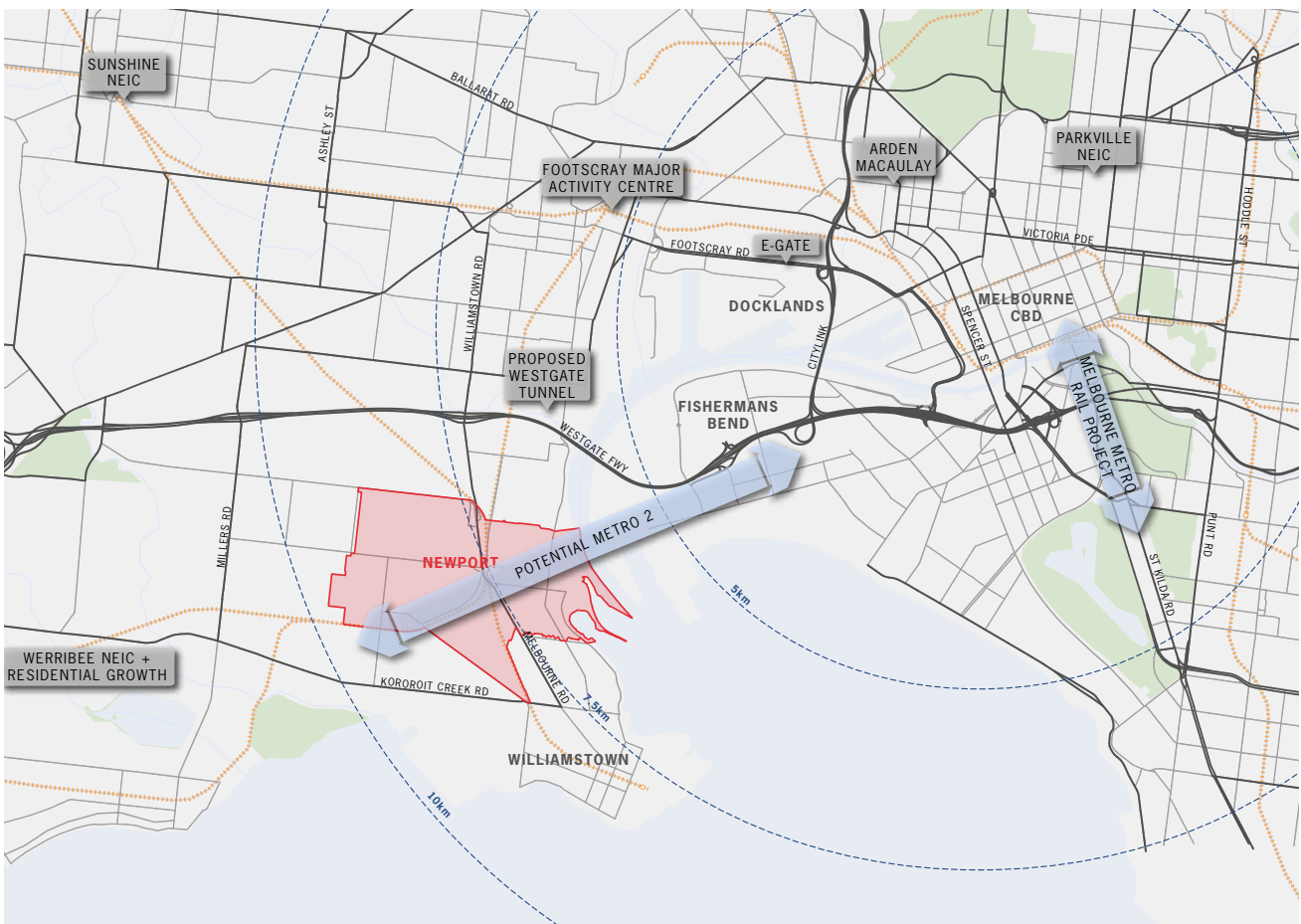


Figure 04 - Newport Activity Centre Context Plan

## 2.4 Local Context

At a local level, Newport boasts several features which make it an attractive place for residents and visitors. Among other things:

- > The suburb and Activity Centre contain several heritage buildings and sites, which contribute towards creating a desirable setting for residents and patrons. For example, Newport contains one of only two functioning railway workshops in Australia.
  - > The Williamstown marina, moorings, and foreshore areas are located immediately to the south of Newport. In addition, Newport itself enjoys excellent waterfront access. These are key attractors for people wanting to enjoy the water and waterfront environs.
  - > A quality open space and sporting network surrounds and extends into Newport. This includes spaces and facilities at Newport Riverside Park (which leads to Scienceworks in Spotswood), Greenwich Reserve, Digman Reserve, Newport Lakes Reserve (formerly an historic blue stone quarry), Bryan Martyn Oval, and Paine Reserve.
  - > Strong industrial and commercial heritage characterise Hobsons Bay, and Newport embodies this heritage. The power station and railway workshops are part of this narrative, and are intrinsic parts of the suburb's identity.
  - > Major Hazard Facilities (containing fuel storage, processing, and transport infrastructure) are located in Spotswood and Newport, immediately north of Newport. These facilities are an important part of local and State economic function, but also constitute constraints due to the need to minimise population/employee density in proximity to the facilities.
- > Attractive heritage residential areas surround the Activity Centre, as well as significant parts of Williamstown. The characteristics of these residential neighbourhoods draw settlement from sectors of the community that seek this setting as a place of residence.
  - > There is a high degree of open space per capita within Hobsons Bay, including within Newport.
  - > There are a number of Strategic Redevelopment Areas (SRA) in Hobsons Bay, which are former industrial sites designated for residential redevelopment. Precinct 15 in Altona North is a significant SRA which has recently undergone a rezoning process through Amendment C88 and is expected to cater for approximately 7,000 new residents. This area, along with other SRAs, will increase the population base within the area, thereby contributing to Activity Centre patronage within the broader area. Newport is positioned as one of the Activity Centres which will benefit from this increased patronage.



Figure 05 - Newport Local Context Plan



# 3

## NEWPORT'S HISTORY AND TRAJECTORY

### 3.1 History & Heritage

Settlement of the area dates from the 1880s, based on economic drivers. In 1853, the construction of the railway line between Geelong and Melbourne began and the Newport train station was built shortly after (initially named Geelong Junction in 1859, later renamed Williamstown Junction in 1868 and Newport in 1881). Planning and development of the Newport Railway Workshop (listed under the Victorian Heritage Register) occurred between 1884 and 1888. Major developments followed in subsequent years, such as the Newport Power Station, which was built between 1913 and 1918.

The settlement and Activity Centre responses to these economic changes saw the Newport Civic and Commercial Precinct and the Melbourne Road Commercial Precinct developed from approximately 1880 onwards. Suburban residential estates around railway stations also followed in the 1880s, with the Halls Farm, Newport, and Grindlay's Estates being released circa 1880, 1885, and 1888 respectively. There were peaks of development in Newport in the late Victorian period (1880s), and later during the Edwardian (1901-World War 1) Inter-war period (1918-1939).

As a result of the above developments, the Newport Activity Centre and its surrounds came to feature several iconic heritage sites. The following is a selective timeline of the key developments, which continue to influence built form in Newport today:

- > 1859 – Newport Railway Station, Pepper and Lilly Trees (HO136)
- > 1884-1888 - Former Newport Railway Workshops (HO65, VHR-H1000, VHR-H1839)
- > 1887 - Commercial Bank (HO137)
- > 1887 - Newport Hotel (HO177)
- > 1890 - Shop and residence at 15-17 Mason Street (HO179)
- > 1903 - Former WC Thomas & Sons Flour Mill (HO186)
- > 1914, 1926-27 - Christ Church Complex (HO182)
- > 1915 - Former United Friendly Societies (UFS) Dispensary (HO80)
- > 1915-16 - Former Victorian Railways Substation (HO175)
- > 1920 - WW1 Memorial (HO176)
- > 1924-25 - Junction Hotel (HO138)
- > 1924-25 - Masonic Temple (HO197)
- > 1930, 1942 - Sacred Heart Roman Catholic Church Complex (HO231)
- > 1930, 1957 - Baptist Church (HO180)
- > 1934-35 - Mechanics Institute (HO178)

This pattern of character-defining developments was significantly impacted by the construction of the Melbourne Road overpass in 1960, which bisected Newport and compromised functionality of the civic and commercial precincts within the Centre. The overpass interrupts the pedestrian networks and visual connection between landmark buildings including the Masonic Temple, Newport Hotel, the Substation and Newport Commercial Bank (former). Despite being an important project at the time, the legacy of the overpass has created substantial challenges for current and future urban identity.

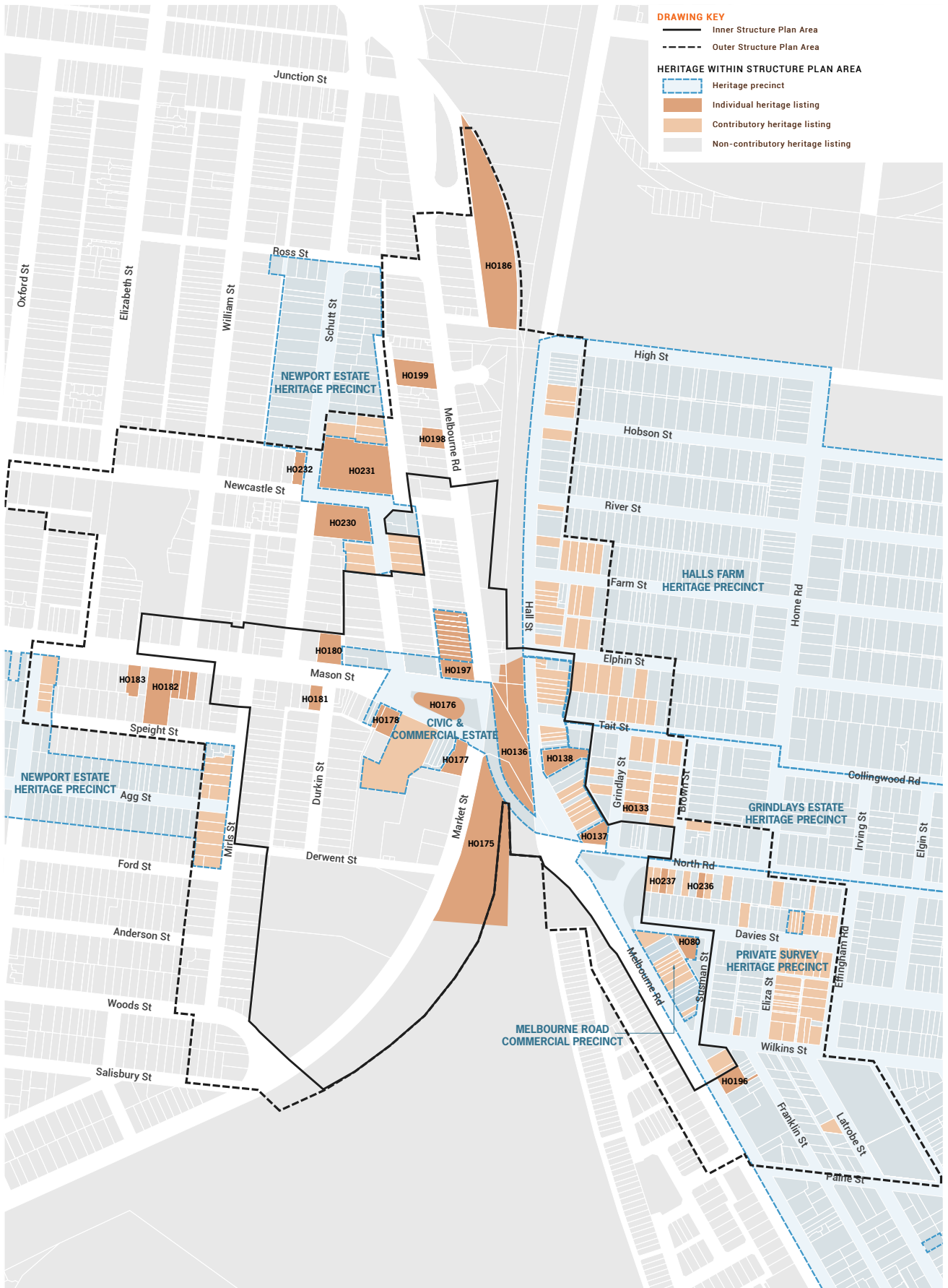
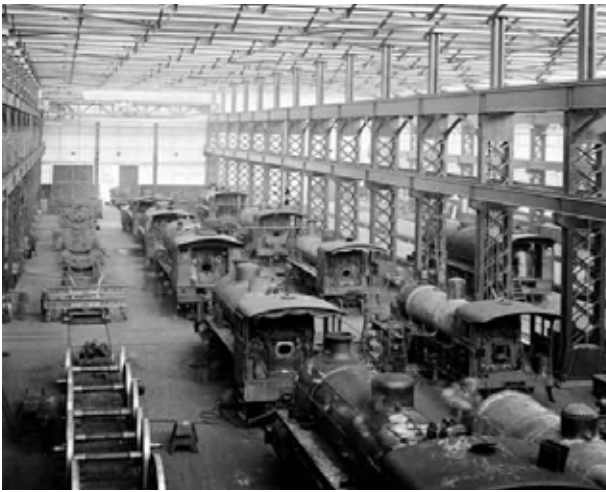


Figure 06 - Newport Activity Centre - Heritage Plan



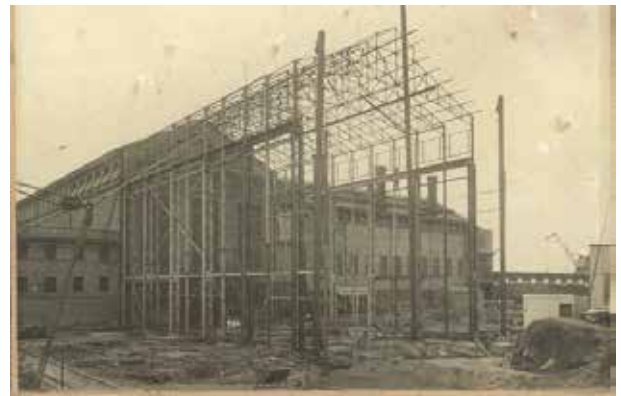
**Figure 06A** - Train Serving in Newport  
 (Source: Public Record Office Victoria)



**Figure 06B** - Former Newport Railway Workshops  
 (Source: Victorian Heritage Database)



**Figure 06C** - Masonic Hall  
 (Source: VictorianPlaces.com.au)



**Figure 06D** - Newport Powerhouse (Source: State Library of Victoria online)



**Figure 06E** - Mural on Market Street,  
 abutting the Newport Library

### 3.2 Newport Today

Based on its rich history, Newport has numerous urban elements that make it an attractive Centre capable of competing with nearby Centres. It is an example of an early era Activity Centre focussed around a train station. Civic and commercial precincts surround the transport core, and residential development is located within and on the periphery of the Centre. While significant infrastructure elements (railway line, overpass and gas pipelines) have dissected the Activity Centre, the heritage identity, sense of place and community feel endure and comprise drawcards for urban growth.

With many buildings no longer used for their previous industrial purpose, Newport has a range of re-development opportunities. The recent adaptive re-use of the former Substation building as an arts and culture hub highlights the underlying value placed on heritage, as well as the community's creative spirit and desire to adapt from 'industria to suburbia' (see Figure 06E).

Access to Hobsons Bay, the Yarra River, public open space, and sporting facilities are also important to residents. These factors influence settlement choice, indirectly leading to commercial support for the Centre, provided it competes effectively with other Centres in the area.

On a more pragmatic level, proximity to the Melbourne CBD, and the availability of a strong public transport network are critically important factors which elevate Newport's role above other Neighbourhood Activity Centres. This access creates a significant advantage, which has not been leveraged to its potential, noting higher density development and housing can take advantage of the Centre's strong access to public transport.

Growth has occurred, and property values have risen, changing the composition and function of Newport. These changes create challenges, as well as opportunities for propelling positive changes in the Activity Centre.

Redevelopment opportunities have created interest from developers to invest in Newport and diversify the housing stock with townhouses, units and apartments, growing features of Newport. Evidence of change in Newport is present, and it is important that the Structure Plan provides guidance on change to ensure Newport can develop to the best of its ability, without losing the characteristics that make Newport the place it is.

### 3.3 Core Characteristics

The composition and function of the Newport Activity Centre are heavily influenced by the following factors:

- > A train station at the heart of the Centre, and a role as a transport hub that attracts commuters from surrounding suburbs;
- > Proximity to Melbourne CBD, Williamstown, the Westgate Freeway, Princess Highway and the Western Ring Road;
- > A strong industrial presence that has created opportunities for the industrial heritage of Newport to be embedded into the culture and character of Newport;
- > A range of period architecture with varying heritage values and the established village character;
- > A legacy of urban design which focusses activity at the centre of the village, providing a sound foundation despite fragmentation over time;
- > Diverse built forms and streetscapes, including bluestone rear laneways;
- > A diverse cultural base;
- > A strong arts and cultural precinct;
- > Proximity to the Spotswood Science Works, Williamstown marina, moorings, and foreshore areas, which are regional-scale attractors for people wanting to enjoy the water and waterfront environs;
- > The Yarra River and Newport Lakes which provide habitats for native fauna and flora; and
- > A quality open space and sporting network, including spaces and facilities at Newport Riverside Park, Greenwich Reserve, Digman Reserve, Newport Lakes Reserve (formerly a historic blue stone quarry), Bryan Martyn Oval, and Paine Reserve.

### 3.4 Economics and Demographics

To understand the economic role that the Newport Activity Centre will play in future, it is essential to consider how it relates to other Major and Neighbourhood Activity Centres in the area, as well as the demographic and economic trends that have been observed within Newport and Hobsons Bay.

#### Activity Centre Network:

Newport benefits from and competes with a number of Activity Centres that are located within Hobsons Bay and its periphery. The following matters are of note:

- > Higher order competition for Centre based activities is likely to be experienced from the Footscray Metropolitan Activity Centre, the Williamstown Major Activity Centre, the Altona Gate, Altona and Altona North Major Activity Centres, and the Highpoint Activity Centre.
- > Other Neighbourhood Activity Centres such as Yarraville and smaller Centres such as 'the Circle' (Altona North) will compete for 'lifestyle' based activities.
- > The Hobsons Bay Activity Centre Strategy Technical Report (2016) states that 47 percent of retail expenditure from Hobsons Bay escapes outside the municipality, representing an unreasonable loss of economic activity.
- > It also identifies Newport as a "large" Neighbourhood Activity Centre, and states that Centres of this scale should be a "focus for future private and public sector investment due to the importance of these centres to the surrounding community and the diversity of uses accommodated."
- > In a similar vein to the above Strategy, the Economic and Market Feasibility Assessment for the Newport Activity Centre Structure Plan (2013) also notes opportunities are lost to external Centres and states, "there is likely to be a level of pent-up demand [for lifestyle related activities] which would support a potentially rapid revitalisation of the NAC, similar to that which has occurred in Seddon over the past five years."

## Economic Trends Generally

With respect to overarching economic trends, the following factors highlighted in the Activity Centre Strategy Technical Report (2016) set the scene for developing land use and economic strategies:

- > “Retail is a key determinant of how people use a centre, and where people come from to visit that centre. Thus, activity centres with a broad and successful range of retail traders will generate more visitation from a wider geographic area than activity centres with a non-retail commercial focus.”
  - > “The attractiveness and amenity of activity centres is a key influence on their ability to generate sales and visitation from the communities which they serve, and is critical in creating a sense of community pride...A particular focus for the Strategy will be to ensure that the activity centres in Hobsons Bay are high-quality locations for people to visit, shop, spend time and do business. The future success of activity centres relies heavily on the quality of their built environment, and the safety and enjoyment of the general public who visit centres.”
  - > “The design of residential development and areas around activity centres is considered important to the community...”
  - > “[I]ncreased-density living around activity centres could improve a centre’s economic viability, and the appropriate location and design will be important considerations
- > There are opportunities across the Centre for “re-investment in existing buildings and intensification of activity through new development of retail, commercial and/or residential uses.”
  - > “The Mason Street and Melbourne Road North precincts are best suited to residential intensification, both within the existing commercial areas (subject to relevant planning controls) and potentially on adjacent land including in proximity to The Substation.”
  - > “It is estimated that approximately 30 percent of new housing stock in Hobsons Bay over the next 20 years is expected to be in the form of units and apartments. Activity centres (particularly those with regular and reliable public transport links) are an appropriate location for the development of a high share of this dwelling-type.”
  - > It will be “important for activity centres to provide supporting community infrastructure, including childcare, libraries, gyms etc.”

## Economic Trends in Newport

Based on the Economic and Market Feasibility Assessment for the Newport Activity Centre Structure Plan (2013):

- > Overcoming limitations associated with fragmentation and competition from other centres necessitate “investment in infrastructure and place making / economic development initiatives aimed at improving amenity, promoting a village atmosphere and attracting non-chain retailers that reflect the NAC’s more eclectic nature.”
- > “For centres such as the NAC which are not anchored by a full-line supermarket there are greater challenges in identifying a defined role within an established activity centre hierarchy. This typically requires centres to be differentiated from supermarket based centres based upon the level of convenience or lifestyle opportunities they offer. This places greater reliance upon Councils to invest in infrastructure, and place making / economic development initiatives aimed at improving the amenity of centres, promoting their village atmosphere or attracting non-chain retailers that reflect the more eclectic nature of these centres.”
- > House prices have been increasing in Newport and there is a strong gentrification influence.
- > “Strong demographic fundamentals suggest a range of opportunities including cafes and restaurants and personal services as well as the establishment of office based businesses.”

