



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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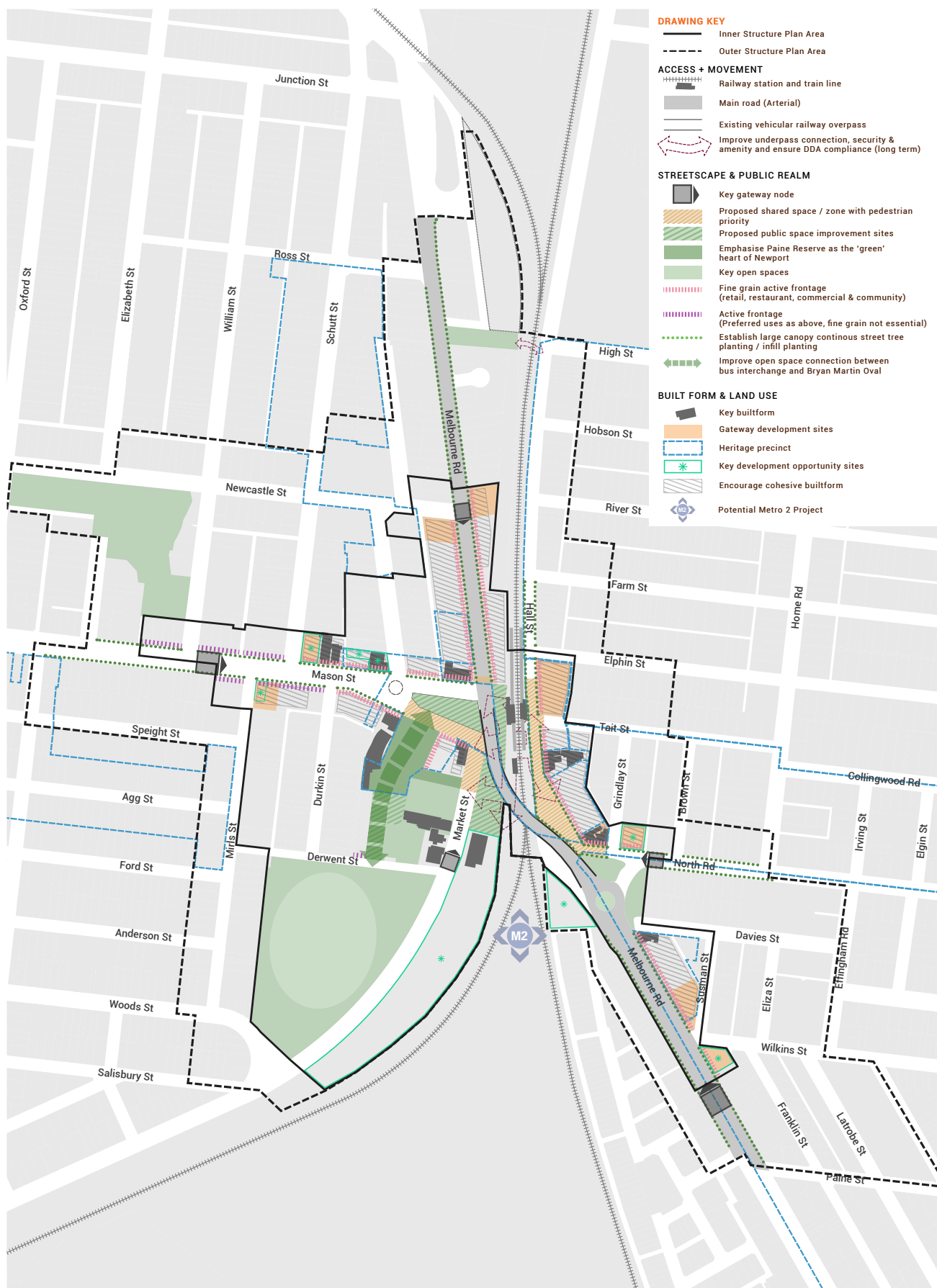


Figure 13 - Newport Activity Centre - Identity Plan

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. Refer to detailed strategies related to built form, heritage, public realm and open space. Note – 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 repurposed 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.