### Newport Shopfront Floorspace

Category	Floorspace
Food, liquor and groceries	1790 m <sup>2</sup>
Food catering	1880 m <sup>2</sup>
Non food	2820 m <sup>2</sup>
Retail Services	1270 m <sup>2</sup>
<b>Total Retail</b>	<b>7760 m<sup>2</sup></b>
Shopfront Office	3800 m <sup>2</sup>
<b>Total Occupied Shopfront</b>	<b>11560 m<sup>2</sup></b>
Vacant Shopfront	260 m <sup>2</sup>
<b>Total Shopfront Floorspace</b>	<b>11820 m<sup>2</sup></b>

### Share of Total Shopfront Floorspace

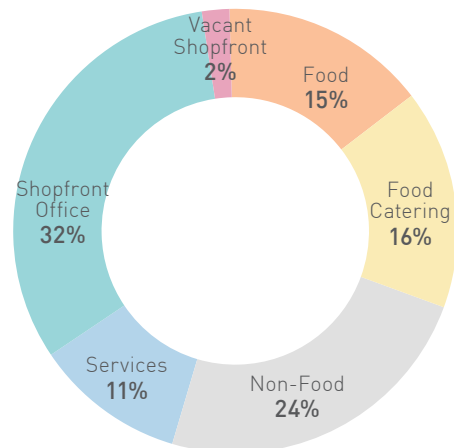


Figure 07 - (Source: Hobsons Bay Activity Centre Strategy Technical Report )

## Demographic Trends

As per information from Profile ID, the following is a snapshot of statistical change in Newport between the years 2011 and 2016:

- > Newport's estimated resident population has grown from 12,427 in 2012 to 13,425 in 2016 (representing a growth of approximately 200 persons per annum).
- > There has been a notable increase in the number of professionals and managers within the area. The top 3 occupational changes are:
  - Professionals (+377 persons)
  - Managers (+170 persons)
  - Community and Personal Service Workers (+99 persons)
- > The number of couples with children have increased substantially, followed by growth in couples without children and, to a lesser extent, one parent families. Lone person, group, and other households have decreased in number.
- > For households with children, the number of young children has increased substantially, and some growth in older children has also occurred. For households without children category, the number of middle aged and older couples has increased, whereas young couples have decreased. Specifically, changes in household structure are as follows:
  - Couples with children (+278 households)
  - Couples without children (+98 households)
  - Lone person (-66 households)
  - One parent families (+60 households)

- > The largest changes in age structure are:
  - 5 to 9 (+290 persons)
  - 40 to 44 (+167 persons)
  - 55 to 59 (+138 persons)
  - 60 to 64 (+119 persons)
- > There are approximately 2.6 persons per household.
- > Demographic changes suggest a need for catering for a range of age cohorts, with a particular focus on child/youth friendly spaces and lifestyle related activities that are likely to appeal to adults.

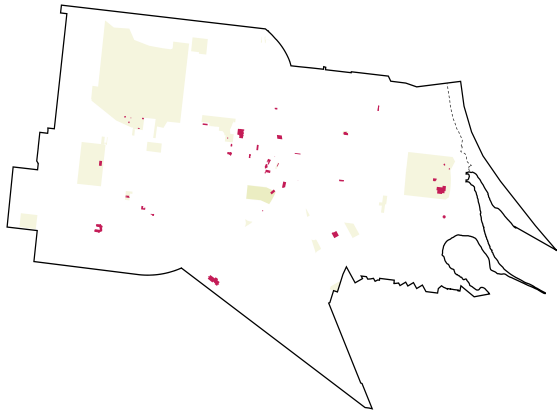
A snapshot of relevant information is provided in the Appendix, which comprises statistical graphs obtained from profile ID.

Note, while this is not a detailed and dedicated economic analysis, the data provides insights into factors which are relevant for structure planning purposes.



### 3.5 Suburban Influences

Project influences at the suburban scale have been extensively considered as part of studies prepared by Council. The Draft Urban Design Guidelines contain a useful summary, and extracts of this summary are adapted and provided in Figure 08. These influences are primarily located outside the activity centre, but have relevance in terms of the factors that need to be considered in planning for the Centre.



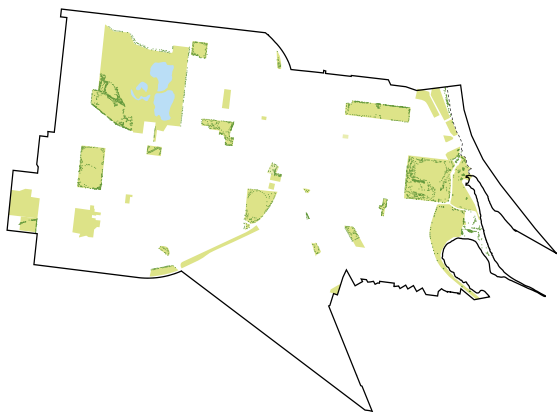
#### Community Attractors

Existing community facilities are dispersed throughout the suburb of Newport with a higher density located in central Newport and nearby recreation destinations.



#### Waterfront

The eastern boundary of Newport faces the Yarra River. A number of recreation facilities are located along the waterfront, including boat ramps, skate parks, cycling paths, fishing locations and the Sandy Point conservation area. Significant distant views of the Melbourne CBD are available from this open area.



#### Recreation

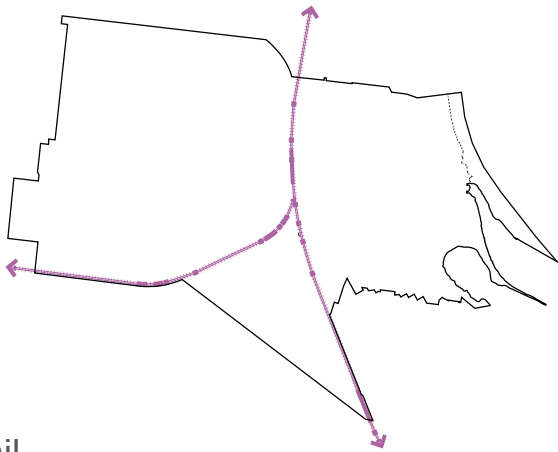
Newport is home to a large number of both passive and active recreation facilities including the regionally recognised Newport Lakes Park, Paisley Park, Greenwich Reserve and The Strand, Bryan Martyn Oval and Newport Park. These spaces are generally well distributed throughout Newport.



#### Road

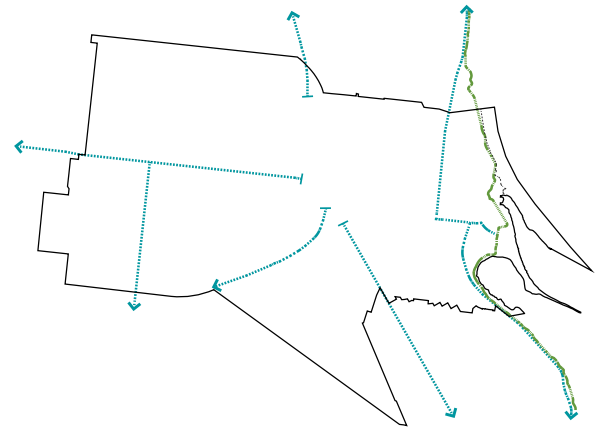
Newport is easily accessed via Melbourne Road from the West Gate Freeway and Douglas Parade. Melbourne Road has large volumes of traffic and is a declared main road. Mason Street, Blackshaws Road and North Road provide the main east-west connections within the suburb.

Figure 08 - Suburban Influences, Draft Urban Design Guidelines, MGS 2014



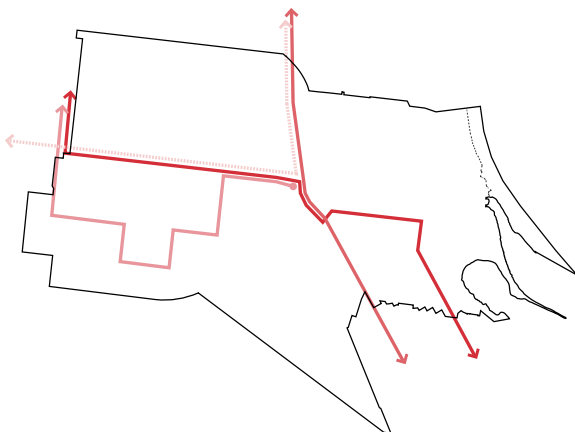
### Rail

Newport Railway Station is serviced by the Werribee Metro line and the Williamstown Metro line train lines, and additional freight trains which run through the site. Since the completion of the Regional Rail Link, regional trains bound for Geelong no longer go through Newport Station. The railway line separates the eastern and western sections of Newport with a third of the non-residential area to the south left over the railway workshops.



### Bike

On-road cycling paths throughout Newport are located along Mason Street, parts of Melbourne Road and Douglas Parade. The Bay Trail is a shared cycling path running along the Yarra River from the West Gate Bridge through Newport to Williamstown. There is currently a lack of cycling paths and amenities in central Newport with a disconnection of the paths along Melbourne Road between Blackshaws Road and the North Road overpass bridge. There is the potential for bike lanes on North Road to The Strand to provide connections between the waterfront and central Newport. Refer to the Hobsons Bay City Council Bicycle Strategy for further information.



### Bus

Newport is serviced by 4 metropolitan bus routes including:

- **432 Yarraville** - Newport via Altona Gate SC
- **471 Sunshine** - Williamstown
- **472 Moonee Ponds** - Williamstown
- **944 Nightrider, City** - Werribee

All routes stop at the Newport Bus Interchange on Mason Street, except for 472 Moone Ponds which stops along Melbourne Road.

### 3.6 Precincts

Precincts within the Newport Activity Centre have been identified and analysed in Council's previous strategic studies and have formed a sound basis for community engagement purposes. For information on how Precinct boundaries were defined, refer to the *Newport Structure Plan Urban Design Guidelines, 2014*. To ensure consistency between documents and in order to distil clear strategies, the Structure Plan adopts the previously defined Precincts, as depicted in Figure 09.

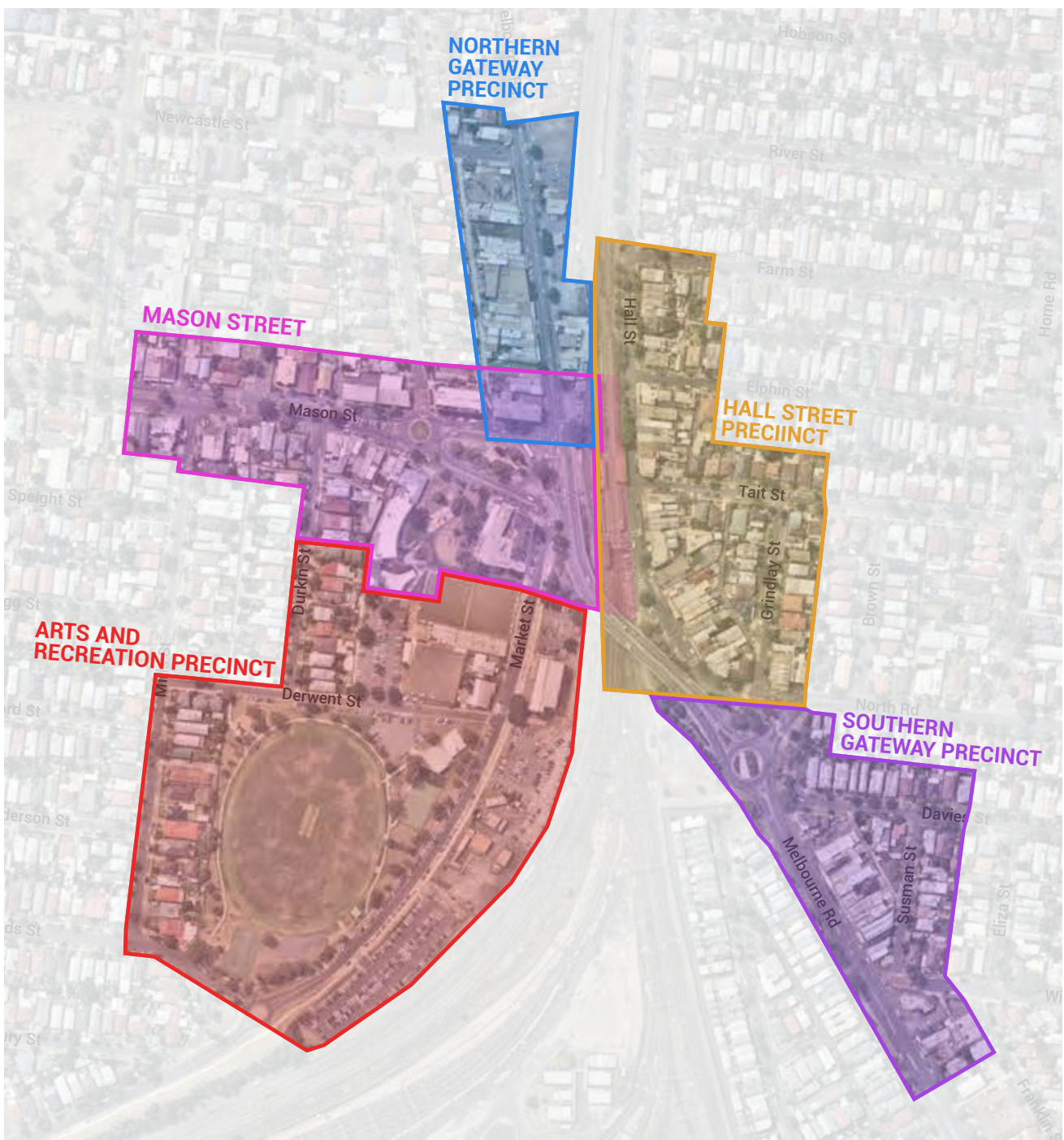


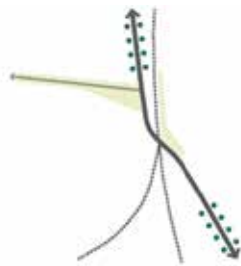
Figure 09 - Newport Activity Centre Precinct Plan

### 3.7 Community Views

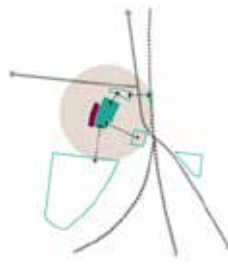
As previously noted, community consultation was undertaken in late 2014 to inform the emerging directions for the Structure Plan (and Design Guidelines which were under preparation at the time). The themes utilised for engaging the community are depicted in Figure 10. The feedback received was utilised by Council to develop draft design guidelines, prepare an access and movement strategy, and undertake background work to set project directions for the Structure Plan.

As part of this Structure Plan, the information has been used as a basis for gaining an understanding of community aspirations and informing the strategies to achieve these.

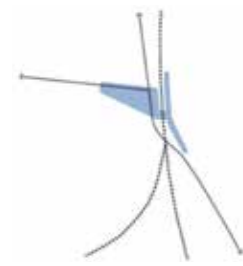
Further feedback is sought from the community to test and refine the structure plan.



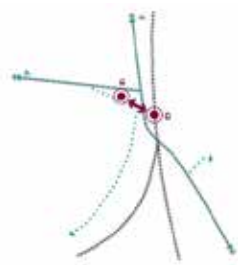
> High quality green gateways and space



> A vibrant community heart



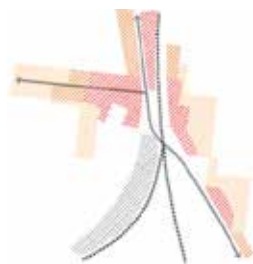
> A safe and accessible pedestrian priority environment



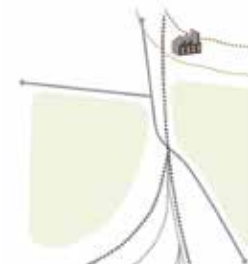
> Strengthening connections



> Celebrating distinct precincts



> Encouraging appropriately scaled mixed-use transit orientated development



> Strengthening Newport's industrial and built heritage and local identity

Figure 10 - Community Views



# PART 3

## DISTILLATION

# 4

## KEY ISSUES

### 4.1 Centre-wide issues

- > Melbourne is growing towards Newport, and strategies to direct (and utilise) the growth are not sufficiently developed.
- > The heritage identity of Newport is not readily evident. This is partly due to the visual and spatial impacts of the Melbourne Road overpass. It is also partly due to insufficient design responses for emphasising valued village features or building on these features through new design responses.
- > The momentum of iconic, character-defining developments has been interrupted since the construction of the overpass (with limited exceptions). Rekindling the development momentum in a manner that respects heritage is a challenge.
- > Sense of arrival when approaching from the north and south is severely impaired by unappealing built form and land uses that would be better located outside the NAC, and limited endeavours directed towards improving the public realm.
- > Visually, spatially, and thematically, there is a lack of relationship between different precincts within the Activity Centre.
- > Pedestrian and cyclist access within several parts of the Activity Centre is poor.
- > Increased residential development will place additional pressure on existing community infrastructure, some of which is already at capacity.
- > Unbalanced population growth between east and west may create/exacerbate differences in the economic performance between eastern and western sections of the Activity Centre.
- > There is a lack of certainty with respect to the construction and location of an underground train link to Fisherman's Bend.
- > Competition from nearby Activity Centres is considerable, and the pattern of escape expenditure presents a challenge.

### 4.2 Location Specific Constraints

- > The advisory areas associated with the Major Hazard Facilities (MHFs) limit the nature and intensity of development that is available within the northern sections of the Centre periphery.
- > The historic mill is a major redevelopment opportunity, but development potential is suspended due to the site's location within the MHF advisory areas.
- > Vic Track land south of the Substation is underutilised as a car park, and misses an opportunity for meaningful contributions to the Centre's form, feel, and function.

## 4.3 Precinct-Specific Issues

### Northern Gateway Precinct

- 1 - There is little sense of arrival when approaching the centre from Melbourne.
- 2 - Commercial uses at the town entry from Melbourne contribute little towards establishing a village identity and vibrancy, and do not convey the importance of this precinct as part of the Activity Centre core.
- 3 - There is a lack of consistency in scale and form within the Precinct, especially having regard for the eastern and western sections of Melbourne Road.
- 4 - Streetscape appearance does not convey adequate pride of place, due to the combined effect of basic-quality streetscaping, unscreened views of unkempt or industrial areas, and above ground powerlines.
- 5 - East-west access for pedestrians and cyclists is limited (other than at the intersection of Mason Street and Melbourne Road). In part, this is related to the (unavoidable) vehicular priority of Melbourne Road within the State network.
- 6 - Sites on the eastern side of Melbourne Road are narrow and affected by fuel pipelines which restrict developable area.

### Mason Street Precinct

- 7 - Mason Street plays an important social and commercial function, and has several positive 'village characteristics, but the function and characteristics are not discernible from Melbourne Road.
- 8 - The intensity of land use and activity within several parts of the Precinct can be increased.
- 9 - Development potential is greatest where design can respond to taller heritage buildings in the Activity Centre landscape, but opportunities to utilise this potential have not been grasped (other than some limited exceptions).
- 10 - A car park blocks the pedestrian desire line between Bryan Martyn Oval and Paine Reserve, neglecting an opportunity for connecting facilities and precincts.
- 11 - Pedestrian and cyclist connections between Paine Reserve and the Market Street transit plaza are impaired by traffic movements on Market Street. Additionally, the pedestrian and cyclist crossing only caters for one path of travel that is likely to be used by pedestrians, cyclists, and public transport patrons.

### Arts and Recreation Precinct

- 12 - The railway land to the south of the Substation is the largest site in the Centre, but is utilised solely as commuter parking, which misses the opportunity to use built form as a means of enhancing the town's identity, as well as the economic and land use offer.
- 13 - The interface between the Precinct and the railway reserve presents very poorly and fails to integrate with the Precinct, with the exception of an articulated entry under the Melbourne Road overpass.
- 14 - Access to the train station and through to the east does not comply with DDA standards.

### Hall Street Precinct

- 15 - Hall Street features the densest cluster of heritage buildings, but is visually disconnected from surrounding Precincts by infrastructure, impacting the presence of the Precinct within the overall civic and commercial fabric.
- 16 - There is a lack of visitation relative to the Precinct's potential.
- 17 - The interface with the railway reserve at the southern section of Hall Street (at the Precinct entry) is very poor.
- 18 - Access to the train station and through to the west does not comply with DDA standards.

### Southern Gateway Precinct

- 19 - The clear 'village' form on the eastern side of the road and the consistent townhouse character on the western side combine to create a sense of arrival. However, the narrative of Activity Centre form is interrupted by the Melbourne Road roundabout and overpass. This disconnect is exacerbated by the historic residential development between the Hall Street and Southern Gateway Precincts.
- 20 - The rhythm of built form is interrupted at the southern corner of Wilkins Street and Melbourne Road by inconsistent built form and siting that creates car parking dominance.
- 21 - Landscape treatments between the eastern and western sides of Melbourne Road are inconsistent.



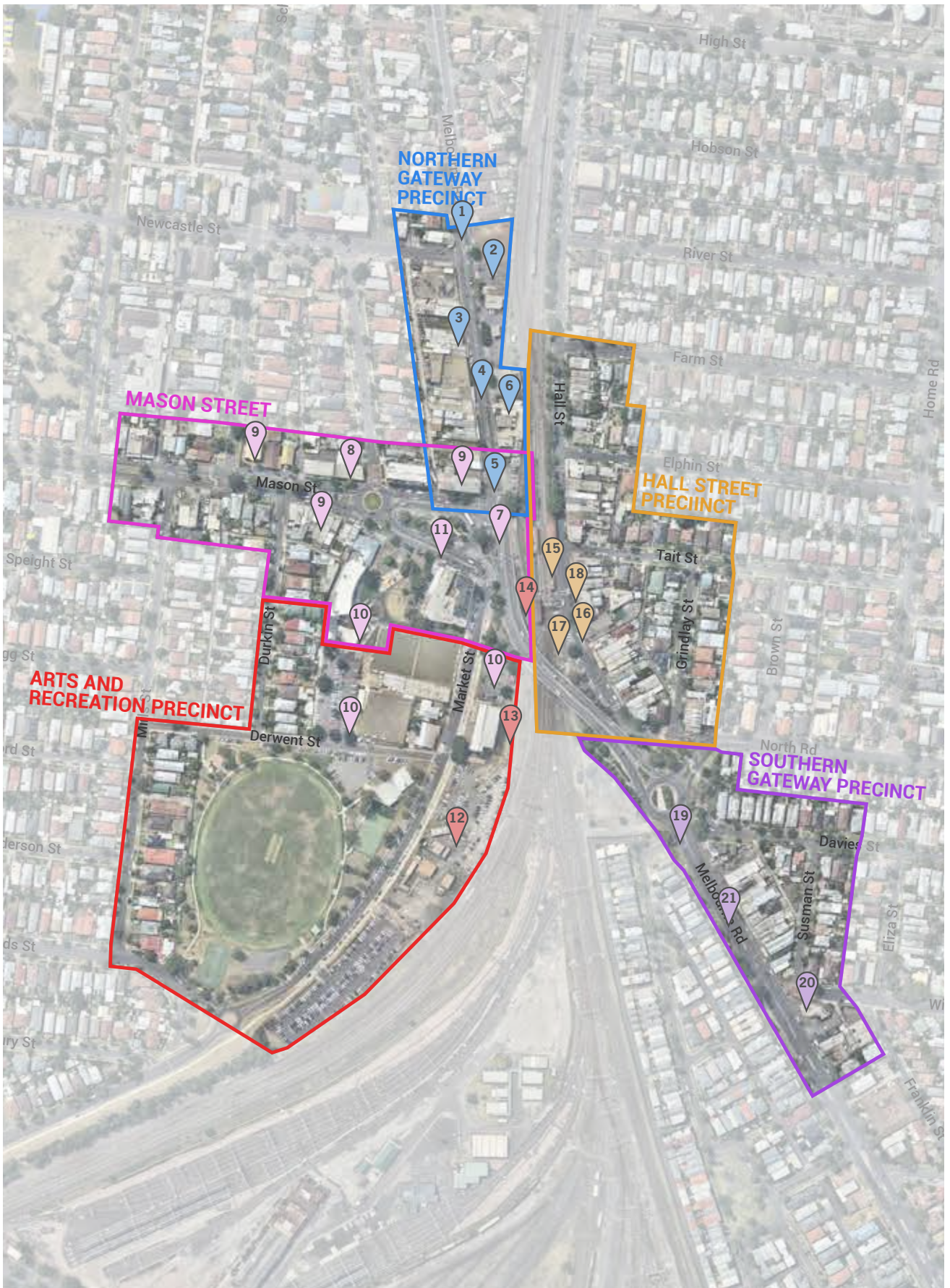


Figure 11 - Newport Activity Centre - Precinct Specific Issues

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# 5

## KEY OPPORTUNITIES

### 5.1 Centre Wide Opportunities

- > Melbourne's growth and Newport's gentrification create opportunities to attract re-development, which delivers land use, economic, and built form improvements to the Activity Centre.
- > Public and active transport access to the Melbourne CBD provide strong drawcards for attracting residents and visitors, creating opportunities to enhance the Centre beyond its current role, function, and appearance. Potential exists for this public transport access to be significantly improved, should the Melbourne Metro 2 project eventuate.
- > Williamstown has significance to the greater Melbourne area as a means of accessing the Yarra River and Port Phillip Bay, and Newport acts as a gateway to Williamstown (albeit this role has not been developed to its potential).
- > Newport's demand for meeting day to day shopping and service needs is likely to grow with an increasing and gentrifying population, strengthening its role as a NAC within the wider centres network.
- > Heritage and industrial character are at the core of the Centre's identity, providing valuable themes that constitute a sound foundation for the next major phase in the Activity Centre's evolution.
- > There are a number of sites with significant re-development potential, which are likely to appeal to developers, provided planning controls are appropriately facilitative.
- > Higher density residential development on upper levels can contribute an increased economic base for supporting and attracting non-residential uses.
- > Streetscaping can be improved throughout the Centre to develop a cohesive narrative within the public realm.
- > Laneways support zero-metre front setbacks, with shops supported by operational access from the rear. This arrangement should be retained.

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## 5.2 Precinct-specific opportunities

### Northern Gateway Precinct

- 1 - There is considerable potential for development to contribute a defined urban character that creates a gateway into Newport.
- 2 - The diversity and mix of uses can be notably increased through redevelopment, taking into account the extent of low scale and lower order uses, as well as fewer heritage constraints (relative to other parts of the Activity Centre).

### Mason Street Precinct

- 3 - Proximity to growing residential areas in the west and north renders this Precinct as a natural choice for lifestyle and convenience retail.
- 4 - The civic and commercial village characteristics, as well as the proximity to schools, child care centres, open space network, etcetera create natural strengths that can be leveraged.
- 5 - Paine Reserve connections can be improved towards the transport plaza to the north, and towards Bryan Martin Oval to the south.
- 6 - The mosque at the corner of Mason Street and Walker Street is a key redevelopment site, as a new mosque has been constructed in Newport West and the site is understood to be surplus to congregation needs.

### Arts and Recreation Precinct

- 7 - The relationship between the Substation, open space areas, commercial uses, and railway reserve can be improved through public space enhancements and strategic redevelopment.
- 8 - Older, low scale building stock on the corner of Market and Derwent Street can be investigated to be redeveloped, retaining the recreational uses at ground level (in modified form) and building on upper levels.

### Hall Street Precinct

- 9 - Strong heritage character, combined with visibility from the Melbourne Road overpass, provide opportunities for heritage sensitive development on upper levels to increase the Precinct visibility and presence.
- 10 - Unattractive railway interfaces can be screened, without impacting long term potential for enhancements as part of a potential rail connection to Fisherman's Bend.
- 11 - The site at the north-eastern corner of North Road and Grindlay Street is underutilised and has sufficient area to attract re-development.

### Southern Gateway Precinct

- 12 - Built form within the southern gateway is readily discernible from the street, with two-storey residential to the west and up to 3 storey development to the east. These elements begin to convey a sense of arrival into Newport, which can be further enhanced.
- 13 - Low rise sections of the Precinct can be re-developed, having regard to heritage values.
- 14 - Streetscaping quality can be improved, commensurate with the western side of Melbourne Road.

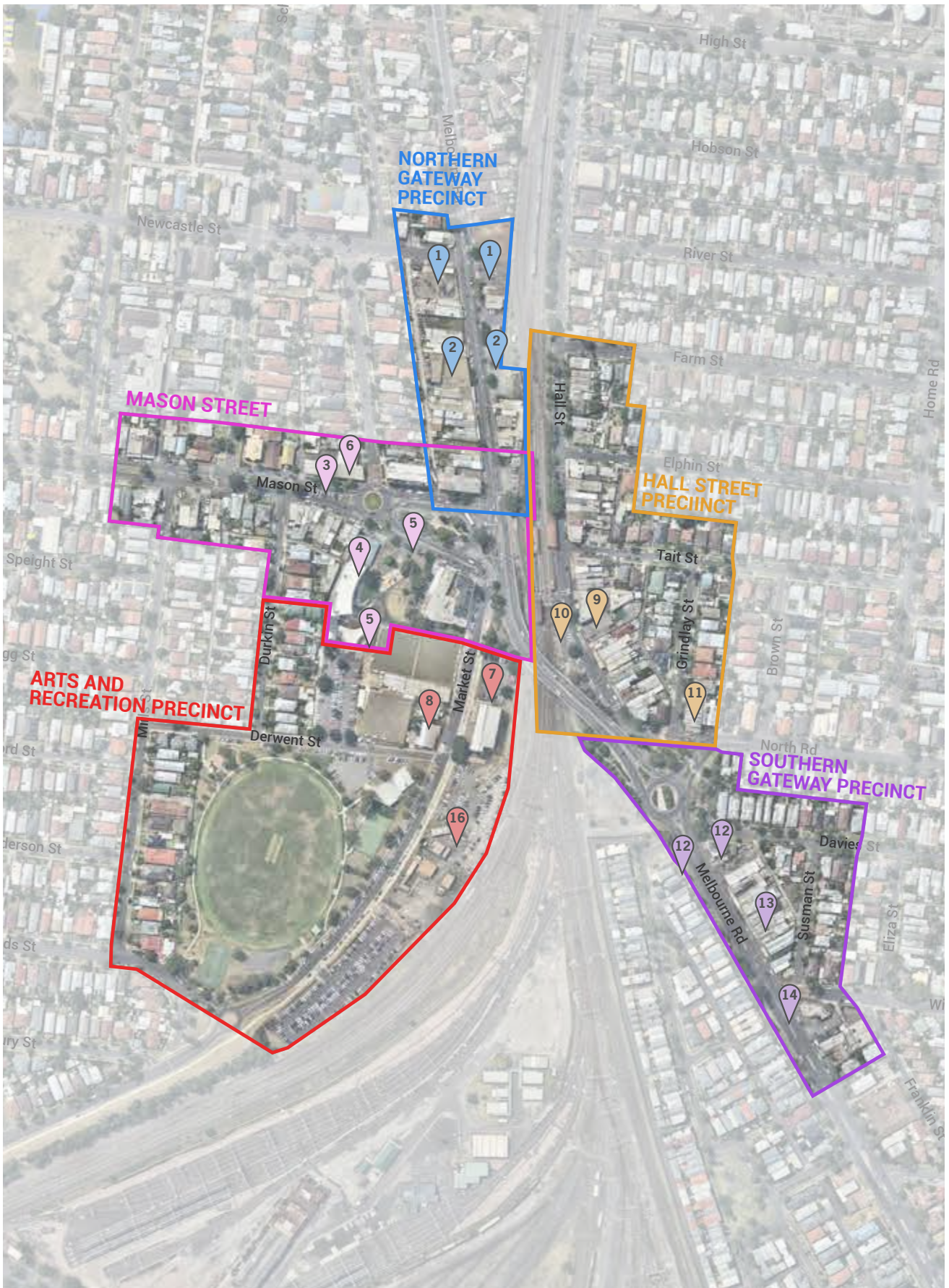


Figure 12 - Newport Activity Centre - Opportunities



# PART 4

## STRUCTURE PLAN FRAMEWORK

# Overview

This chapter provides the core basis for delivering planning and design improvements for the Newport Activity Centre. In reading the structure plan framework, it is useful to note the following with respect to the function of its components:



## Vision

Provides a foundation for all strategic measures contained in this Structure Plan by recognising the qualities and characteristics of the Newport Activity Centre and envisaging how it should mature and develop into the future.



## Elements

Provide the themes under which the Structure Plan is organised.



## Objectives

Set what a series of strategies is trying to achieve.



## Strategies

Give effect to each objective by providing the next level of detail for guiding growth and implementing positive changes.



## Actions

Comprise tasks such as dialogue, negotiation, and further work, which need to be undertaken outside of the Structure Planning process to advance the desired outcomes of this document.



# 6

## VISION NEWPORT

### 6.1 Vision

*Newport is an interesting and complex place to understand and define. It is a place with a definite sense of purpose in its underlying urban structure and built form, much of which is still discernible today in its gridded street layout and strategically positioned heritage buildings. Over time, however, the urban structure has been subject to some significant layering of infrastructure and industry which have effectively bisected the village and compromised the intent of the original planning and design.*

*In Newport the competing forces of placemaking and engineering come together in a unique way. The original planning and design brings a fundamental sense of place, village scale and heritage charm. Large scale infrastructure and industry have improved Newport's accessibility and commerciality, whilst contributing a sense of grittiness and a less straightforward way of navigating and experiencing the village.*

*This juxtaposition of village and infrastructure, urban design and engineering, cars and people, fine grain and coarse grain, heritage charm and industrial grit, wayfinding and discovery is part of what makes Newport special. It is the essence that should be handled with care when making decisions about its future. Balance is key in articulating a vision to take Newport into its next phase.*

*As Newport continues to grow and comes under pressure for growth and redevelopment it is essential that:*

- > New development continues to reinforce and support the village scale that Newport was founded on;
- > New buildings respect the finer grain heritage charm and scale of the village, and contemporary built form is encouraged to define and differentiate architectural eras and reinforce the distinction between old and new;
- > The public realm returns to the principles of balancing function, form and placemaking.
- > Roads retain and improve their access and circulation function, whilst also transitioning to quality streetscapes that support village activity and socialising;
- > Pedestrians and cyclists can safely share spaces with cars, and all modes are given equal opportunity and consideration;
- > Retail is supported within the core village area and kept to a finer grain, especially as part of redevelopment;
- > Industrial and engineering infrastructural elements are recognised as not being of a scale that can be hidden, but rather celebrated as part of the fabric or palette of Newport and used to inform materiality, landscape and art;
- > A sense of discovery, forms part of the way Newport is accessed and experienced.

*These factors require a focus on Newport as a place of competing, but complimentary forces and tensions, which must be acknowledged to guide the Centre's way forward. The challenge of this Structure Plan and for Newport's future is how to create a sense of balance and harmony between the two forces, in a way that strengthens the role and influence of both. Bearing this tension in mind and using it to inform Newport's future, this Structure Plan articulates the following vision:*

*The Newport Activity Centre will build on its intrinsic village charm and character, while recognising the importance and influence of major infrastructure as part of its urban fabric. Quality built form and public realm improvements will provide the key ingredients. Buildings will comprise a mix of heritage and mid-rise contemporary architecture which interprets and responds to Newport's heritage and industrial context. Well-designed streets, plazas, and public areas will stitch together scattered spaces, and provide a bridge between place and infrastructure needs.*

# 7

## ELEMENTS

### 7.1 Identity

Newport's identity derives from a number of characteristics, including its railway and industrial heritage, iconic built form, evolution from 'industria to suburbia,' open space network, access to the water, and position as the gateway to Williamstown.

The Activity Centre's sense of place began to be defined when commercial and residential development first occurred in response to construction of the train station, followed by subsequent boom periods, as previously described. The manner in which this development occurred laid the foundations for Newport in terms of its village feel and civic attributes. The construction of the Melbourne Road overpass in the 1960s, although an important project, changed the trajectory of how Newport's identity evolved thereafter. Evidently, the process of maturation within the Activity Centre was stymied, while residential development continued to steadily occur. The community's drive to continue developing, however, appears to have remained strong as an undercurrent. This is evidenced by the adaptive re-use of the former Substation building as a major arts and culture hub, the annual Folk Festival, and the establishment of businesses that cater for lifestyle related demand.

A key challenge facing Newport today is how to continue the maturation process from 'industria to suburbia,' and then into a thriving 'village.' Maturation is important not only within residential areas and select sites, but also in terms of the form and composition of the Activity Centre as a whole.

A related and critically important challenge arises from the need to protect the village feel and heritage characteristics of the Centre, and steer where and how development occurs.

Balance is important. On the one hand, Newport needs a level of coherence within the urban fabric to continue its maturation and address the fragmentation created by infrastructure. On the other, the idiosyncrasies between spaces that have arisen from the fragmentation have resulted in the creation of Precincts with desirable characteristics. In its current form, the Activity Centre has become a collection of spaces that create an experience of discovery. The manner in which people experience Newport is not linear or obvious. Rather, it is a process of discovery, as residents and visitors find themselves going over and under infrastructure elements to travel between spaces, and experiencing differences between spaces. Accordingly, it is necessary to address the tension between creating a holistic Activity Centre narrative, while also enabling individual spaces/precincts to develop organically. The identity element of the Structure Plan seeks to provide the means of doing so, with measures that cross other elements. Subsequent elements give attention to matters of detail, such as specific improvement sought to public realm areas.

#### What's Missing?

- > Clear direction for how the Activity Centre will enter its next major phase of development;
- > A sense of arrival;
- > Legibility of the Activity Centre and how it functions; and
- > Spatial relationships between Precincts.

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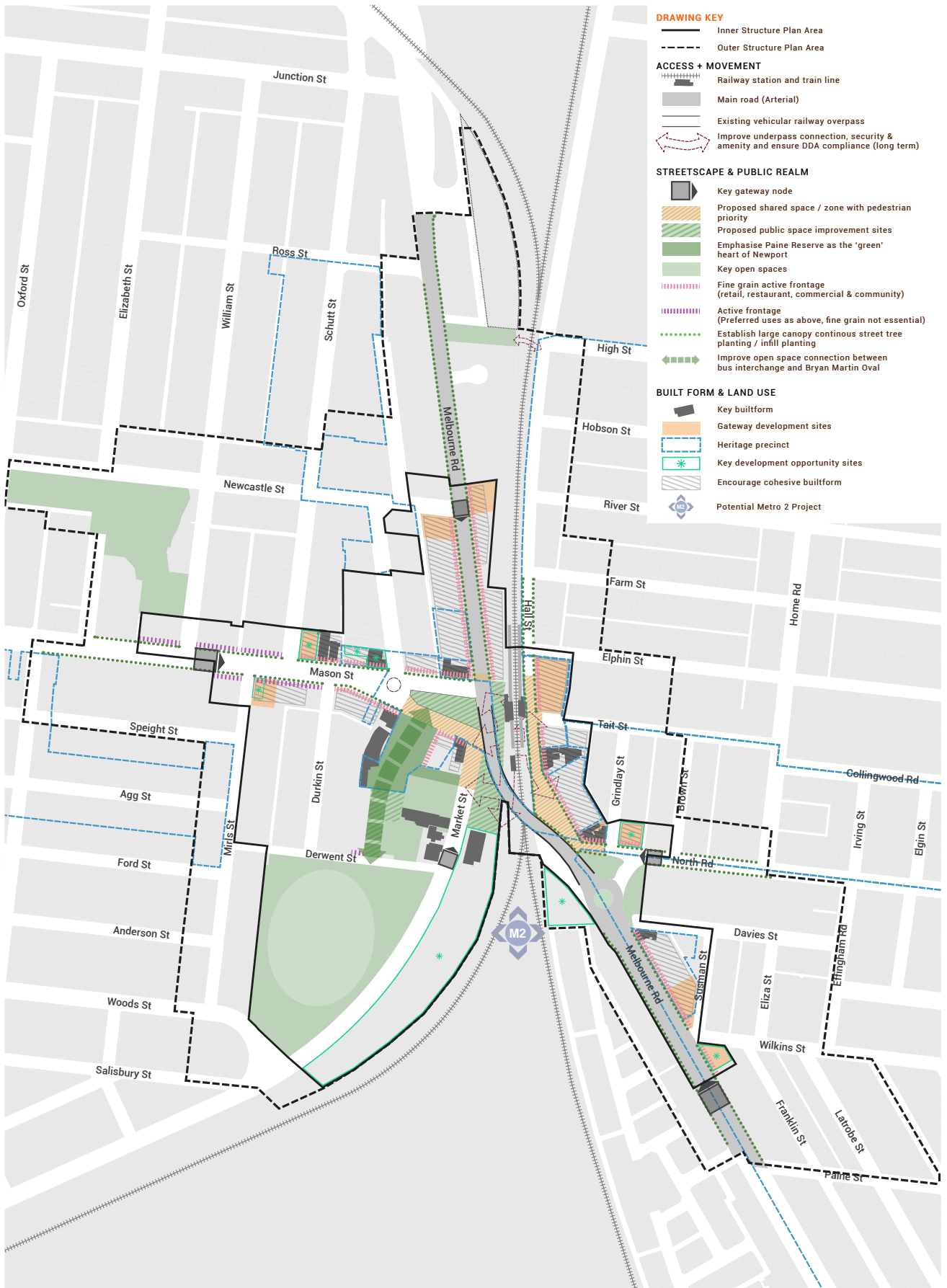


Figure 13 - Newport Activity Centre - Identity Plan

Objective	
I-1	To build a cohesive identity for Newport as a village, while enabling the development of specialised Precincts.
Strategies	
I-1.1	Improve the sense of arrival by encouraging gateway developments at the identified locations in the Northern and Southern Gateway Precincts, and the Hall Street Precinct.
I-1.2	Create a legible and recognisable Activity Centre by stitching individual Precincts together through cohesive built form and public realm improvements. <b>Refer to detailed strategies related to built form, heritage, public realm and open space.</b> <b>Note</b> – Physical connections cannot be improved in all locations due to limitations created by the Melbourne Road overpass. Improvement measures accordingly focus on other strategies which communicate the urban structure and form.
I-1.3	Re-enforce the village feel by supporting small format tenancies which generate activity, while avoiding uses that require large footprints.
I-1.4	Encourage adaptive re-use and heritage sensitive re-development of buildings.
I-1.5	Encourage development focussed on arts, culture, lifestyle, sustainability, and other such themes which enhance Newport’s reputation as a cultural hub.
Objective	
I-1	To strengthen cohesion within the public realm through improved spatial relationships between key Precincts.
Strategies	
I-1.1	Connect Paine Reserve to a greater extent with a re-imagined urban/transport plaza to the north, recreational facilities to the south (the bowls club, scouts, and RSL), and Bryan Martyn Oval. Note – Refer to public realm strategies in connection with the urban transport plaza and other key spaces.
I-1.2	Improve the sense of civic pride in spaces where pedestrians and traffic would ordinarily slow or linger (such as at the corner of Mason Street and Melbourne Road, and the intersection of Melbourne Road and North Road).
I-1.3	Encourage amenity improvements within and surrounding the railway reserve, recognising it as a key part of the urban structure.
Actions	
IA-1	Facilitate and support business groups through forums, economic development and place management.
IA-2	Liaise with the RSL, scouts, and bowls club to improve inter-precinct relationships. See also the actions specified with respect to land use, and public realm and open space.
IA-3	In liaison with VicTrack, undertake a strategic assessment of circulation spaces that can be improved within the railway reserve, having regard for both short and long terms measures..

**Note** – The objectives, strategies, and actions that are detailed within the identity element are those which have an overarching influence on the Activity Centre. Themes of identity are also interwoven into other elements, and are developed further in the subsequent sections. It should also be noted that this element does not seek to prevent individual Precincts from developing their unique characteristics. Rather, it seeks to bring together the Precincts as part of a whole.

## 7.2 Land Use and Activity

The existing land use pattern reflects the Precincts that have previously been described, providing positive foundational elements within each area that can be built upon. However, there are number of uses such as tyre repairs, which are located in a highly prominent part of the Activity Centre, but do not contribute to its activity, amenity and appeal. Such uses may be better located in less strategic parts of the Activity Centre. In addition, land use and activity appear limited in scale due to heritage constraints.

To date, heritage features have not been adequately addressed in terms of their relationship to future development within the Activity Centre.

The future of land use within the Activity Centre will be influenced by two key factors. Firstly, gentrification trends in the area will affect future settlement and built form. Secondly, the desirability of the suburb will be augmented by the place that Newport has within the Centres hierarchy as a Neighbourhood Centre on Melbourne's doorstep, with excellent access to the Principal Public Transport Network (PPTN). In response, land uses and activities will need to mature from their present state into a mix that is tailored to a greater extent towards the expected future population.

### Retail + Commercial

The Activity Centre Strategy Technical Report identified that "47 percent of available retail spending of Hobsons Bay residents is directed to retail facilities located outside the municipality." It is understood that trends in Newport align with the general Hobsons Bay trend of escape expenditure.

Another key matter to note is that the report identifies that land use within the Activity Centre comprises approximately 50 percent retail uses and 50 percent non-retail. When this proportional split is put within the context of broad escape expenditure in the area, questions arise as to whether the proportion of retail can be increased over time. In this regard, it is relevant to note that there are a number of large footprint uses which impact the grain, rhythm, and levels of activity that could be established within the centre. Examples of such uses include tyre repairs, car wash, and mechanics, which occupy prime space that can be better utilised. With rising land values, market forces are likely to combine with policy and zoning provisions to incentivise using land in a manner that realises its economic potential. While it is appropriate for some uses to remain, there is a prospect of changing the proportion of non-retail uses in favour of retail at ground level.

Generally, the uses envisaged involve retail, convenience, lifestyle focussed tenancies, and small-scale commercial uses which help strengthen the fine grain nature and feel of the Activity Centre. A convenience supermarket is located on the north-eastern corner of Mason Street and Walker Street.

Further, it is noted that office uses within the Structure Plan area are limited. This is likely to be attributable in part to the closeness of the study area to Melbourne and larger Centres and employment clusters, which attract office uses. However, should demand be expressed, it is considered appropriate for office uses to be located within Newport in future. Planning is accordingly required.

### Community Uses + Social Infrastructure

Newport benefits significantly from having a community 'heart' created by the co-location of the library, community hall, and Paine Reserve. There is scope to celebrate this central node to a greater extent and create better relationships between it and the surrounding developable areas.

Educational uses, child care centres, and medical and associated centres are well-distributed in proximity to the Centre. These provide valuable components of a liveable community and increase the attractiveness of the Activity Centre and its periphery as places to reside. While these spaces are primarily outside the Activity Centre boundary, their influence is relevant to the Structure Plan. Conversely, it is also noted that the demand for and pressure on these uses may increase over time due to growth within the Centre.

### Recreation + Culture

Recreational and cultural spaces are among Newport's strongest assets. The open space network is extensive and includes spaces within and surrounding the Activity Centre. Arts and culture in Newport are epitomised in the Substation, a re-purposed industrial building which now includes space for exhibition, performances, and creative pursuits. These elements are embraced within the Structure Plan and similar or complementary uses are encouraged.