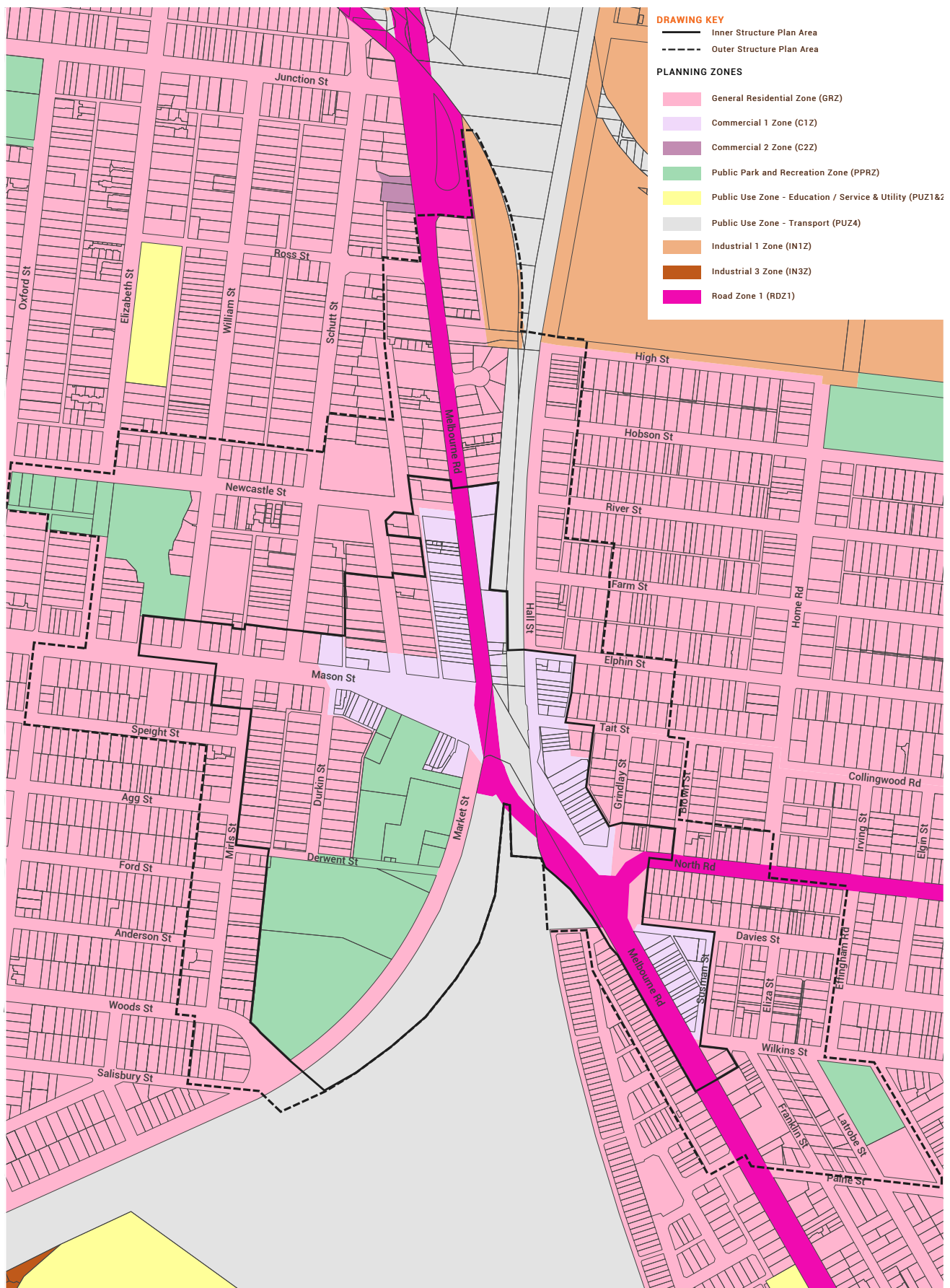


Figure 14 - Newport Activity Centre - Existing Planning Zones



Figure 15 - Newport Activity Centre - Planning Overlays & Buffers

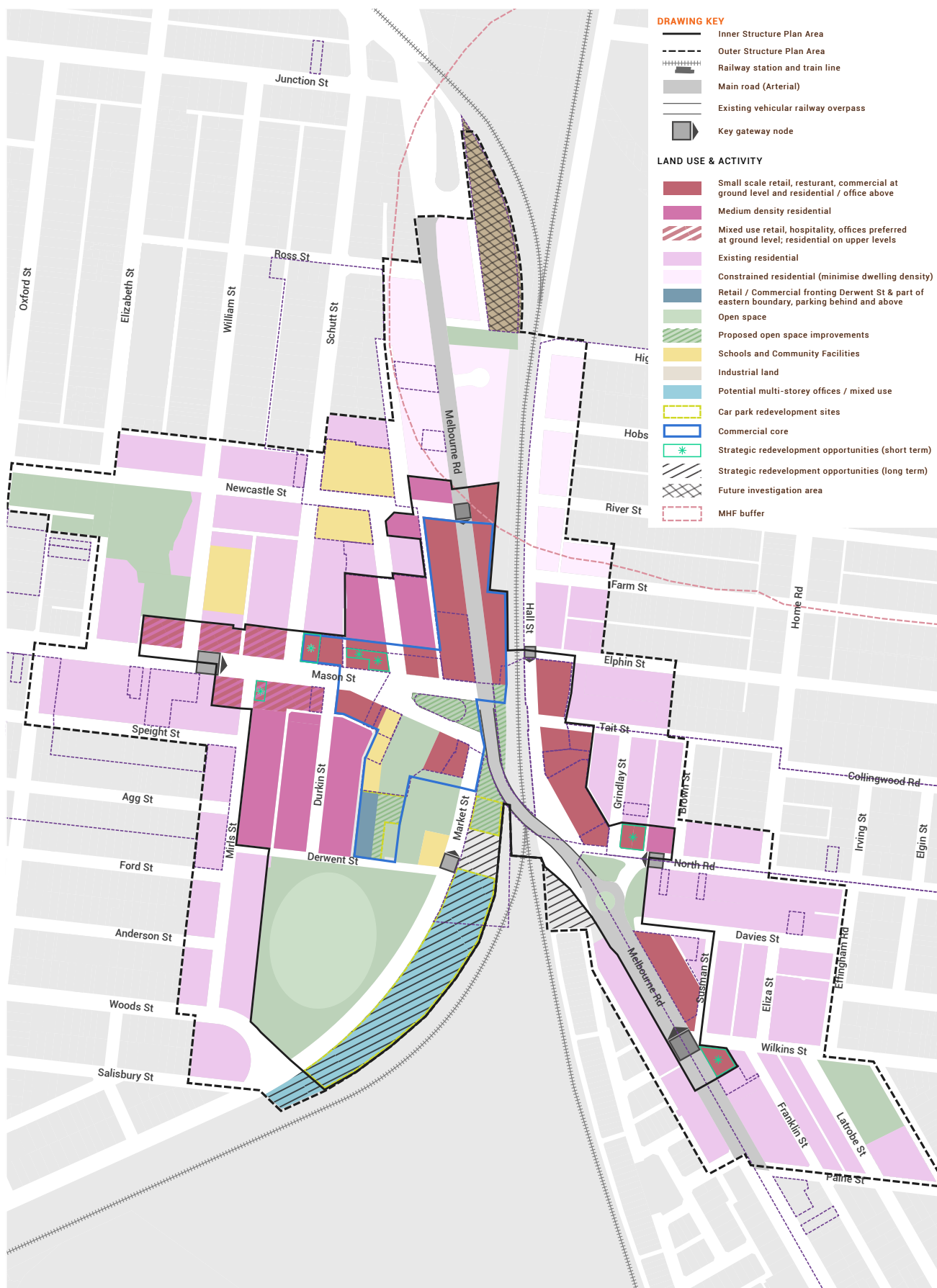


Figure 16 - Newport Activity Centre - Land Use Plan

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: • A landscaped pathway from Paine Reserve Derwent Street, abutting the Bowls Club and RSL sites; and • Commercial uses orientated towards Bryan Martyn Oval and the proposed path.
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	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. Note – 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. Refer to 16.
LUA-3.2	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. Refer to Figure 16.
LUA-3.3	Encourage lot consolidation in residential neighbourhoods within the outer structure plan area to increase the potential for more intensive residential development. Note – Account for heritage as appropriate.