## Residential

Prior economic assessments have identified that residential development should be encouraged within the Activity Centre (on upper levels) in order to support the existing land uses and assist in attracting additional commercial uses.

The Mason Street Precinct and Northern Gateway Precinct have been specifically identified as areas suitable for intensification, subject to heritage and major hazard facility considerations. Both Precincts have seen higher density residential development in recent years - on the corner of Mason Street and Walker Street, and the corner of Newcastle Street and Melbourne Road. Higher density development has also occurred in the Southern Gateway Precinct. Such development contributes towards supporting the existing retail and commercial uses, and will contribute to a greater extent in future.

Overall, future residential development will need to cater for housing growth within the core (with comparatively limited change in residential heritage precincts), diversity in housing stock, and the strengthening of patronage sources for retail and hospitality.

## Industry

Industrial uses (other than tyre/vehicle repairs) are generally absent from the Activity Centre. This is appropriate, given the context and location of the Centre.

To the north of the Centre, there are significant Major Hazard Facilities (MHFs), which store, process, and transport dangerous goods. For safety reasons, these facilities limit the type and intensity of development in areas to the north of the Activity Centre. The MHFs have inner and outer planning advisory areas, for which non determinative advice is provided by WorkSafe Victoria. Specifically, inner areas are considered inappropriate for any land uses other than low density industrial uses or land uses with a low employee density. Land use and development in outer areas is also intended to be limited, so that people who are unable to respond to emergency events are not located within the area, and the number of people on site is limited.

Additionally, there are several industrial uses surrounding Newport, which have historically defined the suburb.

## Other Uses

Transport uses have a major bearing on the Structure Plan area:

- > The railway station and its surrounds are an intrinsic part of the urban fabric;
- > The transit plaza on Mason Street has a strong relationship with and may be considered part of the civic heart; and
- > The railway land to the south of the substation comprises the single largest area within the Activity Centre. The Activity Centre Strategy Technical Report identifies that this land "has a high net worth and the availability of large capacity free car parks discourages more active links with railway stations - for example by cycling and walking."
- > The rail yards located to the south of the Activity Centre are an intrinsic part of Newport's history. These continue to play an important role and provide a heritage context which informs the character of Newport.

These transport uses and spaces are of critical importance in terms of their current and future role, as well as planning for adjoining uses.

## Planning controls

Figures 14 and 15 illustrate the Zones and Overlays which apply within and surrounding the Activity Centre. Of particular note, is the Commercial 1 Zone (which informs the mix and scale of uses which locate in the Centre) and the Heritage Overlay (which affects how development can occur within and abutting the Activity Centre).

### What's Missing?

- > A strategy for capitalising on Newport's access to the PPTN;
- > Residential/offices on upper levels;
- > Retail and leisure activity (proportionate to the Centre's role);
- > Connections and/or discernible relationships between precincts.



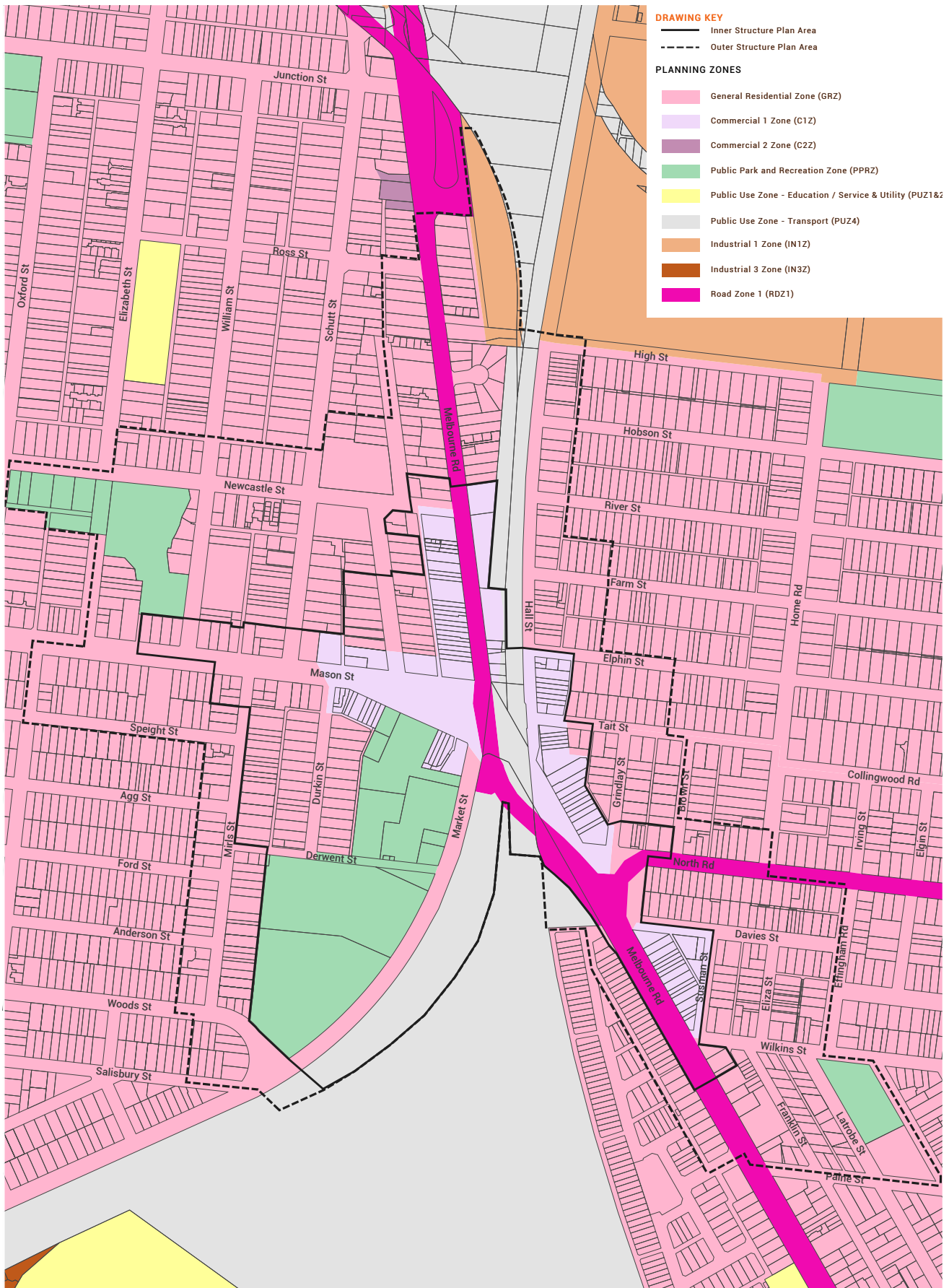


Figure 14 - Newport Activity Centre - Existing Planning Zones



Figure 15 - Newport Activity Centre - Planning Overlays & Buffers

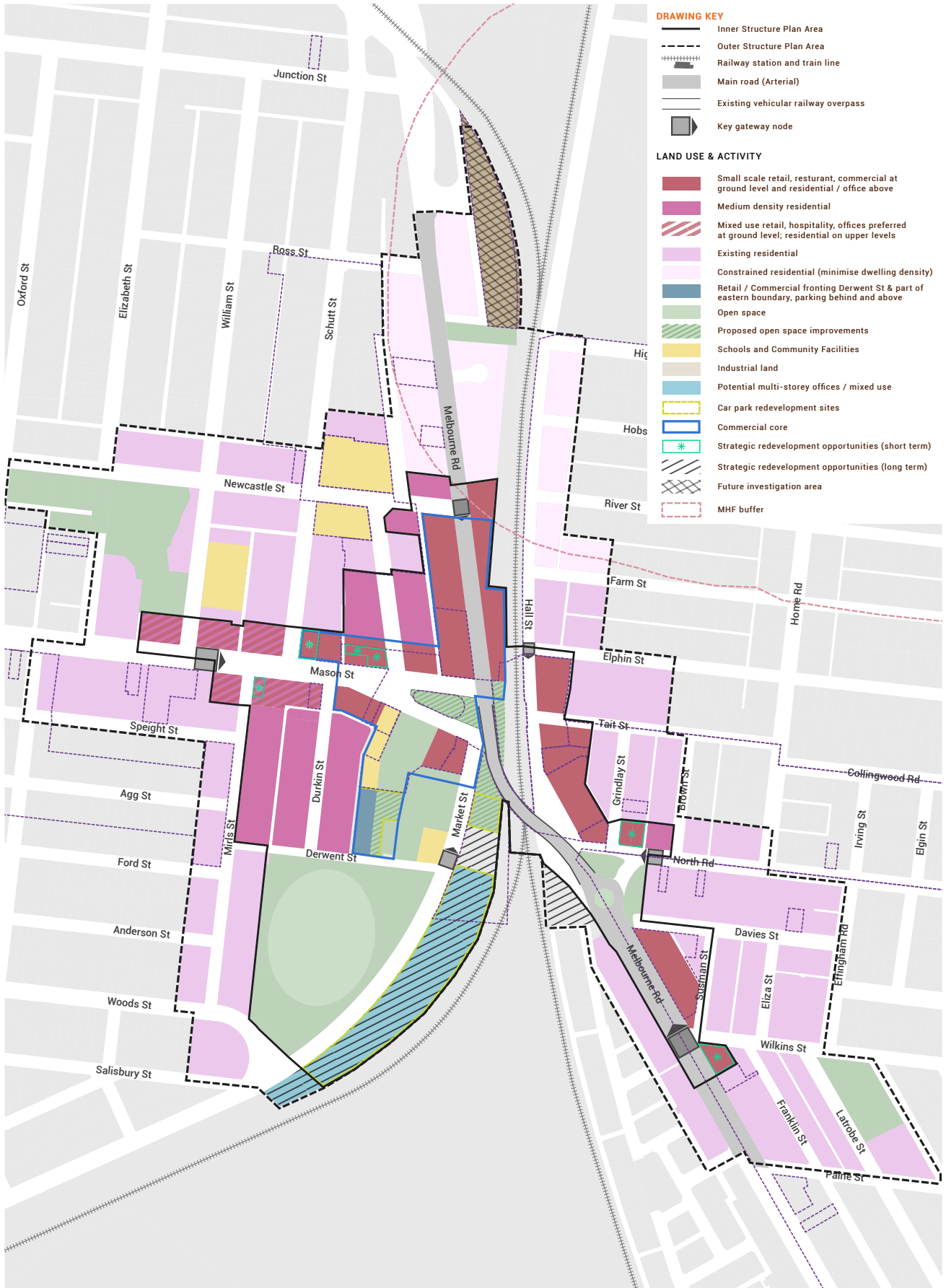


Figure 16 - Newport Activity Centre - Land Use Plan

Objective	
LUA-1	To increase economic activity and strengthen Newport's role as a vibrant Neighbourhood Activity Centre, with an emphasis on culture, food, retail, and convenient living.
Strategies	
LUA-1.1	Encourage increased residential density above ground level within the Activity Centre to provide housing in proximity to transport, increase the diversity and stock, and enhance patronage sources for ground level commercial uses.
LUA-1.2	Support upper level office uses to suit small to medium sized firms.
LUA-1.3	Strengthen street level activity by increasing ground level retailing, hospitality/leisure, convenience and fine-grain commercial uses.
LUA-1.4	Facilitate the transition of industrial uses out of the Activity Centre to vacate sites for redevelopment.
LUA-1.5	Facilitate the re-development of surface level car parking areas for higher order and higher density uses, while ensuring no net loss of parking through multi-storey structures.
Objective	
LUA-2	To strengthen the mix of land uses within the Activity Centre which activate core streets.
Strategies	
LUA-2.1	Encourage retail, hospitality, entertainment, leisure, and other such uses and activities that complement and enhance the vibrancy of the Activity Centre.
LUA-2.2	Enable higher density mixed uses within core Activity Centre areas, focussing on ground level retail/commercial, and upper level residential and office space to create a discernible mass.
LUA-2.3	Seek a mix of dwelling sizes and typologies within apartment developments to suit the needs of the range of demographic and social cohorts seeking to reside in Newport.
LUA-2.4	Support appropriate parking dispensation for redevelopment involving three or more storeys and providing diverse housing forms within the Activity Centre, having regard for the high degree of public transport availability.
LUA-2.5	Facilitate a mix of higher density residential use and other uses such as home occupation, small scale offices, medical centres on the periphery of the Activity Centre.
LUA-2.6	Explore the feasibility of redeveloping the at-grade car park south of Paine Reserve as a multi-storey parking and commercial building, with: <ul style="list-style-type: none"> <li>• A landscaped pathway from Paine Reserve Derwent Street, abutting the Bowls Club and RSL sites; and</li> <li>• Commercial uses orientated towards Bryan Martyn Oval and the proposed path.</li> </ul>
LUA-2.7	Evaluate the feasibility of accommodating office activities south of the Substation building (with well-presented car parking below and tenancies above), and within a new car parking structure to the south of the Newport Library.

Objective	
LUA-3	To guide the type and intensity of residential development on the periphery of the Activity Centre, based on the planning context specific to each location.
Strategies	
LUA-3.1	<p>Minimise density in residential areas that are located within both the Heritage Overlay and MHF advisory areas, subject to further consideration as part of a Neighbourhood Character Study.</p> <p><b>Note</b> – The former Mill site would ordinarily afford a key redevelopment opportunity, but falls within the MHF Inner and Outer Advisory areas, where the objective to minimise density and human activity applies. This creates a tension that requires dedicated consideration – the site has considerable significance and cannot be dismissed altogether as a potential redevelopment site, while simultaneously, exposure and risk are significant factors that constitute essential consideration. The site has accordingly been identified as an investigation area with respect to its long-term planning.</p> <p>Refer to 16.</p>
LUA-3.2	<p>Enable denser residential development on the Activity Centre periphery, other than in areas that are subject to the dual constraints of the MHF advisory areas and the HO.</p> <p>Refer to Figure 16.</p>
LUA-3.3	<p>Encourage lot consolidation in residential neighbourhoods within the outer structure plan area to increase the potential for more intensive residential development.</p> <p><b>Note</b> – Account for heritage as appropriate.</p>

Objective	
LUA-4	To plan for the development of strategic development sites and investigation areas.
Strategies	
LUA-4.1	Guide and facilitate the re-development of sites identified as providing short term strategic redevelopment opportunity, in accordance with the land uses shown in Figure 16.
LUA-4.2	Plan for sites identified as having long term strategic redevelopment opportunities, taking into account the preferred land uses shown in Figure 16.
LUA-4.3	Investigate the nature and extent of long term development that may be appropriate for the former mill site.

Actions	
LUA-A.1	Seek economic advice based on current ABS information to determine projected and aspirational levels of growth for residential, retail, office, and other key purposes.
LUA-A.2	As Committee of Management, liaise with the Crown seeking to enable the redevelopment of the car park to the south of Paine Reserve.
LUA-A.3	Liaise with VicTrack to explore the feasibility of the redevelopment of the at-grade car park to the south of the Substation, such that commuter and tenant parking is provided on lower levels, with attractive street interfaces, and office and/or residential development on upper levels.
LUA-A.4	Investigate options for the former mill site, in consultation with the MHF operators and State agencies.
LUA-A.5	Undertake a dedicated options assessment in consultation with VicTrack, in connection with the VicTrack land on the western side of the Melbourne Road roundabout.
LUA-A.6	Evaluate options for the redevelopment of 400-432 Melbourne Road, in close discussions with development proponents to overcome the narrowness of the site and the presence of the major energy pipelines (especially in the southern section of the site). Consider allowing greater height and lesser upper level setbacks on the proviso that: <ul style="list-style-type: none"> <li>• high quality architectural responses, which respect and positively contribute to the streetscape, are developed;</li> <li>• a public space is provided in the southern section of the site; and</li> <li>• car parking is not allowed to dominate the southern section of the site (due to its visual prominence and value to the urban core).</li> </ul>
LUA-A.7	Apply the Commercial 1 Zone (C1Z), Mixed Use Zone (MUZ), Residential Growth Zone (RGZ), General Residential Zone (GRZ), and the Neighbourhood Residential Zone (NRZ) in accordance with the proposed zoning in Chapter 9 Implementation.

#### Considerations for residential zoning on the periphery of the centre:

- > Heritage estates subject to the MHF buffers should be included in the NRZ.
- > Heritage estates generally – It does not follow that all heritage precincts should be subject to the NRZ. While the heritage values must be protected, this can be achieved by assessing applications under the HO, in combination with the zoning to ensure development is sympathetic. A 'blanket' NRZ approach should not be taken. The GRZ is recommended, unless a dedicated Neighbourhood Character Study demonstrates that the NRZ should be applied to residential heritage precincts.
- > Residential areas immediately abutting the activity centre, and not subject to the MHF advisory areas can be included in the RGZ. Heritage can be respected through design responses, and density does not necessarily need to be restricted. The density and scale of development should be determined at a site and proposal specific level.

### 7.3 Built Form and Heritage

Built form and heritage are intrinsically linked within the Newport Activity Centre. Heritage buildings of varying value are located throughout the Centre, providing foundational elements which define Newport's character. New built form needs to be conscious of these and provide appropriate design responses through massing and detailed design. Likewise, adaptive reuse and/or redevelopment of heritage buildings needs to occur in a manner that respects and re-interprets the built form elements.

In determining the future of built form for the Activity Centre, it is useful to observe the historic pattern of iconic developments in the area. As illustrated in Figure 17, the major heritage features and building clusters tend to announce their presence through building and/or parapet height. When these features are viewed from a landscape/macro perspective, a narrative emerges of how built form character has developed. While single storey development also occurred, this would not have been the dominant characteristic of the Activity Centre prior to the 1960s, when the Activity Centre's presence was highly discernible. This presence has been blurred since the construction of the Melbourne Road overpass and low scale modern development, which has become a disproportionately prominent feature at the Centre gateways.

There is accordingly a case for drawing on the previous pattern of urban development for setting an overarching built form strategy for the Activity Centre. Specifically, the Activity Centre should feature built form that creates mass and renders the urban core as readily discernible, while simultaneously responding to heritage buildings and features in accordance with best practice design. This measure can be expected to improve the spatial relationships between Precincts, while also enabling individual Precincts to develop their specialty characteristics.

It is also important to note that the most comfortable spaces in the Activity Centre have a village feel and sense of intimacy (such as Paine Reserve, Hall Street, and parts of Mason and Market Streets). The Structure Plan celebrates the contributions these spaces make towards a sense of place and proposes to implement measures that propagate and enhance the village feel.

Other than Centre-focussed measures, this Structure Plan also gives attention to the residential interface, much of which comprises heritage precincts. The built form strategies that follow are devised on the basis of reasonable expectations for Activity Centre mass, as well as other important considerations, such as solar access and privacy.

These overarching measures align with the level of growth that is anticipated and able to be captured, considering the growth:

- > will be relatively modest in comparison to higher order Centres surrounding Newport;
- > will provide sufficient impetus to implement a massing strategy that involves developing a taller urban core;
- > can be balanced with the need to protect heritage values and the neighbourhood/village scale of the Activity Centre.

#### What's Missing?

- > A consistent and discernible urban character;
- > A coherent strategy for how built form will respond to growth and manage emerging demand; and
- > Guidance on how to address heritage through new development/re-development.



Figure 17 - Newport Activity Centre - Existing Built Form



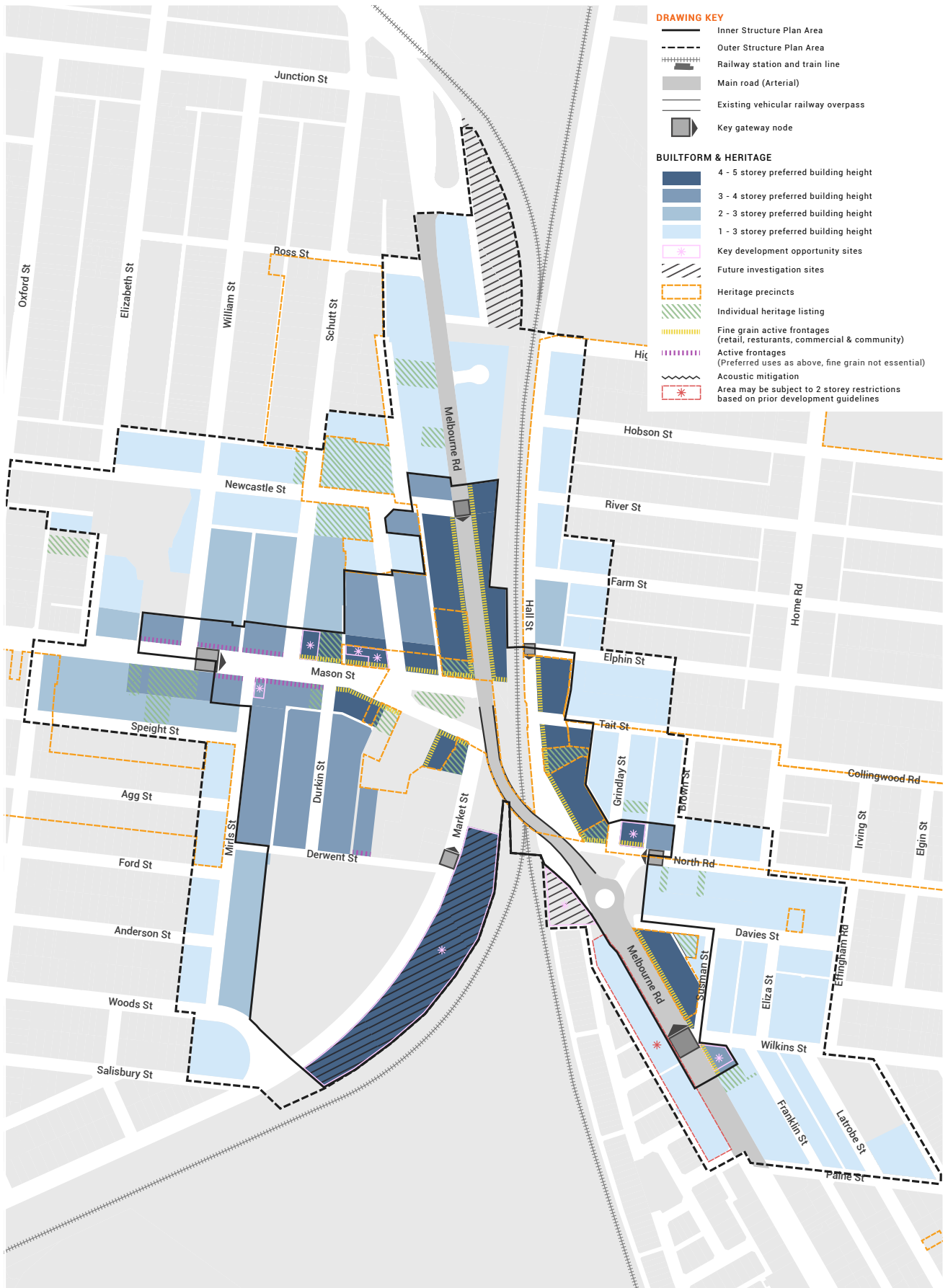


Figure 18 - Newport Activity Centre - Built Form and Heritage Plan

Objective	
BFH-1	To preserve and draw on local heritage for new built form, adaptive re-use, and redevelopment.
Strategies	
BFH-1.1	Respect heritage through preservation and design responses which have regard for the architectural elements of heritage buildings, such as the urban grain, parapets, horizontal & vertical lines, windows, and other such aspects of design.
BFH-1.2	Ensure new development and redevelopment does not feature imitation heritage features, and instead interpret the adjoining heritage characteristics in a contemporary manner as part of their architectural form.
BFH-1.3	Encourage restoration of heritage features as part of permit applications for the re-use and/or redevelopment of heritage buildings, proportionate to the scale of the proposal.
Objective	
BFH-2	To develop coherent massing and activation across the Activity Centre, while enabling Precinct-based land use and development responses.
Strategies	
BFH-2.1	Support multi-storey development in accordance with the heights specified in Figure 18.
BFH-2.2	Require new development on Melbourne Road, Mason Street, Hall Street, and Market Street to provide at least 70 percent glazing and activation on the primary street frontage, unless it can be demonstrated that the proposed use and design will contribute equivalent activation or otherwise provides over-whelming justification.
BFH-2.3	Encourage high quality architecture at the gateway nodes shown in Figure 18.
BFH-2.4	Ensure new development provides appropriate setbacks from the street wall. <b>Note</b> - Refer to the built form guidelines, in Chapter 8.
BFH-2.5	Facilitate and guide the re-development of sites identified as having strategic redevelopment opportunity in the short term, in accordance with the preferred heights and recommended articulation specified in Figure 18.