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: • high quality architectural responses, which respect and positively contribute to the streetscape, are developed; • a public space is provided in the southern section of the site; and • car parking is not allowed to dominate the southern section of the site (due to its visual prominence and value to the urban core).
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

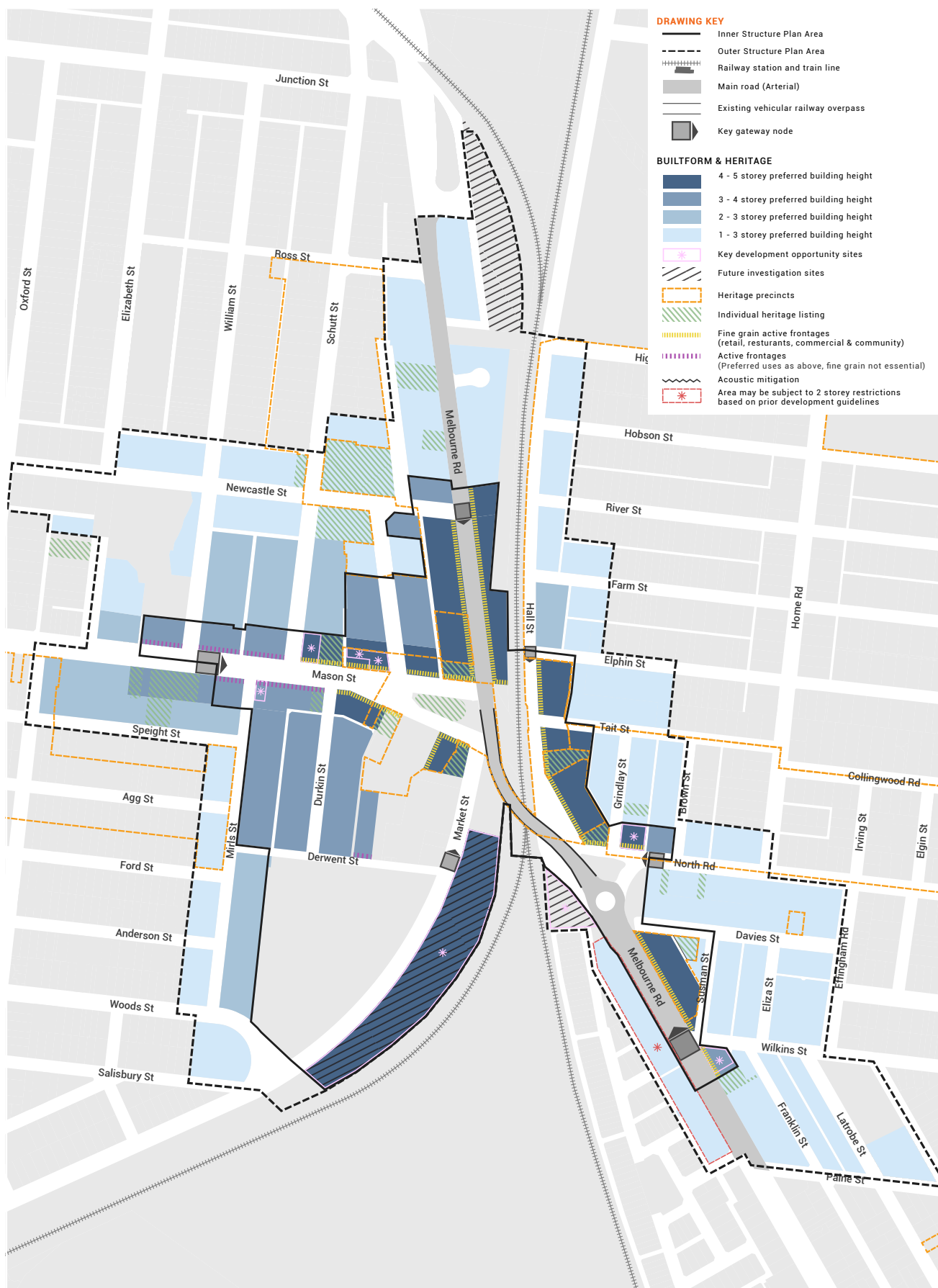


Figure 18 - Newport Activity Centre - Built Form and Heritage Plan

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. Note - 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. Note -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.



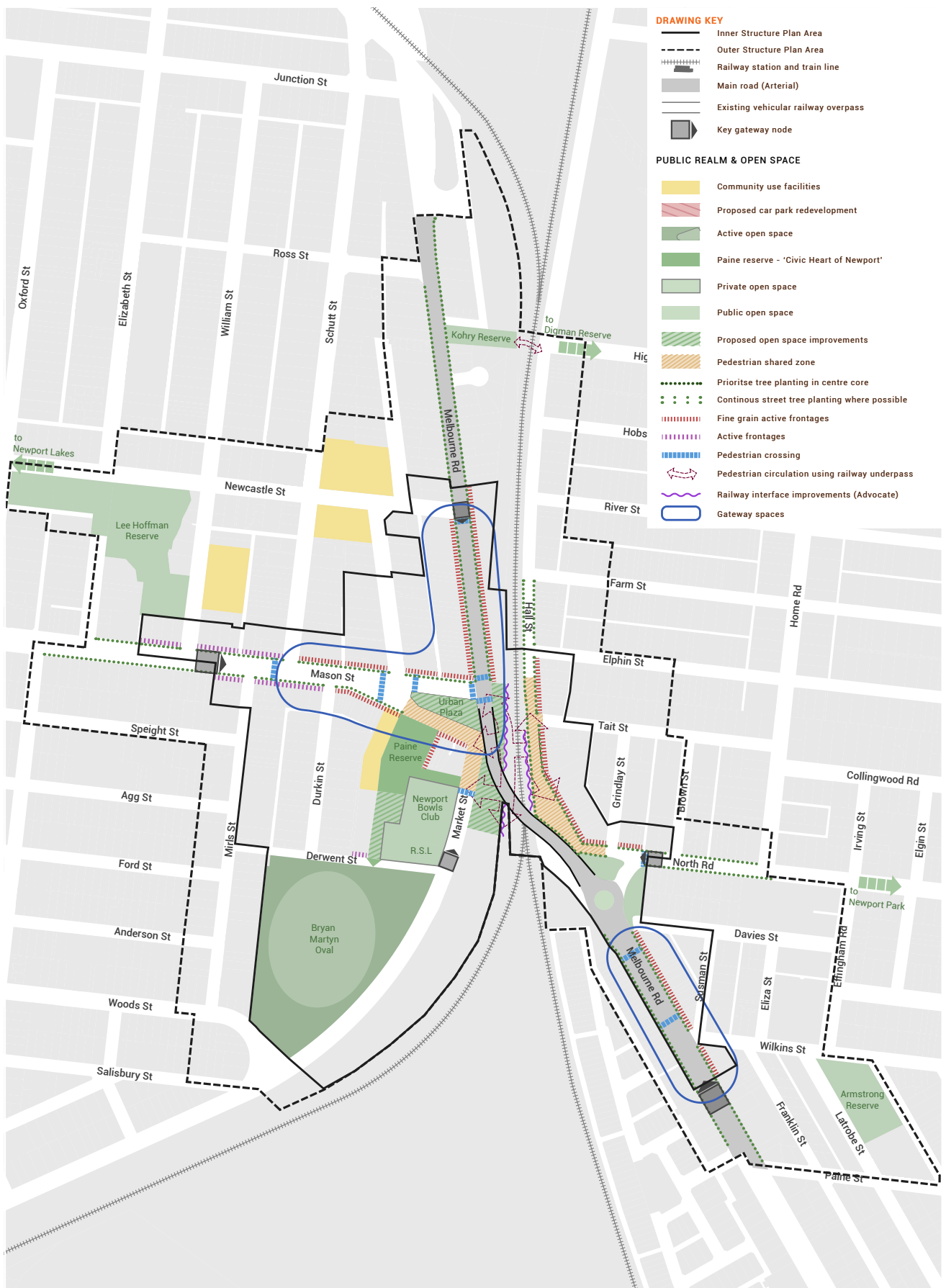


Figure 19 - Newport Activity Centre - Public Realm and Open Space Plan

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. Note – 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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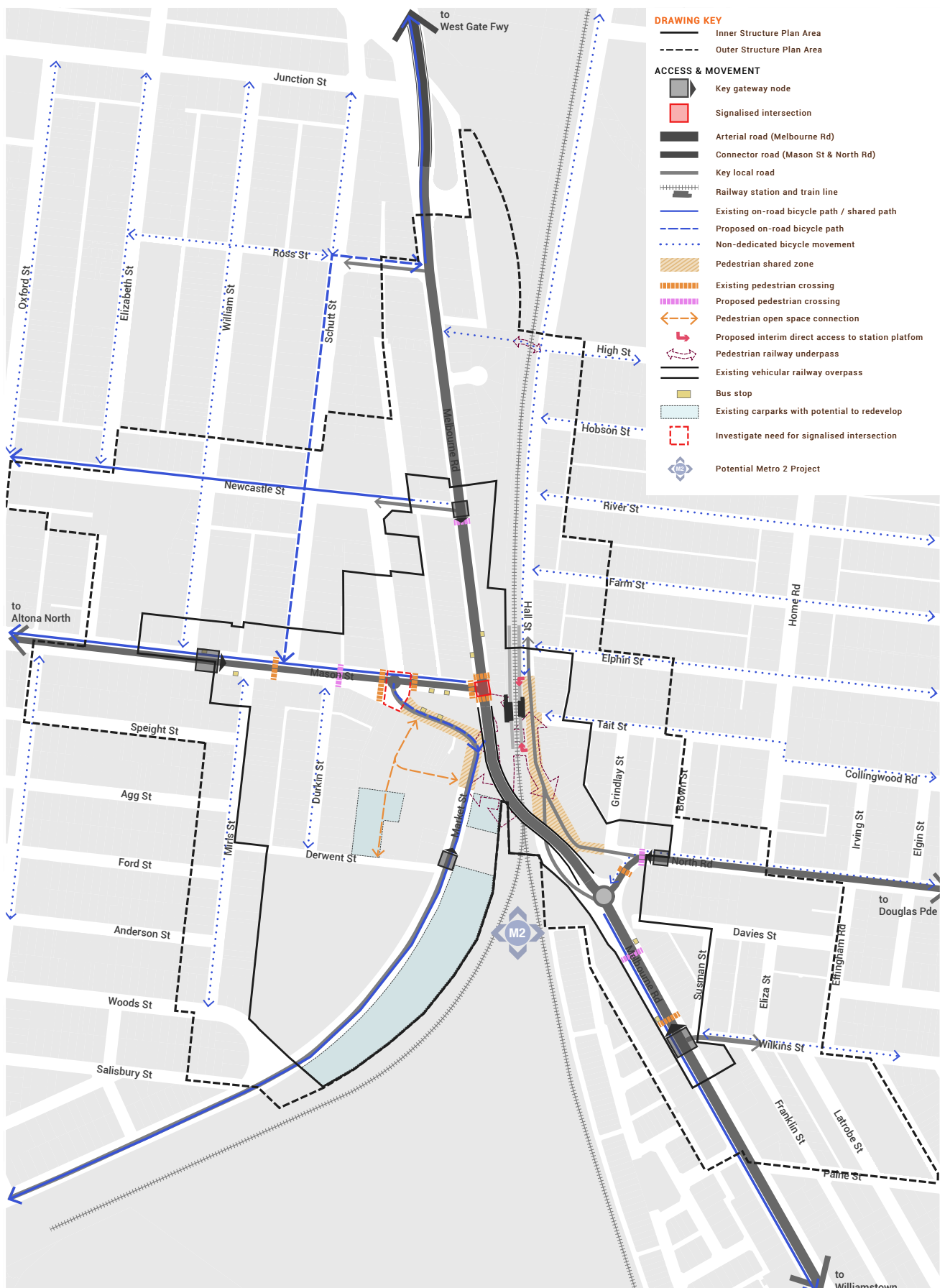