Objective	
BFH-3	To protect the amenity of public spaces within and adjoining the Activity Centre.
Strategies	
BFH-3.1	Require new development to address public spaces through orientation, view lines, passive surveillance, and built form measures which account for landscape and character.
BFH-3.2	Require new development and redevelopment to provide awnings on Melbourne Road, Mason Street, Hall Street, and Market Street (within the section of the street that runs east-west).
BFH-3.3	Require acoustic mitigation from railway noise sources as part of new development in accordance with current standards.
BFH-3.4	Require new development/redevelopment to provide appropriate setbacks from adjoining residential uses. <b>Note</b> -Refer to the built form guidelines, in Chapter 8.
BFH-3.5	Prepare and implement a Design and Development Overlay to guide built form outcomes within the Centre, taking into account the Built Form and Heritage element, as well as the Built Form Guidelines provided in Chapter 8.

Objective	
BFH-4	To promote sustainability and innovation in built form.
Strategies	
BFH-4.1	Encourage sustainable and innovative building design as a means of improving the environmental performance of buildings, and utilising sustainability as a point of difference over buildings in other areas. Refer to Chapter 8 Built Form Guidelines.
Actions	
BFH-A.1	Prepare a Design and Development Overlay that works in conjunction with the Heritage Overlay to ensure development is of an appropriate scale and design.
BFH-A.2	Update and finalise the Newport Structure Plan Urban Design Guidelines.
BFH-A.3	Undertake a gap study to identify heritage areas or buildings west of Melbourne Road, which may have heritage values, but are not included in the HO.

## 7.4 Public Realm and Open Space

The public realm within and surrounding the Activity Centre features both appealing and underwhelming elements.

At a suburban level, dominant features which contribute positively include the Newport Lakes Reserve (which is of local and regional significance due to its amenity and history), and the network of open spaces and sporting reserves abutting the Yarra River (which are of value to both the community and visitors). Closer to the Activity Centre, positive contributions are made by Paine Reserve, Brian Martyn Oval (and its surrounds), Leo Hoffman Reserve, and Kohry reserve, although certain spaces within these reserves can be improved. At a more centre-focused level, elements such as the heritage trees adjoining the train station, the cenotaph, and the landscaped spaces at the Melbourne Road/North Road roundabout add value.

Despite the positive elements, however, the overall impression is one of scattered public spaces with inconsistent levels of amenity within streetscapes and public areas. The lack of gateway treatments at both the northern and southern ends of the Activity Centre is evident. This combines with poor quality built form and some inefficiently located land uses to create an impression of neglect for passers-by travelling through Newport. Likewise, from the perspectives of residents and visitors, the Activity Centre appeal is impaired due to spaces which prioritise movement function and ignore place-based characteristics. One area that merits specific attention is the eastern interface between Hall Street and the railway line. This presents very poorly, especially at the southern end where Hall Street passes under the Melbourne Road overpass. The poor appearance conveys a lack of civic pride and diminishes the experience of Hall Street patrons / visitors. Design measures that can be implemented in this location are limited by the need to retain space and avoid obstructions to how the Metro 2 project may be delivered in the long term (assuming this project proceeds). However, not undertaking any design interventions is not a desirable approach due to the visual impact created by the railway interface. Solutions accordingly need to be adaptable.

The Structure Plan seeks to draw on the desirable elements of the public realm and individual open space areas to create a positive network of spaces within and surrounding the Activity Centre.





Figure 19 - Newport Activity Centre - Public Realm and Open Space Plan

Objective	
PROS-1	To strengthen the sense of place for residents and visitors, as a thriving urban village.
Strategies	
PROS-1.1	Enhance the sense of arrival by providing landscaping and other streetscape enhancements at the Activity Centre gateways at Melbourne Road North, Melbourne Road South, Mason Street, and North Road.
PROS-1.2	Strengthen the role of Paine Reserve as the green heart of Newport, and enhance its connections to the Market Street transit plaza, Bryan Martyn Oval, and the Substation arts complex.
PROS-1.3	Revitalise the transit plaza on Market Street and elevate its role from a highly transport focussed space to a high amenity civic space, catering for both transport patrons and the wider public.
Objective	
PROS- 2	To enhance linkages between open spaces and key public realm areas, improve spatial legibility, and facilitate natural wayfinding.
Strategies	
PROS-2.1	Enhance visual and physical connections to public open spaces in Newport such as Newport Lakes and Newport Park at the waterfront.
PROS-2.2	Provide shared zones, paths, landscaping, and street furniture in association with the bus and rail transit spaces. <b>Note</b> – refer to Figure 19.
PROS-2.3	Provide streetscape improvements in the sections of Melbourne Road, Mason Street, Market Street, Hall Street, and North Road shown in Figure 18 to convey a sense of being within the urban core.
PROS-2.4	Provide streetscape improvements, as shown in Figure 19, to connect Activity Centre areas to major open spaces outside the centre.

Objective	
PROS-3	To ensure urban spaces are designed for appeal, visitation, lingering, and functionality.
Strategies	
PROS-3.1	Facilitate outdoor dining and hospitality in Hall Street and Mason Street through calmer pedestrian environs, and streetscaping/ landscaping which creates attractive settings to linger.
PROS-3.2	Create a new shared zone between the renewed transit plaza and Paine reserve, extending to parts of Market Street.
PROS-3.3	Create a new shared zone between Hall Street commercial tenancies and the Newport Railway Station.
PROS-3.4	Increase the proportion of soft landscaping in spaces such as the transit plaza, and utilise water sensitive urban design to increase permeability and control run off.
PROS-3.5	Advocate for the enhancement of internal railway reserve spaces, and the interfaces between the railway reserve areas and key adjoining areas. Refer to Figure 19.
PROS-3.6	Ensure all public open space areas meet DDA requirements and incorporate the principles of universal design.
Actions	
PROS-A.1	Prepare a detailed design to enhance the civic & transit core, building on the concepts provided in the draft Urban Design Guidelines. Update conceptual drawings as appropriate.
PROS-A.2	Update and finalise the Newport Structure Plan Urban Design Guidelines.
PROS-A.3	Liaise with VicTrack regarding short term railway interface treatments and internal enhancements.
PROS-A.4	Prepare a streetscaping pallet for the urban core to achieve a consistent style of landscaping, materials, paving, street furniture.
PROS-A.5	Prepare a streetscaping pallet for areas between the Activity Centre and key open spaces outside the Centre to create a sense of connection through landscaping and other elements, as appropriate.

Potential railway interface and internal enhancements include:

- > Creating a public forecourt to the north of the Substation building;
- > Improving the quality of stairs and bicycle storage when entering the rail reserve from the north of the Substation building;
- > Consider additional bike storage in appropriate locations;
- > Providing landscaping and other enhancements within the rail reserve to the east and north of the Substation;
- > Providing improved lighting under Melbourne Road overpass and within the subway tunnels;
- > Creating a plaza space at the eastern end of the intersection between Melbourne Road and Mason Street;
- > Considering whether local artists and designers can be engaged to improve the quality of railway spaces;
- > Providing a new entry into the railway station to the south of Platform 2 directly from Hall Street;
- > Providing 1-2 entries directly onto platform 2 to the north of the station building on the platform;
- > Planning for DDA and urban design improvements as part of the potential Metro 2 project; and
- > Preparing alternative plans for DDA and urban design improvements in the long term, should the Metro 2 project be abandoned.



## 7.5 Access and Movement

Access and movement are among the primary issues within the Activity Centre. Pedestrian and cyclist movements in the Northern Gateway Precinct and between Precincts are severely impaired due to the combined effect of the railway infrastructure and the Melbourne Road overpass. Access to the railway line is also very poor due to uninviting spaces, safety risks, lack of universal access, and poor relationships with spaces to the west of the railway line. Likewise, internal circulation spaces within the rail reserve are currently sub-standard. However, these also provide opportunities for significant improvements to the user experience. Further afield, opportunities exist for creating pedestrian priority where civic and cultural uses are clustered.

Other influences on access and movement include the Westgate Tunnel project, which has undergone an Environmental Effects Statement process and has been supported by an Inquiry and Advisory Committee, and later approved by the Minister for Planning (with refinements to certain components). While this project does not have direct relevancy to Newport, it will result in improvements to the vehicular network surrounding the study area, and improvements to the cycling network that Newport will be able to connect to.

At the State level, it is also noted that the metropolitan train network may be enhanced through the potential Metro 2 project, which would physically and perceivably improve the accessibility between Newport and Melbourne and cement Newport's role as a gateway Centre. While it is not presently possible to plan for this with any certainty, it is important to ensure that Structure Plan proposals do not preclude or impact this potential project. Additionally, it is relevant to identify spatial and functional improvements that can be made in connection with Newport railway spaces, as some key shortcomings may be resolved in the medium to long term as part of the Metro 2 project, whereas other matters may be able to be addressed sooner. Clarity will be achieved over time, and it is important to commence dialogue to meaningfully develop core concepts in due course.

In terms of access and movement improvements that should be delivered in Newport, modal priority needs to be considered. The principal that commonly applies to centres of this scale is to prioritise pedestrians, followed by cyclists, public transport, taxis, and cars (in that order). This prioritisation principal is applicable to Newport as a whole. However, there are complexities within the Melbourne Road corridor, which plays a significant movement function for cars and buses. Cyclist links on Melbourne Road exist to the north and south of the Activity Centre, but are absent from the Activity Centre core. This is evidently due to a lack of space within on the overpass, and within the Melbourne Road reserve. Having regard for these conditions, pedestrian and cyclist priority on this corridor will likely remain curtailed into the future. Strategies will be required to improve conditions, while working within the limitations of the corridor.

Car parking will continue to have an important role in the Centre, providing for visitor and commuter convenience. However, the manner in which parking is provided requires significant re-consideration. The at-grade commuter car park on the western side of the rail reserve occupies the single largest site in Newport, and represents a substantial underutilisation of valuable Activity Centre space. To a lesser extent, the at-grade car parking to the south of Paine Reserve presents an opportunity for parking structure to better utilise the space that is otherwise lost to purely functional Centre needs.

Public transport availability in Newport provides the Centre with a significant advantage due to there being excellent railway access into Melbourne, as well as a bus transport plaza adjoining the civic heart. Nonetheless, the quality of these spaces and their interfaces with the wider public realm require improvement.

Industrial transport needs are addressed by road connections beside the river, and a rail route that passes through Newport and diverts to the north-west at Spotswood/South Kingsville, heading towards Sunshine. The road connections do not place significant demands on the Activity Centre road network, and the rail route's implications for this project are generally limited to noise mitigation needs.

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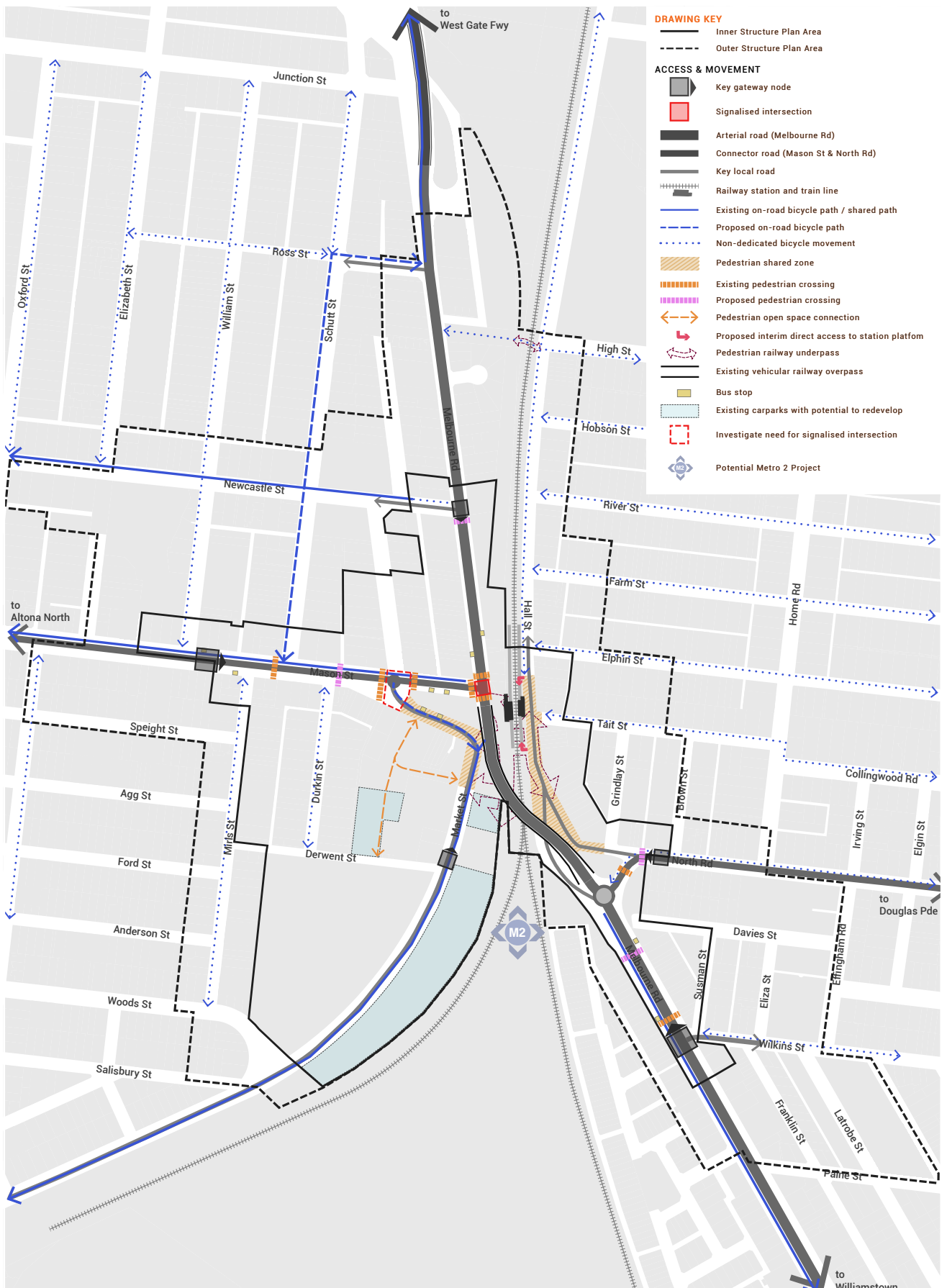


Figure 20 - Newport Activity Centre - Access and Movement Plan

## Objective

AM-1	To leverage Newport's public transport advantages and plan for potential enhancements to the train network.
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## Strategies

AM-1.1	Improve the connections to the bus transit plaza and train station to the extent practicable, and plan for long term improvements, such as the potential Metro 2 or other opportunities that may arise.
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## Objective

AM-2	To enhance the integration of public transport and related spaces into the wider public realm.
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## Strategies

AM-2.1	Create a new shared space on Market Street, from the western end of Paine Reserve to the edge of the street abutting the Melbourne Road overpass.
AM-2.2	Facilitate improved utilisation of the parking to the north of the Substation building by creating a public forecourt that integrates with the proposed shared zone and improves spatial linkages to activity and circulation spaces the west, north, and east.
AM-2.3	Liaise with VicTrack to advocate for the entrance to the railway station on Hall Street to be integrated with the proposed shared zone.

## Objective

AM-3	To increase the efficiency and convenience of pedestrian and cyclist movement within the Activity Centre.
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## Strategies

AM-3.1	Investigate the potential of upgrading the intersection of Melbourne Road and Mason Street into a multi-directional crossing, as shown in Figure 20.
AM-3.2	Investigate the potential of providing a pedestrian crossing: <ul style="list-style-type: none"><li>• at the intersection of Newcastle Street and Melbourne Road;</li><li>• on Melbourne Road to the south of the roundabout within the Southern Gateway Precinct.</li></ul>
AM-3.3	Provide a new pedestrian crossing to connect the northern and southern sections of Mason Street, as illustrated in Figure 20.
AM-3.4	Address the break in cyclist movement within the core of the Activity Centre by: <ul style="list-style-type: none"><li>(a) (i) Directing cyclists from areas to the north-west of the Melbourne Road/Newcastle Street intersection towards Melbourne Road to ride to and from work using the existing bicycle lanes on Melbourne Road; and</li><li>(ii) Directing cyclists from all other parts of Newport towards the riverside cycle network at the eastern end of the suburb.</li></ul> Or <ul style="list-style-type: none"><li>(b) Liaise with VicRoads to investigate whether the Melbourne Road profile can be modified between Newcastle and Masons Streets to accommodate cyclists within the core of the Activity Centre, and then direct the cyclists towards the eastern riverside network via plaza and subway spaces.</li></ul> <p><b>Note</b> – For western sections of Newport, cyclists are likely to access the city via a bicycle route that passes through Altona North. This is likely to be preferred, as it proximal to the western areas of Newport and does not experience interruption issues such as at Melbourne Road, Newport.</p>

Objective	
AM-4	To prioritise pedestrian movement and comfort within key commercial and civic areas.
Strategies	
AM-4.1	Provide a new shared space on Hall Street between Elphin Street and Grindlay Street to improve the pedestrian priority within the eastern section of the Activity Centre.
AM-4.2	Advocate for direct pedestrian access onto platform 2 in the northern section of Hall Street, between Tait and Elphin Streets.
AM-4.3	Investigate direct pedestrian access onto platform 2 in the southern section of Hall Street, preferably adjoining the station building, or alternatively at the southernmost end of the platform via the car parking area, as shown in Figure 20.
AM-4.4	Investigate the potential to provide a new pedestrian path on the western boundary of the Bowls Club and RSL site to connect Paine reserve and Bryan Martyn Oval.
AM-4.5	Ensure driveway access within the commercial core is obtained solely via rear laneways, where applicable.
AM-4.6	Ensure all shared spaces are designed to be universally accessible, incorporating measures such as contrasts for people with vision impairment, appropriate signage, and minimal level changes.

Objective	
AM-5	To ensure the quantity and design of car parking are in accordance with Newport's role as a Neighbourhood Activity Centre with convenient public transport access.
Strategies	
AM-5.1	Explore the feasibility or opportunity to redevelop the car park to the south of the library as a multi-storey parking and commercial building to more efficiently utilise space within the civic core, and unlock ground-level space for establishing stronger pedestrian connections between Paine Reserve and Bryan Martyn Oval.
AM-5.2	Advocate for the release and redevelopment of VicTrack land to the south of the Substation for office and/or residential purposes, with a multi-storey parking structure to replace the inefficient at-grade parking.
AM-5.3	Require new development to utilise existing laneways for parking and waste access, and require setbacks or road reserve dedication in cases where lanes are not sufficiently wide.

Actions	
AM-A1	Liaise with VicRoads to develop a user hierarchy strategy for the Newport Activity Centre
AM-A2	With regard to exploring the feasibility of redeveloping the car park to the south of the library as a parking and commercial building: <ul style="list-style-type: none"> <li>• Liaise with the relevant government body as Committee of Management to facilitate redevelopment, with no net loss of parking; and</li> <li>• Investigate commercial partnerships for redevelopment.</li> </ul>
AM-A3	In advance of the multi-storey parking and commercial building, consider purchasing land from the RSL and Newport Bowls Club to establish a pedestrian connection between Paine Reserve and Bryan Martyn Oval.
AM-A4	Prepare a car parking strategy, taking into account the potential demand based on the land use and built form recommendations of this Structure Plan. The strategy should consider multiple scenarios modelling the extent to which land uses such as retail and offices may establish within the Centre.
AM-A5	Consider an infrastructure funding scheme for public realm and access improvements.
AM-A6	Identify levels of contamination and other requirements for enabling VicTrack land to be developed.
AM-A7	Plan for the M2 project, and seek opportunities to achieve spatial improvements in advance of the project, or in the event of the project not being pursued. Given the extensive non-compliance with DDA requirements, as well as the poor wayfinding, circulation, amenity and safety, it would be reasonable to require significant revisions to the Station's circulation and access patterns as part of the potential Metro 2 project. This could include pedestrian access changes through an overpass or underpass, and the associated decommissioning of selected tunnels, additional tunnelling, the creation of a new entry onto Hall Street, or a combination of measures. Measures which can be undertaken in advance of the potential M2 project relate to the interface of the Station with the Centre.

# 8

## BUILT FORM GUIDELINES

### 8.1 Development generally

Development within the Structure Plan area should share a number of commonalities. These are summarised as follows:

#### Heritage responses

In the case of single storey contributory facades:

- > Setback upper levels 1.5-3 metres, depending on the context, to enable the heritage elements to be retained and visually highlighted;
- > Match the height of levels above ground level to the street wall height;
- > Require levels above the street wall height to be setback to maintain human-scale, in accordance with the field of vision illustrated in Figure 21; and
- > Interpret heritage elements to inform the architectural features of the new development.

In the case of double or multistorey heritage listed or contributory buildings:

- > Retain and restore heritage features;
- > Require levels above the street wall to be setback to maintain human-scale, in accordance with the field of vision illustrated in Figure 22; and
- > Interpret heritage elements to inform the architectural features of the new development.

In the case of non-contributory buildings within the heritage precincts:

- > Encourage a 3 storey or lower street wall, where appropriate;
- > Require levels above the street wall to be setback to maintain human-scale, in accordance with the field of vision illustrated in Figure 22.
- > Interpret heritage elements to inform the architectural features of the new development.

#### Residential interfaces

- > Where commercial and mixed use buildings interface with residential areas, compliance with Res Code will achieve the necessary amenity requirements.

#### Building frontages

- > To the north of the overpass, development along Melbourne Road (west side) should continue an active/articulated frontage that complements pedestrian activity along the street.
- > To the north of the overpass, development adjacent to Melbourne Road (east side) should have an articulated frontage with the facades reflecting the rhythm of the existing narrow shop fronts on the opposite side of the road.
- > Development in areas close to the railway station such as the Hall Street shopping strip and the retail precinct at the start of Mason Street should have an active street frontage, reflecting the neighbourhood retail and café land use and the adjacent pedestrian friendly public spaces. Accessible paths of travel along footpaths must be maintained.

#### Sustainability

- > Building materials should be reclaimed, recycled or recyclable where possible and of a high quality with minimal ecological footprint (life cycle). These materials should weather gracefully.
- > The depth of new buildings should be restricted to allow solar access for internal areas.
- > All habitable areas such as living spaces and bedrooms should have direct access to natural light and ventilation and buildings should be configured to promote natural cross ventilation and maximise solar orientation for thermal benefits. Light wells and borrowed light for second bedrooms are discouraged.
- > Solar hot water and solar PV panels should be encouraged.
- > Stormwater re-use, solar panels, thermal mass, orientation, solar shading and other such ESD measures should be utilised to exceed mandatory requirements.

## Setbacks and Floor-to-floor heights

- > Setbacks and floor-to-floor heights are defined in the guidelines for each precinct contained in this chapter.
- > Buildings in a residential zone should be setback from side and rear property boundaries in accordance with ResCode Standards B17-21 (Clauses 55.04-1 to 55.04-5).

## Overshadowing

- > Buildings should not overshadow the opposite footpath of adjoining streets between 10:00 am and 3:00pm on 22 September.
- > Buildings should not significantly overshadow the secluded ground level private open space of an existing dwelling between 10:00am and 3:00pm on 22 September.

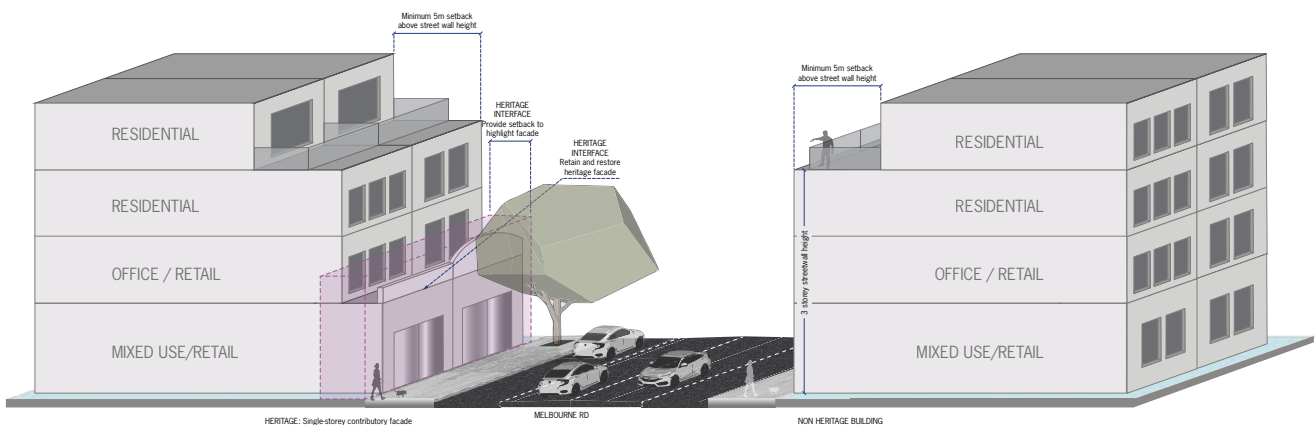


Figure 21 - Newport Activity Centre - Single Storey Heritage Listed / Contributory Buildings

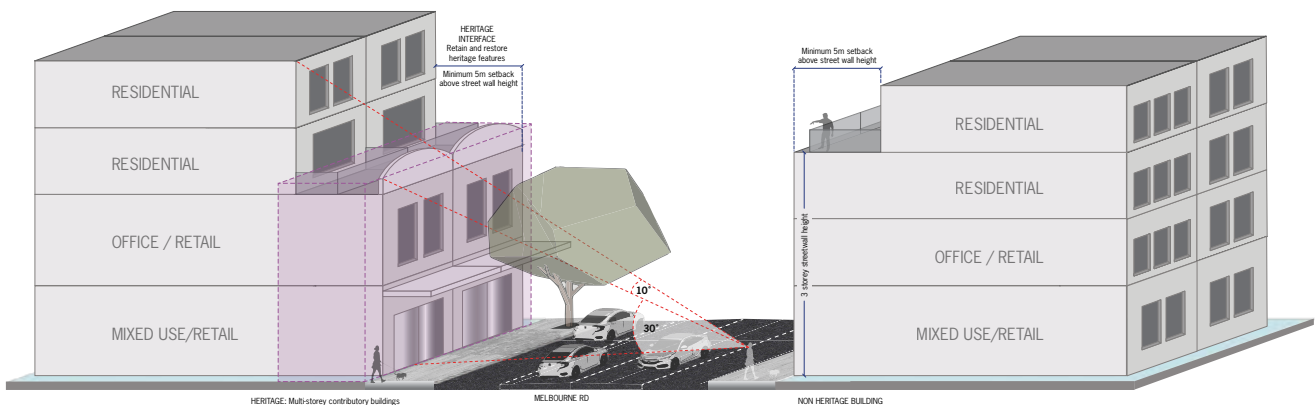


Figure 22 - Newport Activity Centre - Multistorey Heritage Listed / Contributory Buildings

Note: Rear setbacks as per Rescode



## 8.2 Development in the Hall Street Precinct

Context	
<b>Grain/ rhythm:</b>	<p>The subdivision pattern within Hall Street from its intersection with Grindlay Street to its intersection with Elphin Street features a fine-grained pattern of 5-14 metres. Development has generally responded to this by establishing frontages that align with allotment width, or where commercial uses occupy multiple allotments, by utilising windows and entrances with a regular rhythm that responds to the allotment rhythm. Examples of the latter include the Junction Hotel and Varley's Buildings in Hall Street.</p> <p>The northern section of the Hall Street Precinct, from Elphin Street to Farm Street, maintains the rhythm of Hall Street development to the south, but features a strongly residential character.</p>
<b>Allotment depth:</b>	14-40 metres; predominantly 33-36 metres
<b>Massing:</b>	Massing within Hall Street varies. Between Elphin Street and Grindlay Street, taller buildings are approximately 3 storeys in height and shorter buildings are single storey, with elevated parapets. Taller buildings occupy multiple allotments and tend to convey greater mass – e.g. the Varley's building. The proportion of taller buildings to shorter buildings with single storey parapets is approximately equal.
<b>Heritage:</b>	<p>H010 Grindlay's Estate Heritage Precinct and H011 Halls Farm Precinct – Victorian, Edwardian, and Interwar settlement; contributory buildings, as illustrated.</p> <p>H022 Newport Civic and Commercial Heritage Precinct – example of a 19th Century commercial centre; contributory buildings, as illustrated.</p> <p>H0137 Newport Commercial Bank (Former) and H0138 Junction Hotel – individually listed heritage property</p>
<b>Interfaces:</b>	Heritage residential precincts to the north and east.
<b>Special areas/sites:</b>	Northern section of the Hall Street, between Elphin Street and Farm Street – Part of Halls Farm Heritage Precinct, primarily comprised of contributory buildings. Rear laneway access.
<b>Change potential:</b>	<p>Hall Street Generally – Retention of heritage features, with upper level development; sympathetic development on non-contributory properties.</p> <p>Northern section of the Hall Street - Edge of centre, transitional land uses - dwelling conversions to medical centres, offices, 'So-ho' (shop + shop-top housing)</p>

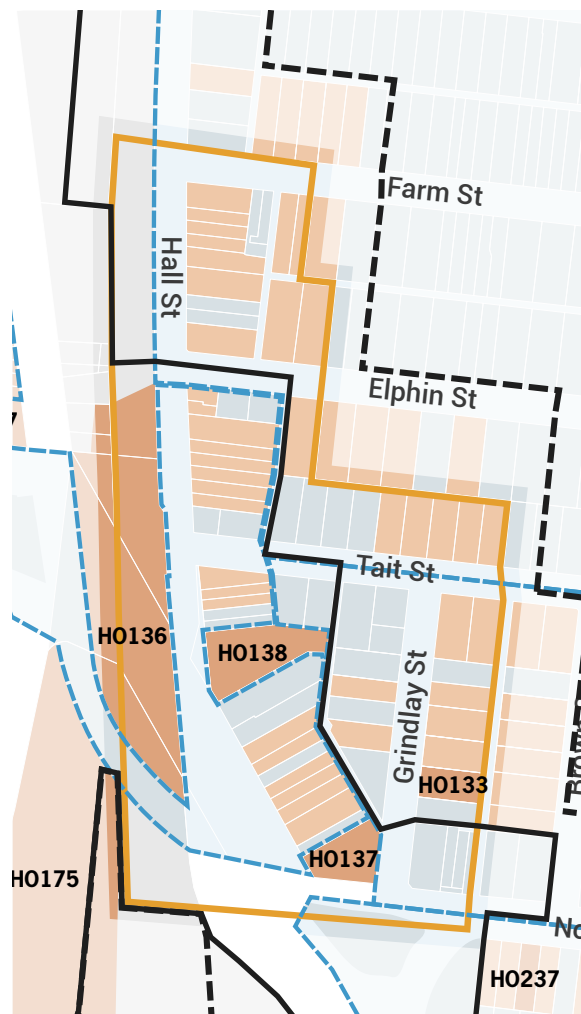
Guidelines	
<b>Heritage:</b>	Protect contributory and individually listed properties. Enable development in accordance with heritage response guidelines in section 7.3.
<b>Preferred height:</b>	4-5 storeys within Hall Street and North Road, as depicted in Figure 18 on page 58. 3-4 storeys on Hall Street, between Farm and Elphin Streets.
<b>Street wall:</b>	3 storeys, except where varied by setbacks for contributory single storey buildings with parapets.
<b>Active frontages:</b>	80 percent recommended.
<b>Interfaces:</b>	Residential interfaces to the east. Setbacks in accordance with ResCode and Victorian Apartment Design Guidelines
<b>Access:</b>	Retain laneways and seek enlargement through re-development if laneways are less than 3.5 metres in width.
<b>Key redevelopment sites:</b>	138-146 North Road (improves centre visibility from Melbourne Road South).
<b>Other considerations:</b>	Northern section of the Hall Street – support dwelling conversions to medical centres, offices, 'So-ho' (shop + shop-top housing), and other commercial uses which can be established through retrofitting housing.

**DRAWING KEY**

- Inner Structure Plan Area
- - - - Outer Structure Plan Area

**HERITAGE WITHIN STRUCTURE PLAN AREA**

- ▭ Heritage precinct
- ▭ Individual heritage listing
- ▭ Contributory heritage listing
- ▭ Non-contributory heritage listing



### 8.3 Development in the Mason Street Precinct

Context	
<b>Grain/ rhythm:</b>	<p>The north side of Mason Street, between Melbourne Road and Schutt Street, features development with wide frontages at street level. The former Masonic Temple presents an inactive side frontage to the street. The mixed-use development on the north-eastern corner of Mason and Walker Streets features a supermarket at the ground level, but also comprises upper-level built form that is articulated and varied in depth to prevent the building from appearing monolithic when viewed from Mason Street. Moving further west, the mosque site presents a large unarticulated façade (albeit the site is expected to be redeveloped). Development immediately to the west of the mosque, although located on a wide allotment, responds to the finer grain on the south side of the street. A church site is located further west, featuring a wide frontage, as is ordinarily expected and appropriate for a development of this nature. The allotment width that follows further west is consistent the southern side of Mason Street.</p> <p>The southern side of Mason Street features allotment widths of 5-12 metres, and has been developed in a manner that is considerably more consistent with Neighbourhood Activity Centres. This is particularly the case between Paine Reserve and Durkin Street, where retail and commercial uses are concentrated. To the east of Paine reserve, allotment width varies from 5.5-14 metres, and the grain is broadly consistent with land further to the west.</p>
<b>Allotment depth:</b>	30-35 metres on the south side of Mason/Market Street; 25-36 metres on the north side of Mason Street
<b>Massing:</b>	The dominant mass in the eastern section of the Precinct is 3-4 storeys, being comprised of the former Masonic Temple, the mixed use development with the supermarket at ground level, the Seagulls Hotel, the Library, and an individually listed heritage .
<b>Heritage:</b>	<p>H022 Newport Civic and Commercial Heritage Precinct – example of a 19th Century commercial centre; contributory buildings, as illustrated.</p> <p>H0136 Newport Railway Complex (including Pepper and Lilly Trees), H0176 Newport World War 1 Memorial, H0177 Newport Hotel (former), H0178 Newport Mechanics Institute, H0179 Shop and Residence (15-17 Mason St), H0180 Newport Baptist Church Complex, H0181 House (35 Mason Street), H0182 Christ Church Complex, H0197 Masonic Temple – individually listed properties.</p>
<b>Interfaces:</b>	Residential neighbourhoods on multiple interfaces
<b>Special areas/sites:</b>	35 Mason Street (H0181) – Breaks activity centre rhythm and requires specific design response by potential abutting re-development
<b>Change potential:</b>	<p>Edge of centre, transitional land uses - dwelling conversions to medical centres, offices, 'So-ho'</p> <p>Key redevelopment sites, as identified in Chapter 7.</p>

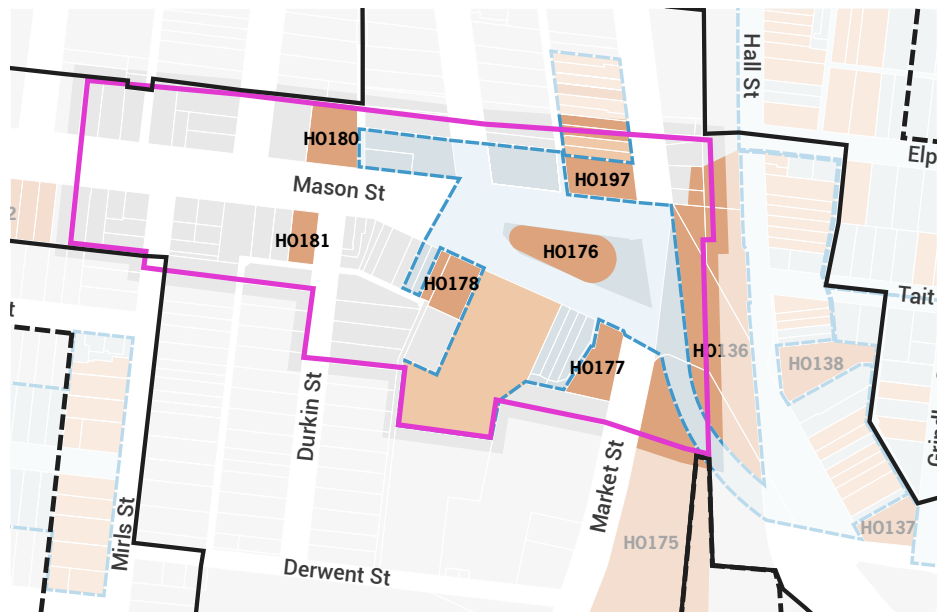
Guidelines	
<b>Heritage:</b>	Protect contributory and individually listed properties. Enable development in accordance with heritage response guidelines in section 7.3.
<b>Preferred height:</b>	4-5 storeys in core activity / commercial areas. 3-4 storeys in areas between core mixed-use areas and residential development. 3-4 storeys in residential areas where substantial change is supported. 2-3 storeys in other residential areas. Refer to Figure 18 on page 58.
<b>Street wall:</b>	3 storeys, except where varied by setbacks for contributory single storey buildings with parapets, or in response to individual heritage listings.
<b>Active frontages:</b>	80 percent recommended.
<b>Interfaces:</b>	Residential interface setbacks in accordance with ResCode and Victorian Apartment Design Guidelines
<b>Access:</b>	Retain laneways and seek enlargement through re-development if laneways are less than 3.5 metres in width.
<b>Other considerations:</b>	achieve passive surveillance and visual connections with public spaces

**DRAWING KEY**

- Inner Structure Plan Area
- - - Outer Structure Plan Area

**HERITAGE WITHIN STRUCTURE PLAN AREA**

- ▭ Heritage precinct
- ▭ Individual heritage listing
- ▭ Contributory heritage listing
- ▭ Non-contributory heritage listing

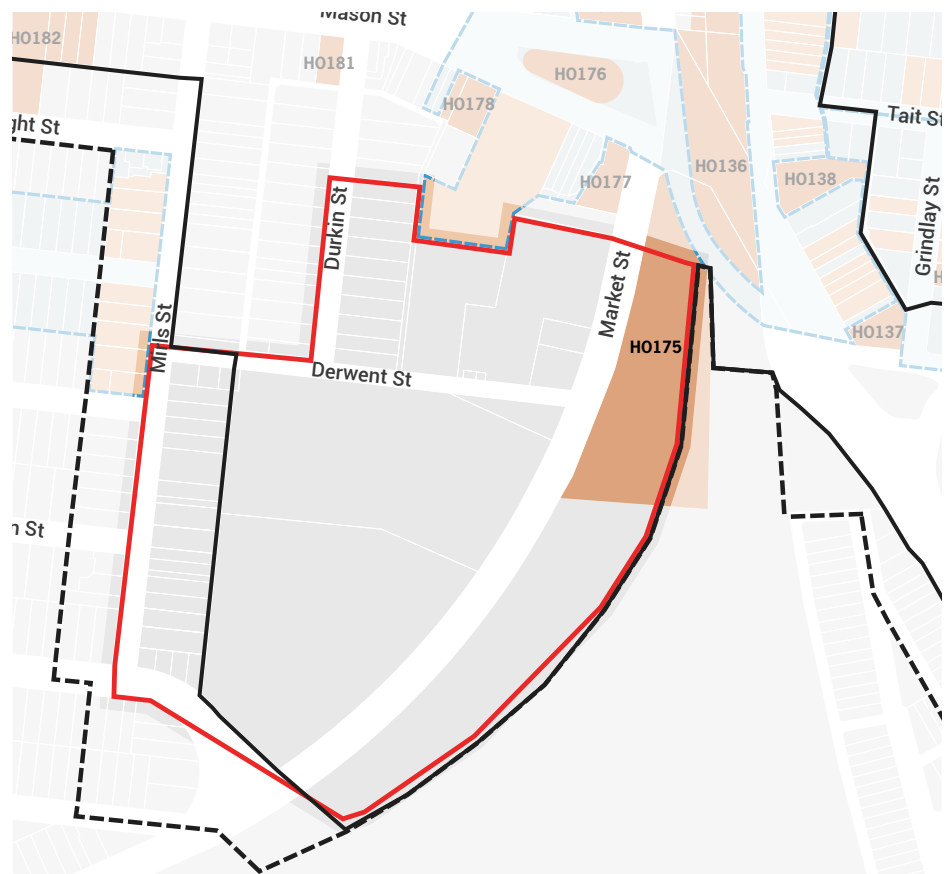


## 8.4 Development in the Arts and Recreation Precinct

Context	
<b>Grain/ rhythm:</b>	The Arts and Recreation Precinct is dominated by open space and medium to large scale recreational uses. A discussion of urban grain has little relevance within these areas. Durkin Street, however, features a consistent rhythm of residential development.
<b>Allotment depth:</b>	38-41 metres in Durkin Street; variable otherwise
<b>Massing:</b>	The former Newport Hotel and the Substation have the greatest mass within the Precinct, providing cues for future development/redevelopment in the area.  The north-western section of the Precinct (being the residential area) features 1-2 storey development.
<b>Heritage:</b>	H022 Newport Civic and Commercial Heritage Precinct – example of a 19th Century commercial centre; contributory buildings, as illustrated.  H0136 Newport Railway Complex (including Pepper and Lilly Trees), H0175 Victorian Railways Type A Substation (former), H0177 Newport Hotel (former) – individually listed properties.
<b>Interfaces:</b>	Railway interface – contains railway infrastructure and parking facilities  Residential interfaces (Durkin Street east) – existing residential development
<b>Special areas/sites:</b>	Railway interface, club facilities, Council managed parking south of Paine Reserve.
<b>Change potential:</b>	Reconfiguration of selected uses, re-development of underutilised parking spaces, transition from low density residential use to medium density residential and mixed use in Durkin Street.

### DRAWING KEY

- Inner Structure Plan Area
  - - - - Outer Structure Plan Area
- HERITAGE WITHIN STRUCTURE PLAN AREA**
- ▭ Heritage precinct
  - ▭ Individual heritage listing
  - ▭ Contributory heritage listing
  - ▭ Non-contributory heritage listing



Guidelines	
<b>Heritage:</b>	Protect contributory and individually listed properties. Enable development in accordance with heritage response guidelines in section 7.3.
<b>Preferred height:</b>	4-5 storeys in the railway investigation area, and club facility re-development area described in Chapter 8 (comprising the Bowls Club, Scouts and R.S.L.) 3-4 storeys in the proposed Library car park redevelopment area. 3-4 storeys in Durkin Street, where 2 or more properties can be consolidated. 2-3 storeys in Durkin Street, where properties cannot be consolidated. Refer to Figure 18 on page 58.
<b>Street wall:</b>	Not applicable.
<b>Active frontages:</b>	Orientation should be towards streets and public spaces; extent of active frontages to be determined based on site-specific analysis and design merits.
<b>Interfaces:</b>	Railway interface – Ensure appropriate acoustic and vibration mitigation Residential interfaces (Durkin Street east) – Ensure multi-storey car park and commercial development considers ResCode setback requirements, or is supported by an urban design assessment that demonstrates residential amenity will not be unduly impacted by development.
<b>Access:</b>	Retain laneways and seek enlargement through re-development if laneways are less than 4 metres in width.
<b>Other considerations:</b>	Achieve passive surveillance and visual connections with public spaces. Club facilities – Encourage redevelopment, retain club uses in reconfigured form, and establish open space connections, as proposed in Chapter 7. Council managed parking south of Paine Reserve – Liaise with Government land owners to instigate re-development, and seek commercial partners.