Figure 20 - Newport Activity Centre - Access and Movement Plan

Objective	
AM-1	To leverage Newport's public transport advantages and plan for potential enhancements to the train network.
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.
Objective	
AM-2	To enhance the integration of public transport and related spaces into the wider public realm.
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.
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: • at the intersection of Newcastle Street and Melbourne Road; • on Melbourne Road to the south of the roundabout within the Southern Gateway Precinct.
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: (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 (ii) Directing cyclists from all other parts of Newport towards the riverside cycle network at the eastern end of the suburb. Or (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. Note – 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.

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: • Liaise with the relevant government body as Committee of Management to facilitate redevelopment, with no net loss of parking; and • Investigate commercial partnerships for redevelopment.
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.

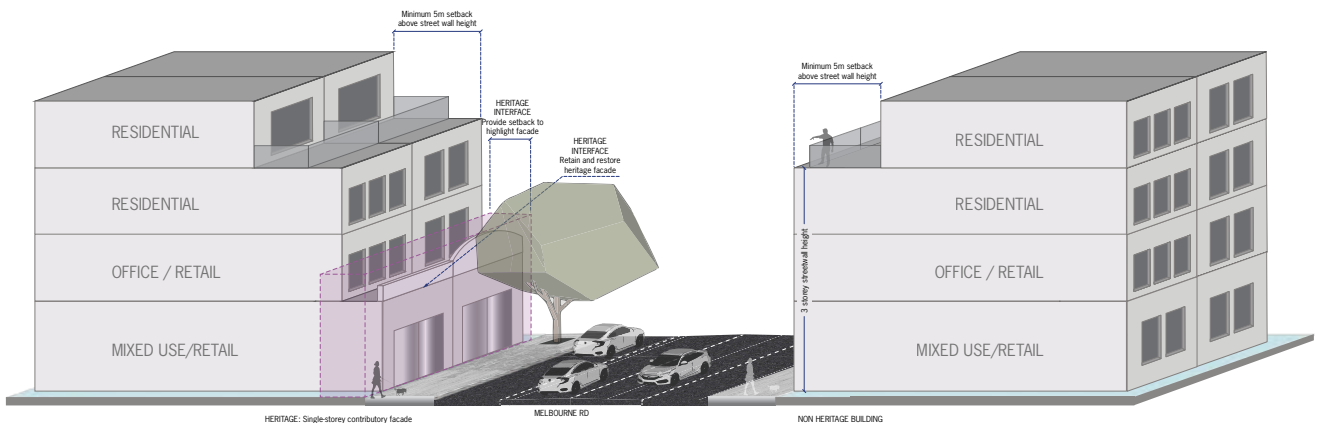


Figure 21 - Newport Activity Centre - Single Storey Heritage Listed / Contributory Buildings

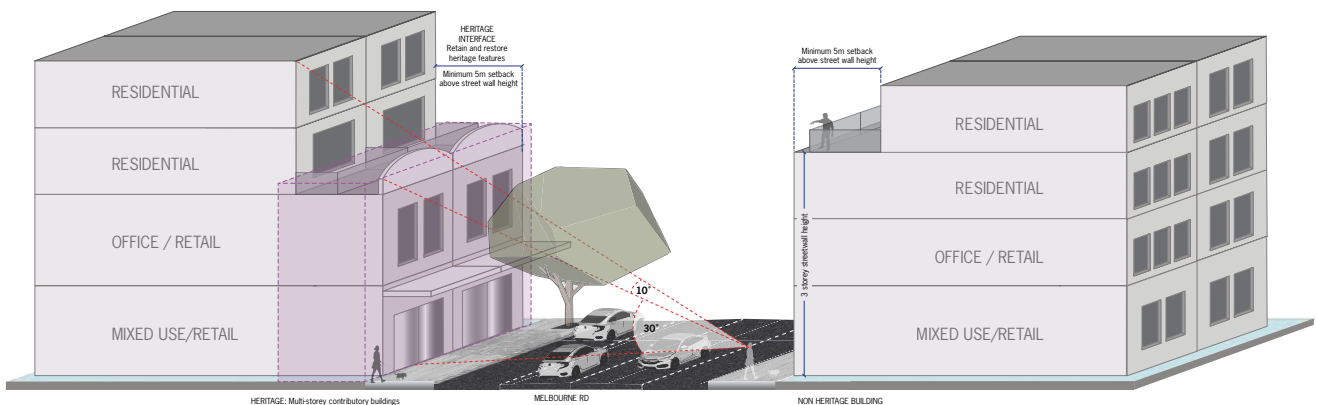


Figure 22 - Newport Activity Centre - Multistorey Heritage Listed / Contributory Buildings

Note: Rear setbacks as per Rescode

8.2 Development in the Hall Street Precinct

Context	
Grain/ rhythm:	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. 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.
Allotment depth:	14-40 metres; predominantly 33-36 metres
Massing:	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.
Heritage:	H010 Grindlay's Estate Heritage Precinct and H011 Halls Farm Precinct – Victorian, Edwardian, and Interwar settlement; contributory buildings, as illustrated. H022 Newport Civic and Commercial Heritage Precinct – example of a 19th Century commercial centre; contributory buildings, as illustrated. H0137 Newport Commercial Bank (Former) and H0138 Junction Hotel – individually listed heritage property
Interfaces:	Heritage residential precincts to the north and east.
Special areas/sites:	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.
Change potential:	Hall Street Generally – Retention of heritage features, with upper level development; sympathetic development on non-contributory properties. Northern section of the Hall Street – Edge of centre, transitional land uses – dwelling conversions to medical centres, offices, 'So-ho' (shop + shop-top housing)

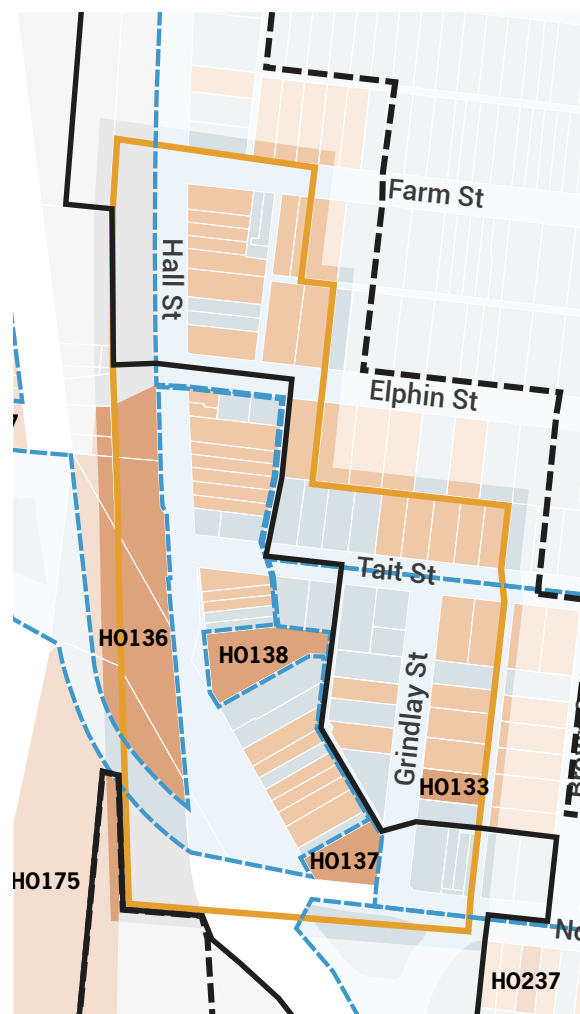
Guidelines	
Heritage:	Protect contributory and individually listed properties. Enable development in accordance with heritage response guidelines in section 7.3.
Preferred height:	4-5 storeys within Hall Street and North Road, as depicted in Figure 18 on page 58. 3-4 storeys on Hall Street, between Farm and Elphin Streets.
Street wall:	3 storeys, except where varied by setbacks for contributory single storey buildings with parapets.
Active frontages:	80 percent recommended.
Interfaces:	Residential interfaces to the east. Setbacks in accordance with ResCode and Victorian Apartment Design Guidelines
Access:	Retain laneways and seek enlargement through re-development if laneways are less than 3.5 metres in width.
Key redevelopment sites:	138-146 North Road (improves centre visibility from Melbourne Road South).
Other considerations:	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

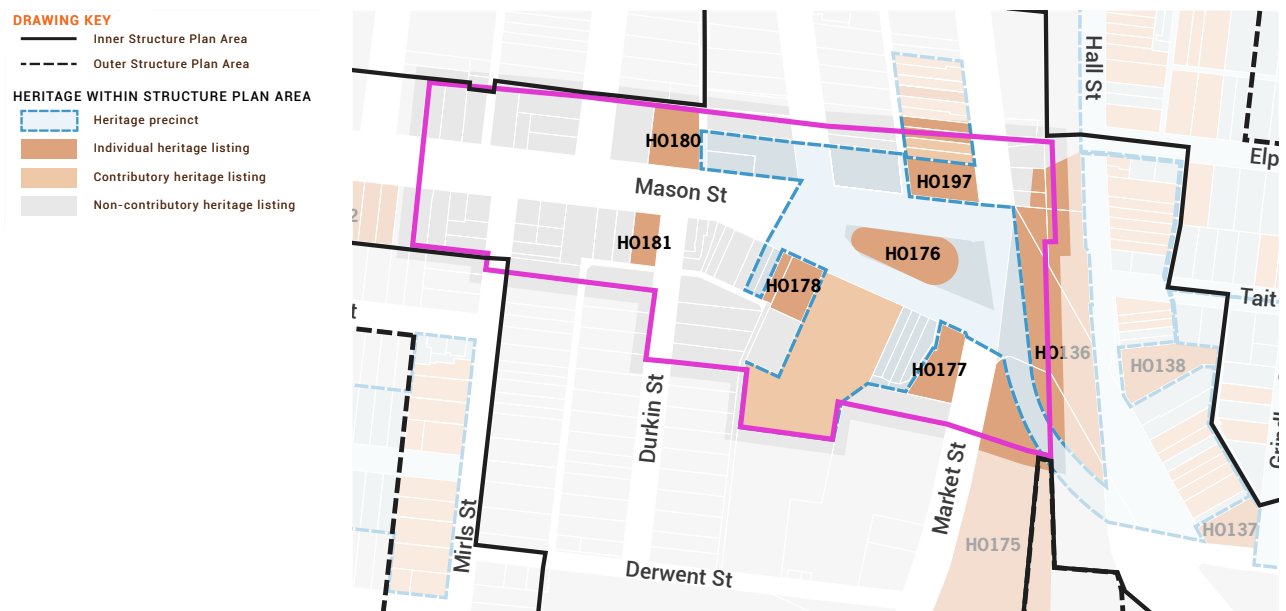
- Heritage precinct
- Individual heritage listing
- Contributory heritage listing
- Non-contributory heritage listing