## 8.5 Development in the Northern Gateway Precinct

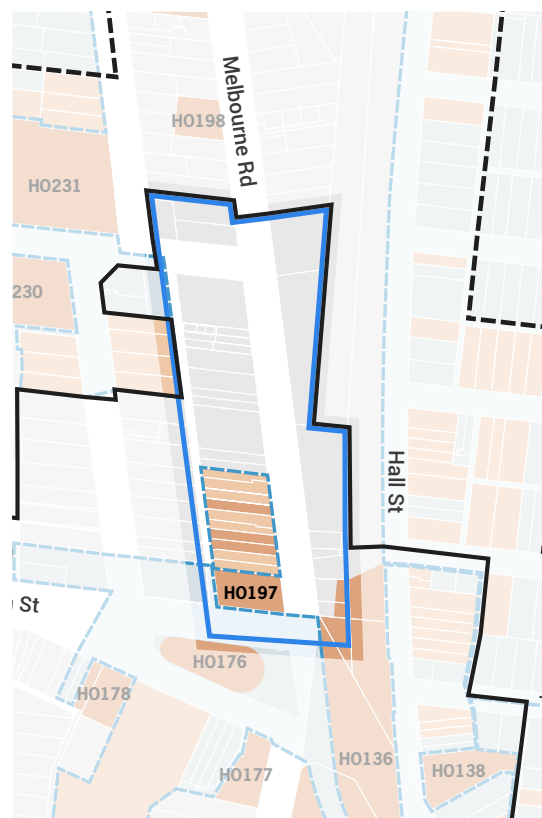
Context	
<b>Grain/ rhythm:</b>	Allotments on the western side of Melbourne Road are generally fine-grained, with the exception of land at the south-western corner of Newcastle Street and Melbourne Road, and the Medicare building.  Allotments on the eastern side of Melbourne Road vary in rhythm and shape, and the nature and form of development exacerbates this inconsistency.
<b>Allotment depth:</b>	Approximately 40 metres on the western side of Melbourne Road; variable otherwise.
<b>Massing:</b>	Current development is predominantly single storey, anchored by more substantial forms to the north and south, namely the Masonic Temple and 'The New' residential development on the south-western corner of Newcastle Street and Melbourne Road. Single storey forms are of very limited architectural value, other than moderate value provided by contributory heritage development.
<b>Heritage:</b>	H022 Newport Civic and Commercial Heritage Precinct – example of a 19th Century commercial centre; contributory buildings, as illustrated.  HO 23 Newport Estate Residential Heritage Precinct – Features development during Edwardian and World War 1 periods  H0136 Newport Railway Complex (including Pepper and Lilly Trees), H0197 Masonic Temple – individually listed properties.
<b>Interfaces:</b>	Railway interface – contains railway infrastructure.  Residential interface (Walker Street) – existing residential development.
<b>Special areas/sites:</b>	Major pipeline infrastructure in the eastern section of Melbourne Road associated with the transport of fuels from MHFs.
<b>Change potential:</b>	Redevelopment within the Precinct can have transformative value, contributing significantly towards establishing a discernible gateway into Newport, and contribute to the Centre's identity.

### DRAWING KEY

- Inner Structure Plan Area
- - - Outer Structure Plan Area

### HERITAGE WITHIN STRUCTURE PLAN AREA

- ▭ Heritage precinct
- ▭ Individual heritage listing
- ▭ Contributory heritage listing
- ▭ Non-contributory heritage listing



Guidelines	
<b>Heritage:</b>	Protect contributory and individually listed properties. Enable development in accordance with heritage response guidelines in section 7.3.
<b>Preferred height:</b>	4-5 storeys on Melbourne Road, from Mason Street to Newcastle Street. 3-4 storeys on the northern edge of the Precinct. Refer to Figure 18 on page 58.
<b>Street wall:</b>	3 storeys.
<b>Active frontages:</b>	80 percent recommended.
<b>Interfaces:</b>	Railway interface – Ensure appropriate acoustic and vibration mitigation Residential interfaces (Walker St development) – Ensure development considers ResCode setback requirements, or is supported by an urban design assessment that demonstrates residential amenity will not be unduly impacted by development.
<b>Access:</b>	Retain laneway and seek enlargement through re-development if laneway width is less than 5 metres in width.
<b>Other considerations:</b>	Melbourne Road east – Development is constrained by allotment width, contamination from current and former industrial uses, and the presence of pipelines infrastructure between 400 and 432 Melbourne Road.  Contamination can be addressed through remediation, subject to the extent and nature of previous activities. Allotment widths and pipeline infrastructure create greater challenges for redevelopment. Innovative architecture and engineering should be encouraged to address these constraints. Preferred maximum heights and/or upper level setbacks may need to be varied, subject to detailed urban design consideration.

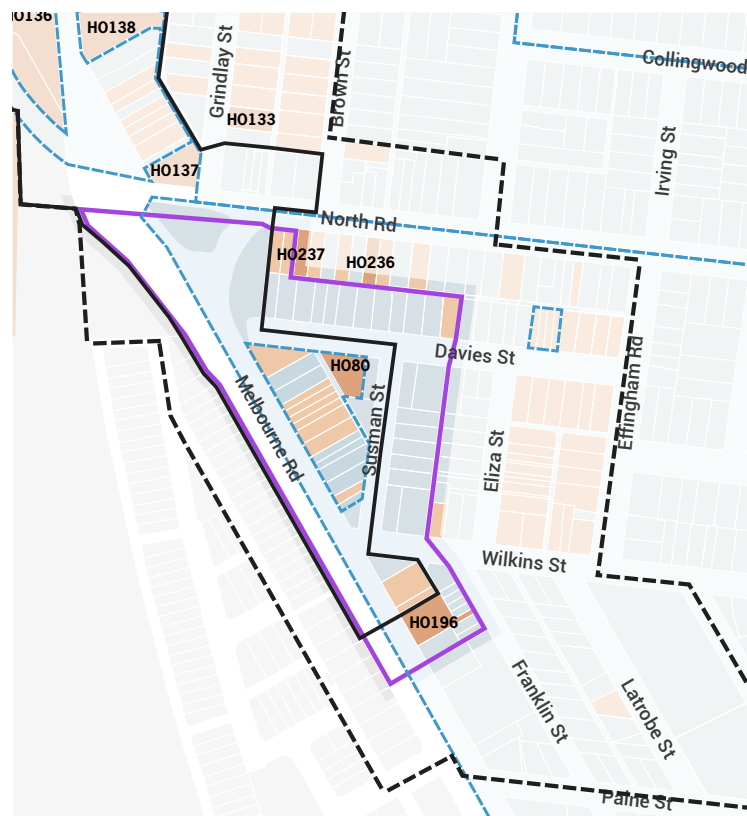


## 8.6 Development in the Southern Gateway Precinct

Context	
<b>Grain/ rhythm:</b>	Allotments on North Road and Davies Street display consistent widths that contribute towards the residential character of the area. Allotments on Melbourne Road, between Davies Street and Wilkins Street, are fine grained and contribute towards a village feel. Properties from 296 to 306 Melbourne Road are larger in size and feature development that is distinct from the primary part of the commercial area.
<b>Allotment depth:</b>	Approximately 30 metres on the western side of Melbourne Road; variable otherwise.
<b>Massing:</b>	Approximately 60% of the Precinct features single storey development, with elevated parapets. Distilling this further, only 4 sites within the Precinct are single storey, while also being contributory towards heritage value. This suggests there is scope for modifying the overall mass of the Precinct through redevelopment, bringing it closer into alignment with taller forms (344, 342, 338, 336, and 330 Melbourne Road, which feature 2.5-3 storey heights).
<b>Heritage:</b>	<p>H020 Melbourne Road Commercial Heritage Precinct – Late 19th to early 20th Century example of a commercial centre demonstrating retail development influenced by railway stations; contributory buildings, as illustrated.</p> <p>H027 Private Survey Heritage Precinct – Features development during Victorian, Edwardian and Interwar periods; illustrates early private subdivision.</p> <p>H080 United Friendly Society Dispensary (former), H0196 Shop and Dwelling (300-302 Melbourne Road) – individually listed properties.</p>
<b>Interfaces:</b>	Residential interfaces – existing development to north, east, and south.
<b>Special areas/sites:</b>	H0196 Shop and Dwelling – relatively intact Interwar example.
<b>Change potential:</b>	Redevelopment within the Precinct can contribute significantly towards establishing a discernible gateway into Newport, and contribute to the Centre’s identity.

### DRAWING KEY

- Inner Structure Plan Area
  - - - Outer Structure Plan Area
- HERITAGE WITHIN STRUCTURE PLAN AREA
- Heritage precinct
  - Individual heritage listing
  - Contributory heritage listing
  - Non-contributory heritage listing



Guidelines	
<b>Heritage:</b>	<p>Protect contributory and individually listed properties.</p> <p>For Melbourne Road, between Davies Street and Wilkins Street, enable development in accordance with heritage response guidelines in section 7.3.</p> <p>For 304-306 Melbourne Road, ensure appropriate transition towards lower scaled heritage development at 300 Melbourne Road (using a lower street wall and building height).</p>
<b>Preferred height:</b>	<p>4-5 storeys on Melbourne Road, between Davies Street and Wilkins Street.</p> <p>3-4 storeys on 304-306 Melbourne Road.</p> <p>Refer to Figure 18 on page 58.</p>
<b>Street wall:</b>	<p>3 storeys on Melbourne Road, between Davies Street and Wilkins Street.</p> <p>2 storeys on 304-306 Melbourne Road.</p>
<b>Active frontages:</b>	<p>80 percent recommended on Melbourne Road, between Davies Street and Wilkins Street. 70 percent recommended on 304-306 Melbourne Road.</p> <p>NB - Melbourne Road, between Davies Street &amp; Wilkins Street has an established village character.</p>
<b>Interfaces:</b>	<p>Residential interfaces – Ensure development considers ResCode setback requirements, or is supported by an urban design assessment that demonstrates residential amenity will not be unduly impacted by development.</p>
<b>Access:</b>	<p>Retain laneway and seek enlargement through re-development if laneway width is less than 5 metres in width.</p>
<b>Other considerations:</b>	<p>Nil.</p>



# PART 5

## IMPLEMENTATION

# 9

## IMPLEMENTATION PLAN

This Chapter provides a simplified list of the actions contained in the Structure Plan. References are provided to relevant structure plan actions specified in connection with the Elements discussed in Chapter 7.

The timing and priority of each action should be read as follows:

<b>Timing</b>	<b>Cost</b>
Immediate – 0-2 years	OT – officer time
Short term – 2-5 years	\$ - low
Medium term – 5-10 years	\$\$ - medium
Long term – 10-15 years	\$\$\$ - high
	\$\$\$\$ - very high

### Public Works

Item(s)	References	Lead agency	Partner(s) / Stakeholder(s)	Timing	Priority	Cost
Design and upgrade the Market/Mason Street transit plaza	PROS-A.1	Council	PTV	Short - med term	High	\$\$\$\$
Design and implement a shared zone in Market Street, in the area illustrated in Chapter 7	PROS-A.1	Council	-	Short - med term	High	\$\$\$\$
Implement streetscape works within Activity Centre core Note – see also Further Work section	PROS-A.4	Council	-	Short - med term	High	\$\$\$
Design and implement a shared zone in Hall Street, in the area illustrated in Chapter 7	PROS-A.1	Council	VicTrack	Med term	Med - high	\$\$\$\$
Develop concepts for direct access onto Platform 2 from Hall Street, liaise with VicTrack, and advocate for implementation	AM-3.3	Council as advocate, VicTrack as implementor	-	Short - med term	Med	\$\$\$
Street tree planting (and any associated measures) to spatially and visually connect the Activity Centre to the Yarra River, Newport Lakes, and other public spaces and networks. Note – see also Further Work section	PROS-A.5	Council	-	Med term	Med	\$\$

## Planning Scheme Measures

Item(s)	References	Lead agency	Partner(s) / Stakeholder(s)	Timing	Priority	Cost
Update the Local Planning Policy Framework to give weight to the Activity Centre Structure Plan as a reference document, outline the strategic direction for the Centre, and include pertinent content derived from the Vision and Elements.	Structure Plan in general	Council	-	Immediate	High	OT - \$
Implement the zoning proposed in Figure 21	LUA-A.7-A.10	Council	-	Immediate	High	OT
Prepare and implement a Design and Development Overlay to guide built form outcomes in the Activity Centre.	BFH-A.1	Council	Heritage and urban design experts (as peer reviewers)	Immediate	High	OT - \$

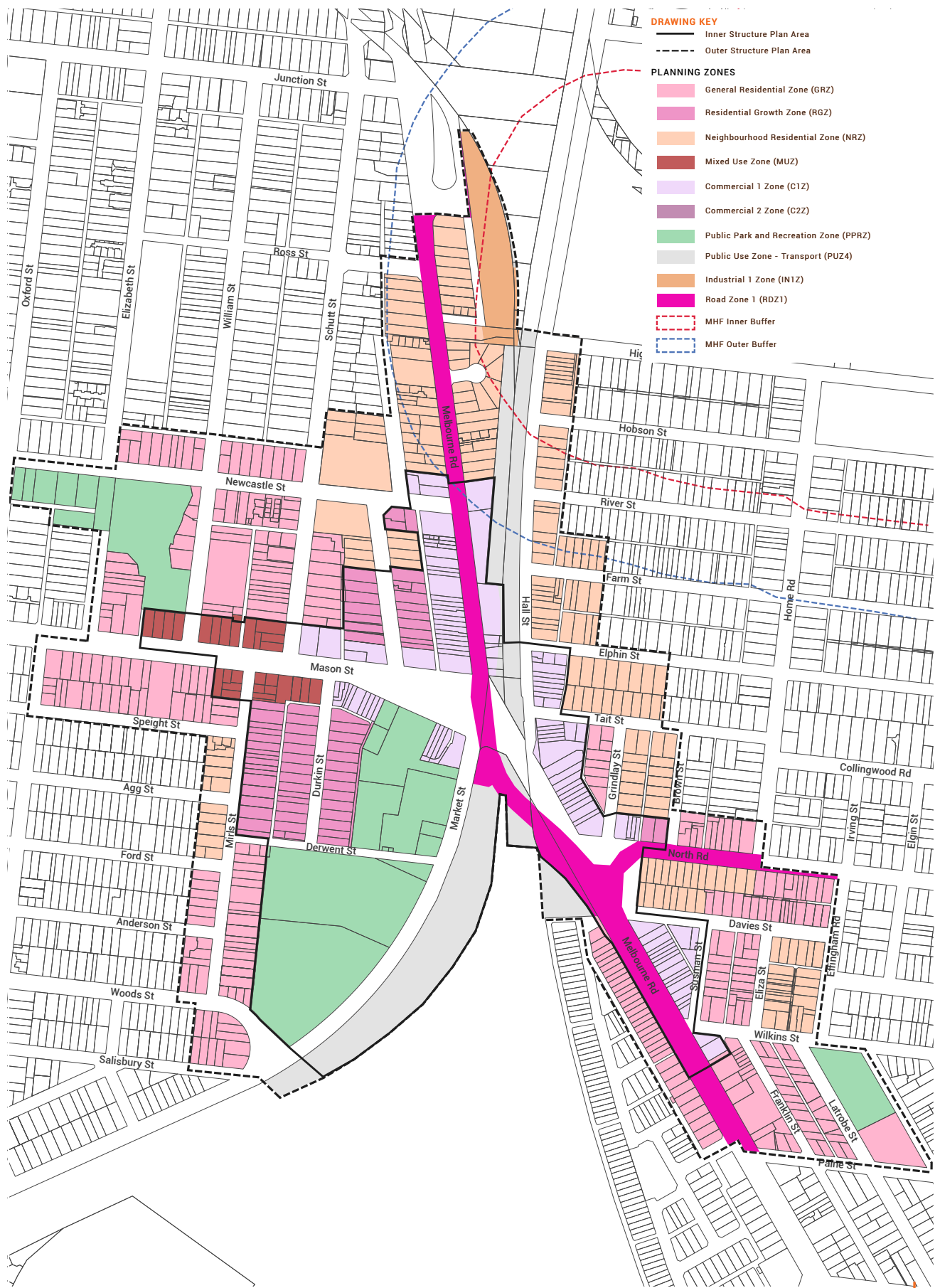


Figure 23 - Newport Activity Centre - Proposed Zoning Plan

## Further work

Item(s)	References	Lead agency	Partner(s) / Stakeholder(s)	Timing	Priority	Cost
Seek economic advice to determine projected and aspirational levels of growth for residential, retail, office, and other key purposes	LUA-A.1	Council	-	Immediate	High	\$
Advocate for the redevelopment of the VicTrack parking south of the Substation, and undertake an options assessment for the manner in which the land should be developed	LUA-A.3, AM-A6	Council	Substation Arts Centre, VicTrack	Short term	High	OT + \$
Prepare a streetscaping palette for the Activity Centre	PROS-A.4	Council	-	Immediate	High	\$
Prepare a streetscaping palette to connect the Activity Centre to the Yarra River, Newport Lakes, and other public spaces and networks	PROS-A.5	Council	-	Immediate	High	\$
Undertake an options assessment for VicTrack to the west of the Melbourne Road round-about	LUA-A.5	Council	VicTrack	Short term	Med - high	OT
Update and finalise the Newport Activity Centre Built Form Guidelines	BFH-A.2, PROS-A.2	Council	-	Immediate	Med - high	\$
Undertake a heritage gap study	BFH-A.3	Council	-	Short term	Med - high	\$
Consider an infrastructure funding scheme for public realm and access improvements	AM-A5	Council	-	Immediate	Med - high	\$
Liaise with VicRoads to develop a Smart Roads Strategy for the Newport Activity Centre	AM-A1	VicRoads	Council	Immediate - short term	Med - high	OT
Prepare a car parking strategy to determine long term parking needs based on Structure Plan recommendations	AM-A4	Council	-	Short - med term	Med	\$
Liaise with VicTrack regarding short term railway interface treatments and internal enhancements.	PROS-A.3	Council	VicTrack	Short term	Med	OT
Advocate for the redevelopment of the Substation car park as a forecourt	AM-2.2	Council	Substation Arts Centre, VicTrack	Short - med term	Med	OT

## Further work cont.

Item(s)	References	Lead agency	Partner(s) / Stakeholder(s)	Timing	Priority	Cost
Evaluate options for the re-development of 400-432 Melbourne Road, in consultation with land owners/ development proponents	LUA-A.6	Land owner / development proponents	Council	-	Med	OT
Explore the feasibility or option to redevelop the Derwent Street car park as a multi-level parking structure, with limited commercial tenancies > Liaise with the Crown regarding Committee of Management conditions / contractual arrangements > Prepare a concept design Seek commercial partners	LUA-A.2, AM-A2, AM-A3	Council	Crown, commercial partners, RSL, Scouts, Bowls Club	Med term	Med	\$\$\$\$
Consider the feasibility or option to facilitate the redevelopment of the combined RSL, Scouts and Bowls Club sites; liaise with all stakeholders	BFH-2, IA-2, AM-A3	Council	RSL, Scouts and Bowls Club	Short – med term	Med	OT
Plan for M2, and seek opportunities to achieve spatial improvements in advance of the project, or in the event of the project not being pursued	AM-A7	Council (as advocate)	VicTrack, PTV, State	Dialogue – immediate Detailed planning – in response to project decisions	Ongoing	OT
Undertake an options assessment for the long term redevelopment of the former WC Thomas & Sons Flour	LUA-A.4	Council / State	Land owner, MHF operators, State agencies	Med term	Low	OT





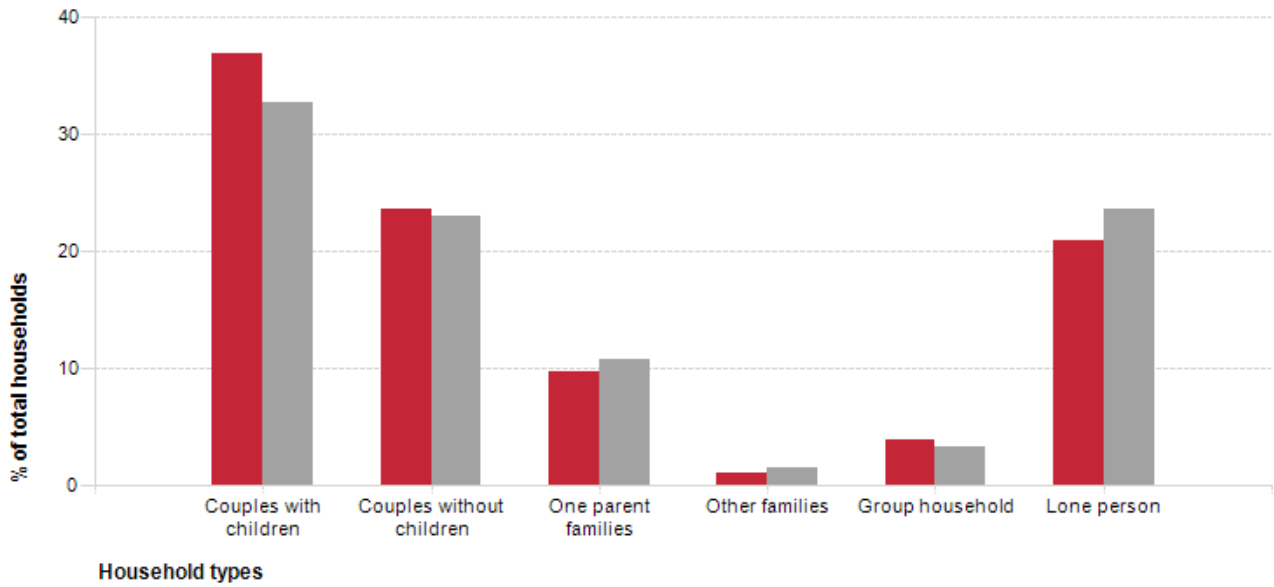
# 10

## APPENDIX

### Profile ID Statistical Graphics

#### Household type, 2016

■ Newport ■ Hobsons Bay City

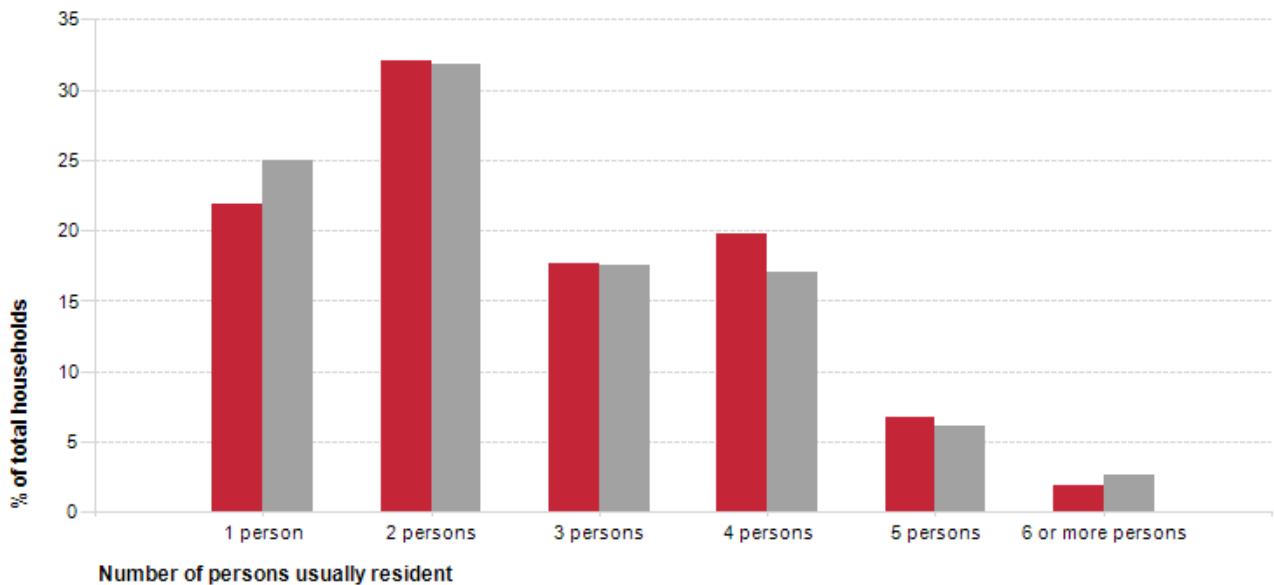


Source: Australian Bureau of Statistics, Census of Population and Housing, 2016 (Enumerated data)  
Compiled and presented in profile.id by .id, the population experts.

.id the population experts

#### Household size, 2016

■ Newport ■ Hobsons Bay City

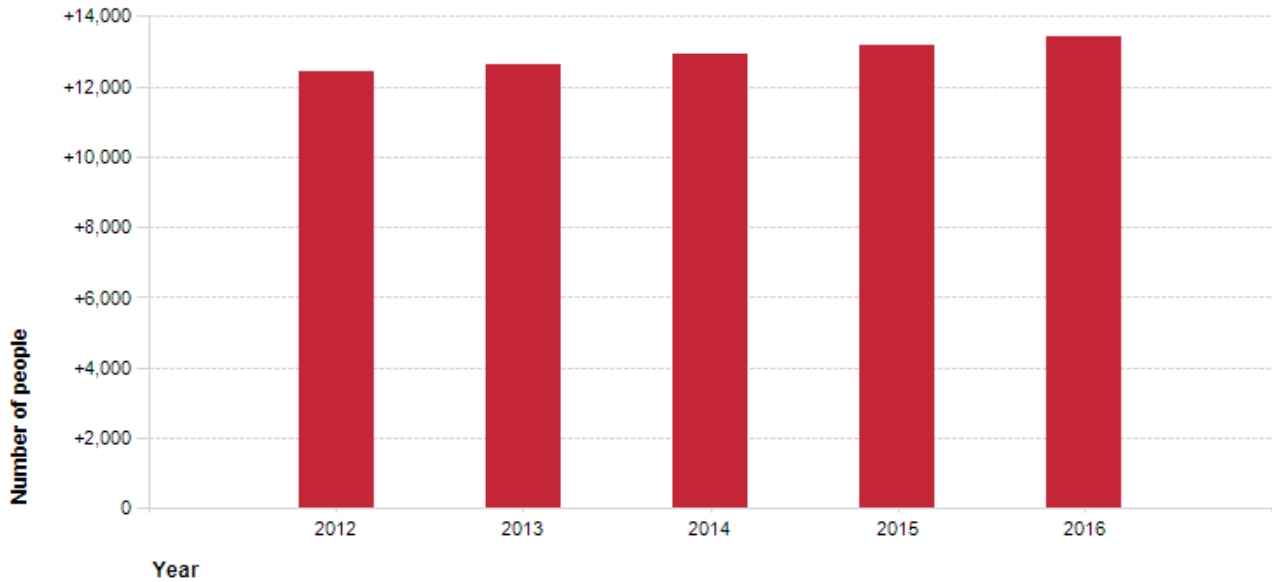


Source: Australian Bureau of Statistics, Census of Population and Housing, 2016 (Enumerated data)  
Compiled and presented in profile.id by .id, the population experts.

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## Estimated Resident Population (ERP)

Newport

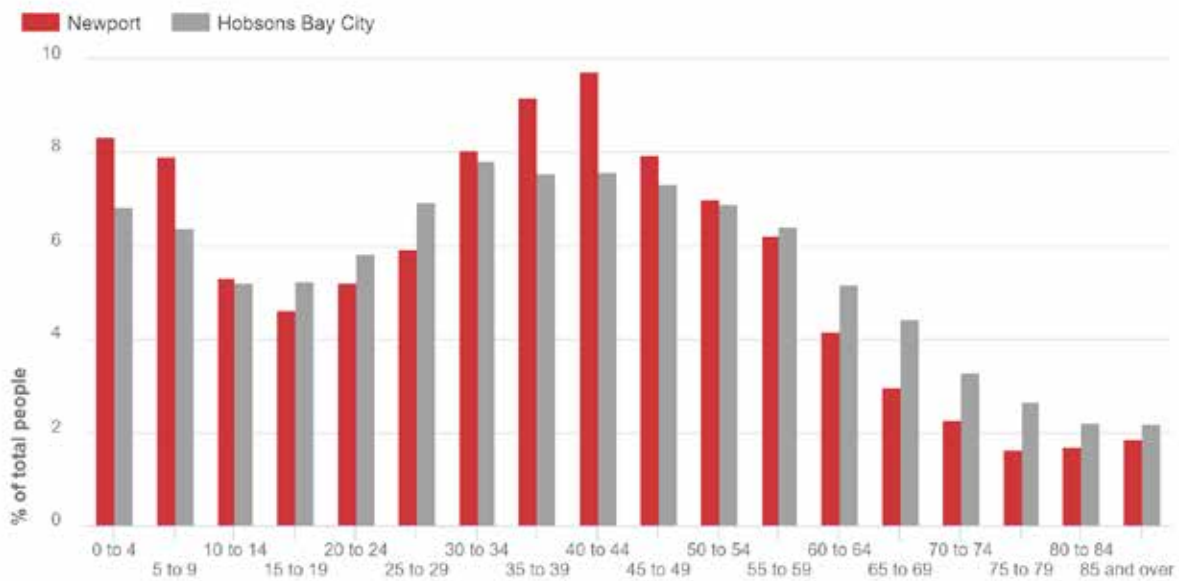


Source: Australian Bureau of Statistics, Regional Population Growth, Australia (3218.0). Compiled and presented by .id the population experts

**.id** the population experts

## Age structure - five year age groups, 2016

Total persons



Source: Australian Bureau of Statistics, Census of Population and Housing, 2016 (Usual residence data). Compiled and presented in profile.id by .id, the population experts

**.id** the population experts

## Change in age structure - five year age groups, 2011 to 2016

Newport - Total persons

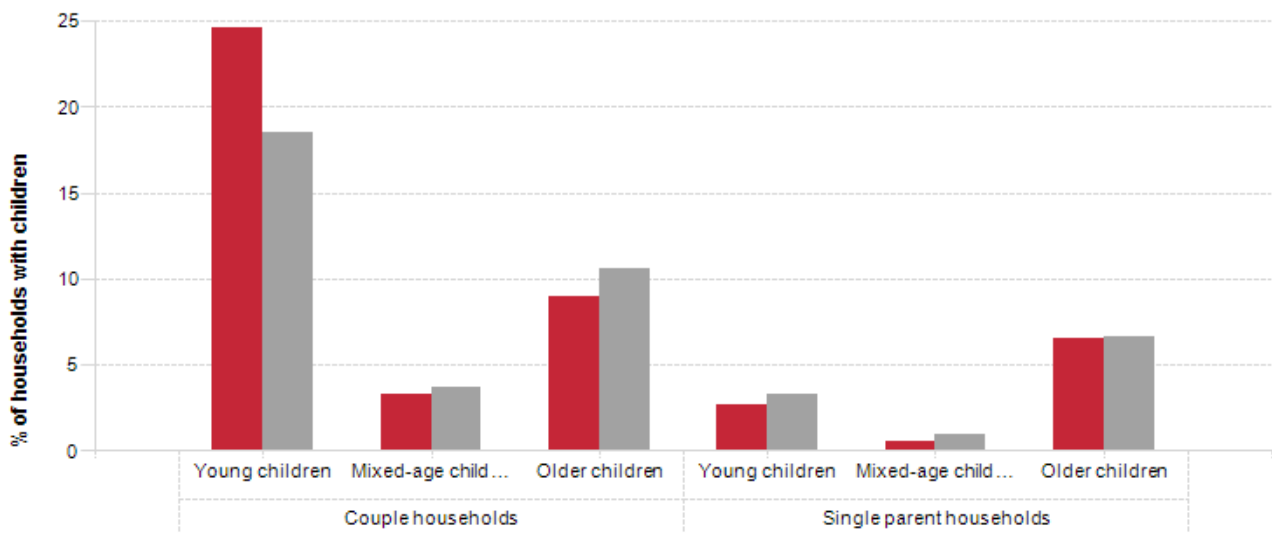


Source: Australian Bureau of Statistics, Census of Population and Housing, 2011 and 2016 (Usual residence data). Compiled and presented in profile.id by .id, the population experts.

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## Households with children, 2016

■ Newport ■ Hobsons Bay City



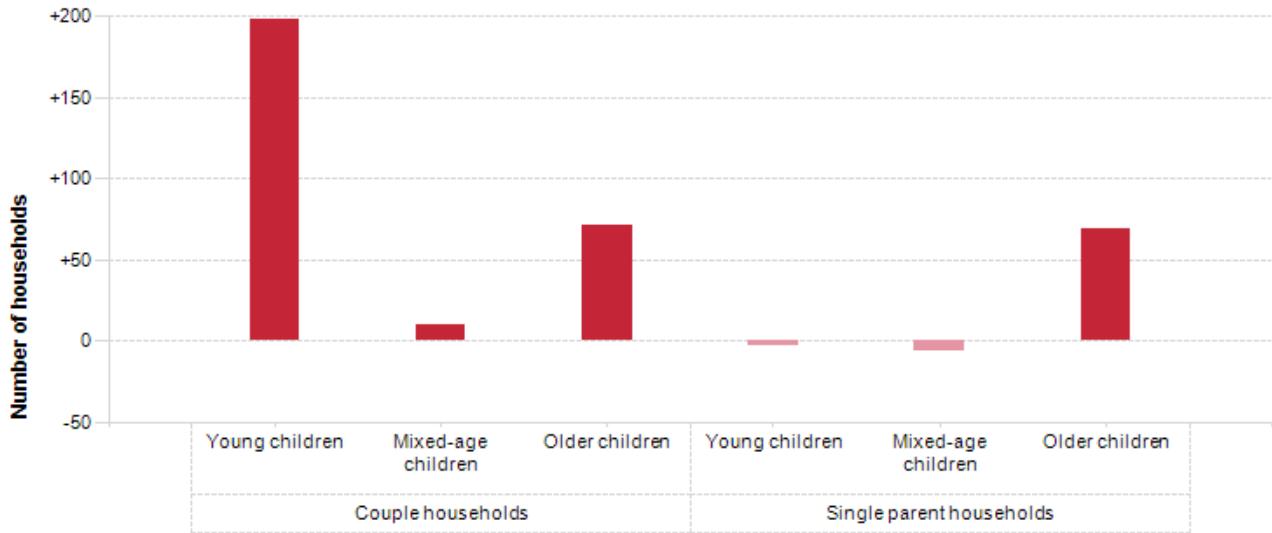
Household type and life stage of children

Source: Australian Bureau of Statistics, Census of Population and Housing, 2016 (Enumerated data). Compiled and presented in profile.id by .id, the population experts.

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## Change in households with children, 2011 to 2016

Newport



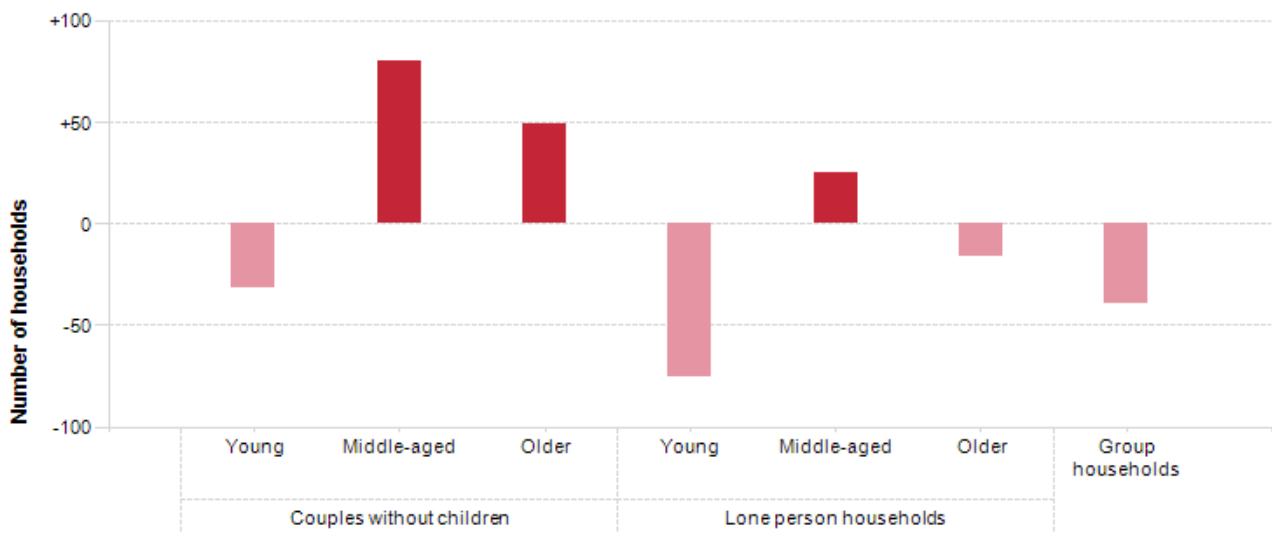
Household type and life stage of children

Source: Australian Bureau of Statistics, Census of Population and Housing, 2011 and 2016 (Enumerated data)  
Compiled and presented in profile.id by .id, the population experts.

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## Change in households without children, 2011 to 2016

Newport



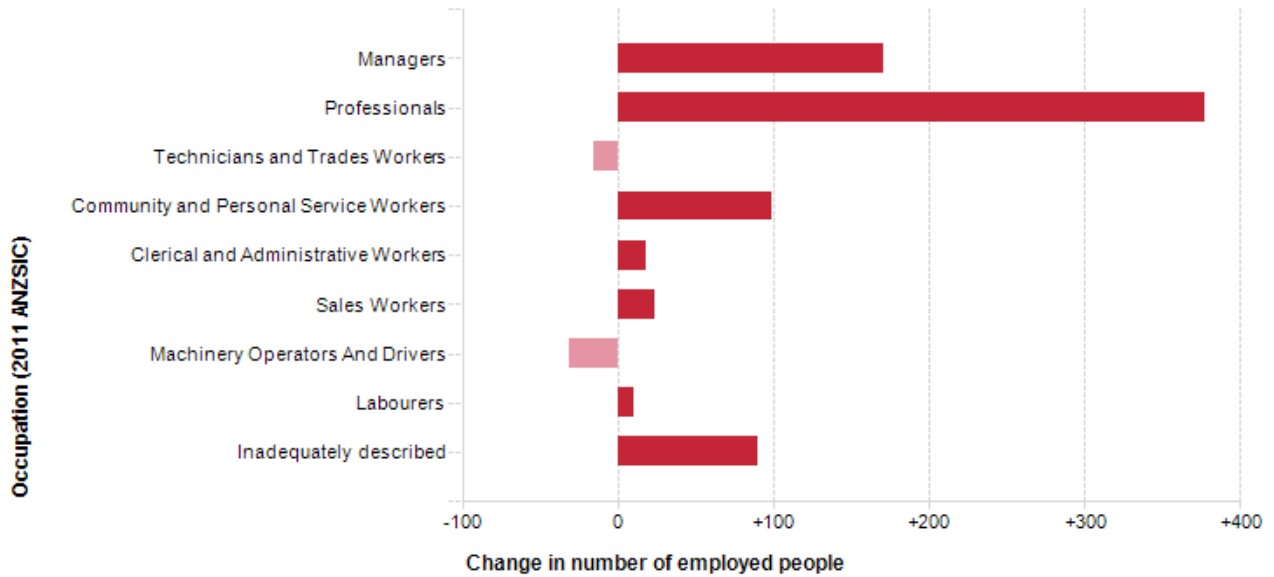
Household type and life stage

Source: Australian Bureau of Statistics, Census of Population and Housing, 2011 and 2016 (Enumerated data)  
Compiled and presented in profile.id by .id, the population experts.

.id the population experts

## Change in occupation of employment, 2006 to 2011

Newport - Total employed persons

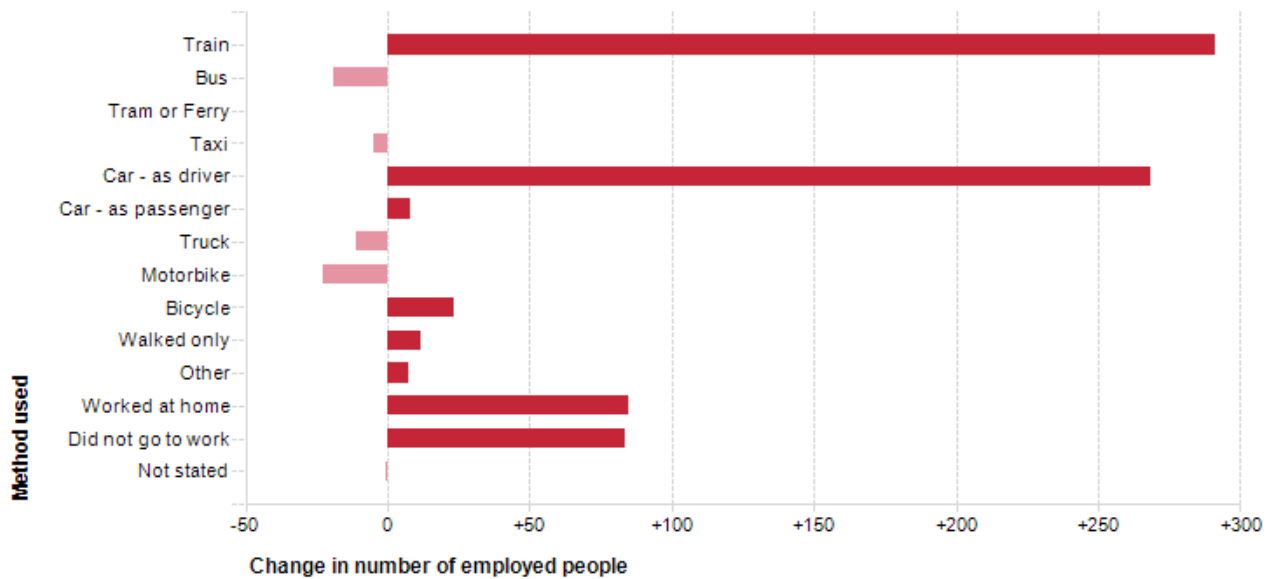


Source: Australian Bureau of Statistics, Census of Population and Housing, 2006 and 2011 (Usual residence data)  
Compiled and presented in profile.id by .id, the population experts.



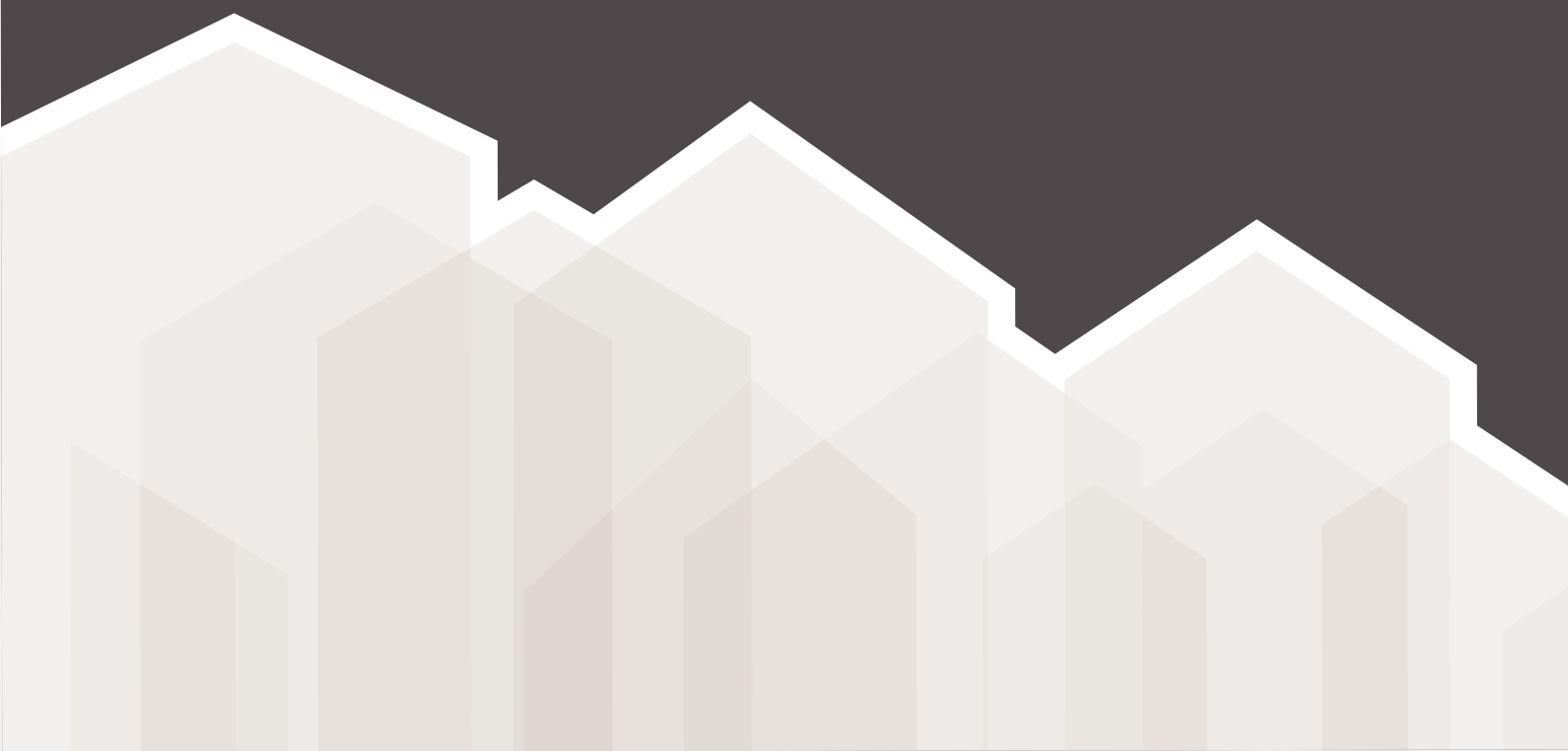
## Change in method of travel to work, 2006 to 2011

Newport - Total employed persons



Source: Australian Bureau of Statistics, Census of Population and Housing, 2006 and 2011 (Enumerated data)  
Compiled and presented in profile.id by .id, the population experts.





# NEWPORT STRUCTURE PLAN PROCESS