8.3 Development in the Mason Street Precinct

Context	
Grain/ rhythm:	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. 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.
Allotment depth:	30-35 metres on the south side of Mason/Market Street; 25-36 metres on the north side of Mason Street
Massing:	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 .
Heritage:	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), 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.
Interfaces:	Residential neighbourhoods on multiple interfaces
Special areas/sites:	35 Mason Street (H0181) – Breaks activity centre rhythm and requires specific design response by potential abutting re-development
Change potential:	Edge of centre, transitional land uses - dwelling conversions to medical centres, offices, 'So-ho' Key redevelopment sites, as identified in Chapter 7.

Guidelines	
Heritage:	Protect contributory and individually listed properties. Enable development in accordance with heritage response guidelines in section 7.3.
Preferred height:	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.
Street wall:	3 storeys, except where varied by setbacks for contributory single storey buildings with parapets, or in response to individual heritage listings.
Active frontages:	80 percent recommended.
Interfaces:	Residential interface setbacks in accordance with ResCode and Victorian Apartment Design Guidelines
Access:	Retain laneways and seek enlargement through re-development if laneways are less than 3.5 metres in width.
Other considerations:	achieve passive surveillance and visual connections with public spaces



8.4 Development in the Arts and Recreation Precinct

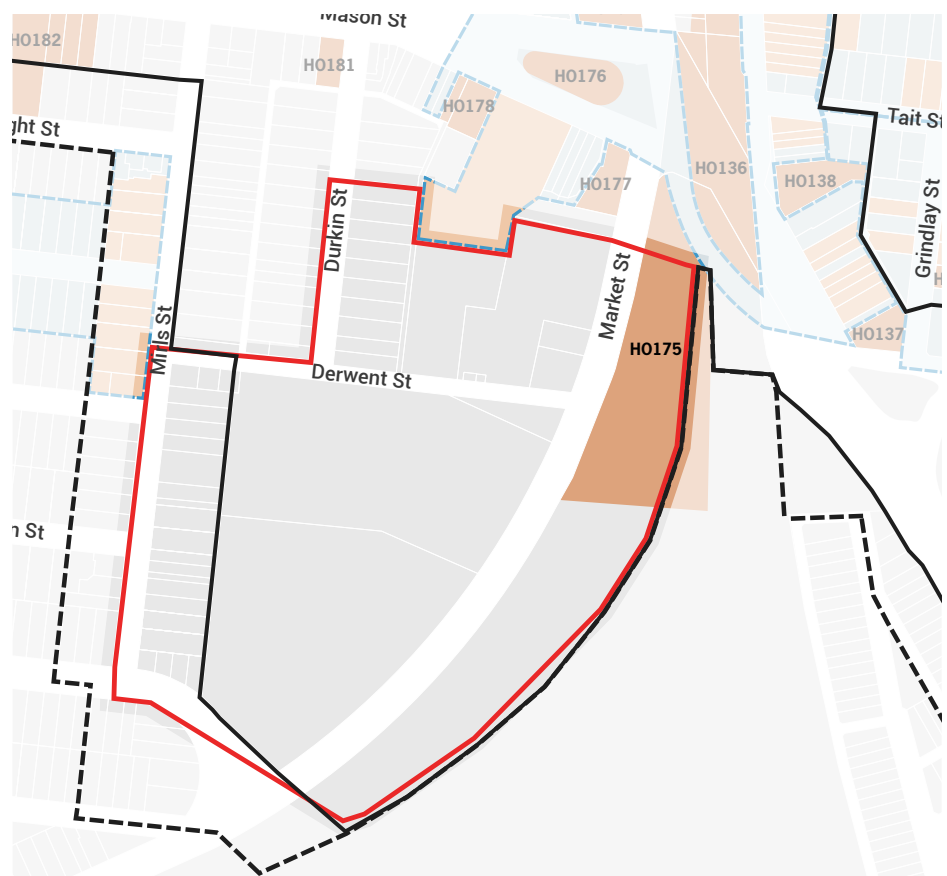
Context	
Grain/rhythm:	The Arts and Recreation Precinct is dominated by open space and medium to large scale recreational uses. A discussion of urban grain has little relevance within these areas. Durkin Street, however, features a consistent rhythm of residential development.
Allotment depth:	38-41 metres in Durkin Street; variable otherwise
Massing:	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.
Heritage:	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.
Interfaces:	Railway interface – contains railway infrastructure and parking facilities Residential interfaces (Durkin Street east) – existing residential development
Special areas/sites:	Railway interface, club facilities, Council managed parking south of Paine Reserve.
Change potential:	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	
Heritage:	Protect contributory and individually listed properties. Enable development in accordance with heritage response guidelines in section 7.3.
Preferred height:	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.
Street wall:	Not applicable.
Active frontages:	Orientation should be towards streets and public spaces; extent of active frontages to be determined based on site-specific analysis and design merits.
Interfaces:	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.
Access:	Retain laneways and seek enlargement through re-development if laneways are less than 4 metres in width.
Other considerations:	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

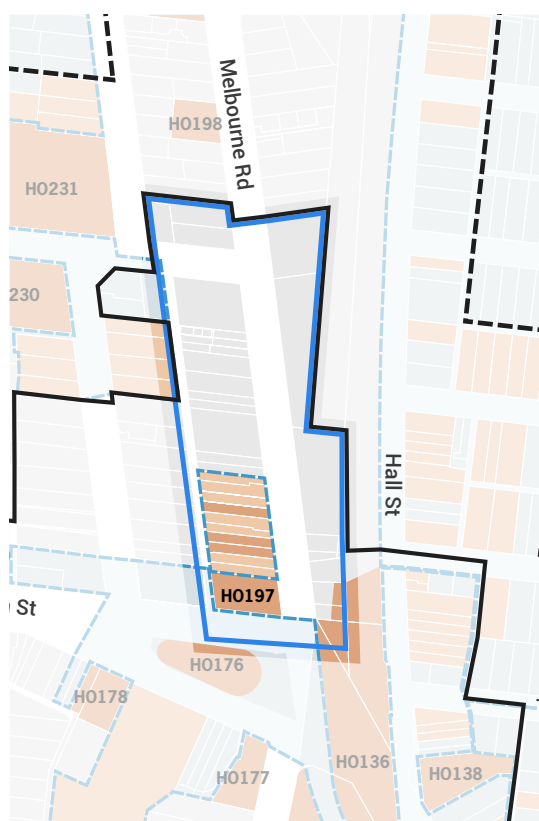
Context	
Grain/rhythm:	Allotments on the western side of Melbourne Road are generally fine-grained, with the exception of land at the south-western corner of Newcastle Street and Melbourne Road, and the Medicare building. Allotments on the eastern side of Melbourne Road vary in rhythm and shape, and the nature and form of development exacerbates this inconsistency.
Allotment depth:	Approximately 40 metres on the western side of Melbourne Road; variable otherwise.
Massing:	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.
Heritage:	HO22 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 HO136 Newport Railway Complex (including Pepper and Lilly Trees), HO197 Masonic Temple – individually listed properties.
Interfaces:	Railway interface – contains railway infrastructure. Residential interface (Walker Street) – existing residential development.
Special areas/sites:	Major pipeline infrastructure in the eastern section of Melbourne Road associated with the transport of fuels from MHFs.
Change potential:	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



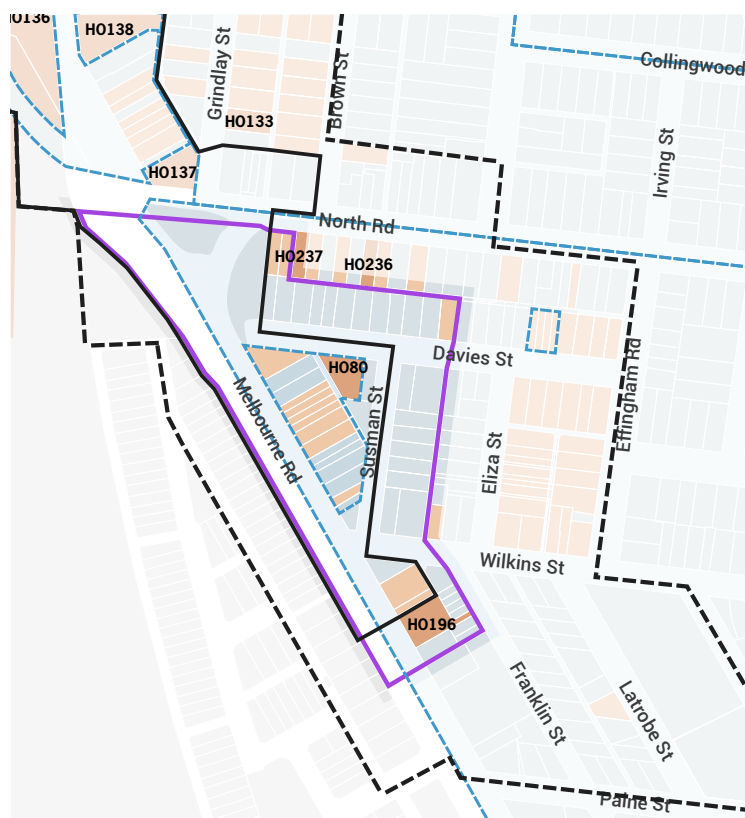
Guidelines	
Heritage:	Protect contributory and individually listed properties. Enable development in accordance with heritage response guidelines in section 7.3.
Preferred height:	4-5 storeys on Melbourne Road, from Mason Street to Newcastle Street. 3-4 storeys on the northern edge of the Precinct. Refer to Figure 18 on page 58.
Street wall:	3 storeys.
Active frontages:	80 percent recommended.
Interfaces:	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.
Access:	Retain laneway and seek enlargement through re-development if laneway width is less than 5 metres in width.
Other considerations:	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	
Grain/rhythm:	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.
Allotment depth:	Approximately 30 metres on the western side of Melbourne Road; variable otherwise.
Massing:	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).
Heritage:	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. H027 Private Survey Heritage Precinct – Features development during Victorian, Edwardian and Interwar periods; illustrates early private subdivision. H080 United Friendly Society Dispensary (former), H0196 Shop and Dwelling (300-302 Melbourne Road) – individually listed properties.
Interfaces:	Residential interfaces – existing development to north, east, and south.
Special areas/sites:	H0196 Shop and Dwelling – relatively intact Interwar example.
Change potential:	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	
Heritage:	Protect contributory and individually listed properties. For Melbourne Road, between Davies Street and Wilkins Street, enable development in accordance with heritage response guidelines in section 7.3. 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).
Preferred height:	4-5 storeys on Melbourne Road, between Davies Street and Wilkins Street. 3-4 storeys on 304-306 Melbourne Road. Refer to Figure 18 on page 58.
Street wall:	3 storeys on Melbourne Road, between Davies Street and Wilkins Street. 2 storeys on 304-306 Melbourne Road.
Active frontages:	80 percent recommended on Melbourne Road, between Davies Street and Wilkins Street. 70 percent recommended on 304-306 Melbourne Road. NB - Melbourne Road, between Davies Street & Wilkins Street has an established village character.
Interfaces:	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.
Access:	Retain laneway and seek enlargement through re-development if laneway width is less than 5 metres in width.
Other considerations:	Nil.