

7

BUILT FORM GUIDELINES

7.1 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;
- > Development should match the height of the existing street to be respective of new development frontage;
- > Require levels above the street wall height to be setback to maintain human-scale, in accordance with Figure 20;
- > Interpret heritage elements to inform the architectural features of the new development;
- > Development should maximise the retention of facade(s) to maintain the streetscape character and existing fabric; and
- > New development should reference the elevation rhythm, materials and detailing of the existing whilst maintaining a level of distinctiveness against the existing heritage fabric.

In the case of double or multi-storey 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 Figure 21;
- > New development should reference the elevation rhythm, materials and detailing of the existing whilst maintaining a level of distinctiveness against the existing heritage fabric; 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 a 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 21;
- > New development should reference the elevation rhythm, materials and detailing of the existing whilst maintaining a level of distinctiveness against the existing heritage fabric; and
- > 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 including the incorporation of street canopies;
- > 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; and
- > 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.

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.

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.

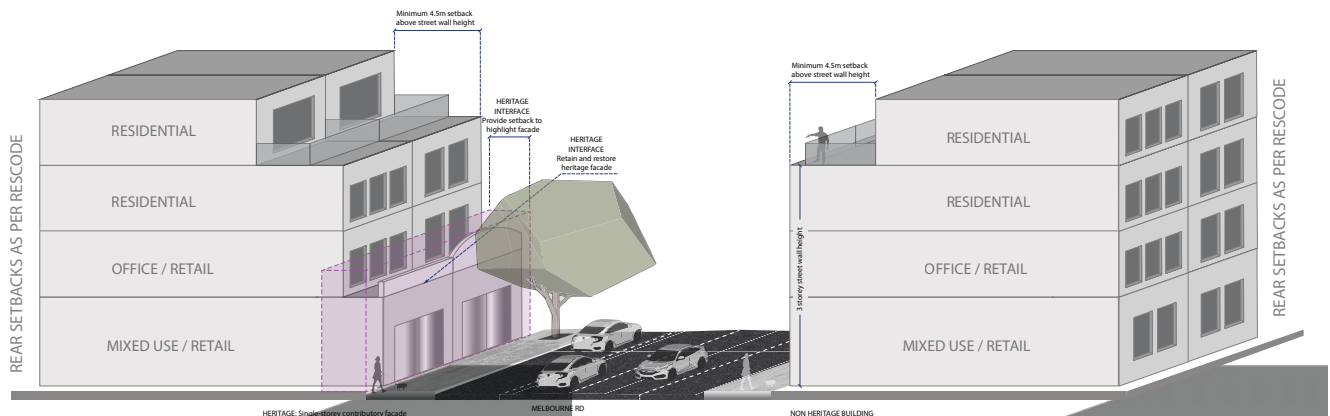


Figure 20 - Newport Activity Centre - Single Storey Heritage Listed / Contributory Buildings

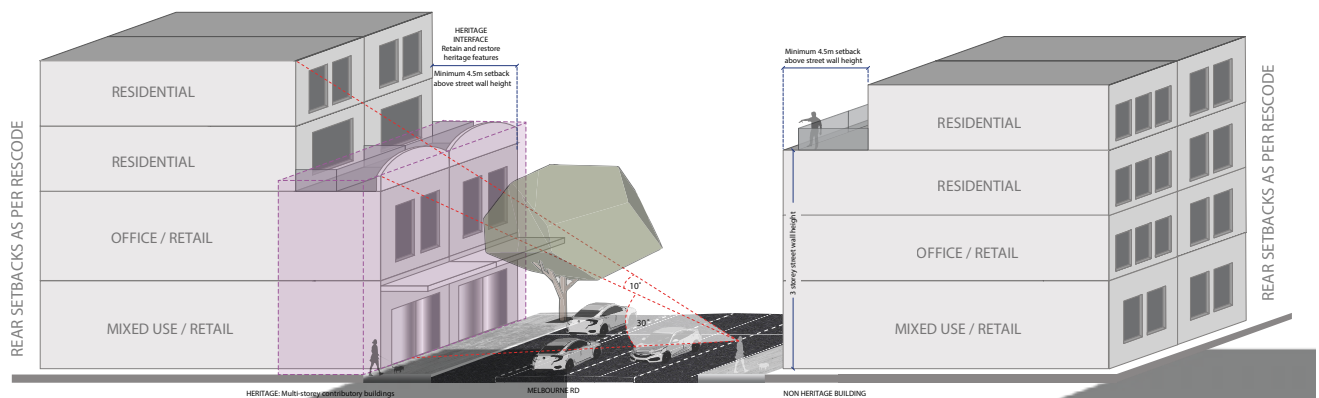


Figure 21 - Newport Activity Centre - Multi-storey Heritage Listed / Contributory Buildings

7.2 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:	HO10 Grindlay's Estate Heritage Precinct and HO11 Halls Farm Precinct – Victorian, Edwardian, and Interwar settlement; contributory buildings, as illustrated. HO22 Newport Civic and Commercial Heritage Precinct – example of a 19th Century commercial centre; contributory buildings, as illustrated. HO137 Newport Commercial Bank (Former) and HO138 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 7.1.
MAXIMUM BUILDING HEIGHT:	5 storeys within Hall Street and North Road. 4 storeys on 146 North Road. Refer to Figure 17, on page 54.
STREET WALL:	3 storeys, except where varied by setbacks for contributory single storey buildings with parapets. Preferred upper level setbacks are 4.5 metres. Upper levels should remain distinctly recessed from the podium level to the street wall. Preferred ground level floor-to-floor heights of 4m to allow for commercial uses fronting the street. Preferred upper level floor-to-floor heights of 3.5m are appropriate for residential uses.
ACTIVE FRONTAGES:	80% recommended. Street frontages should be improved to incorporate active interfaces throughout the retail core of Hall Street.
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.

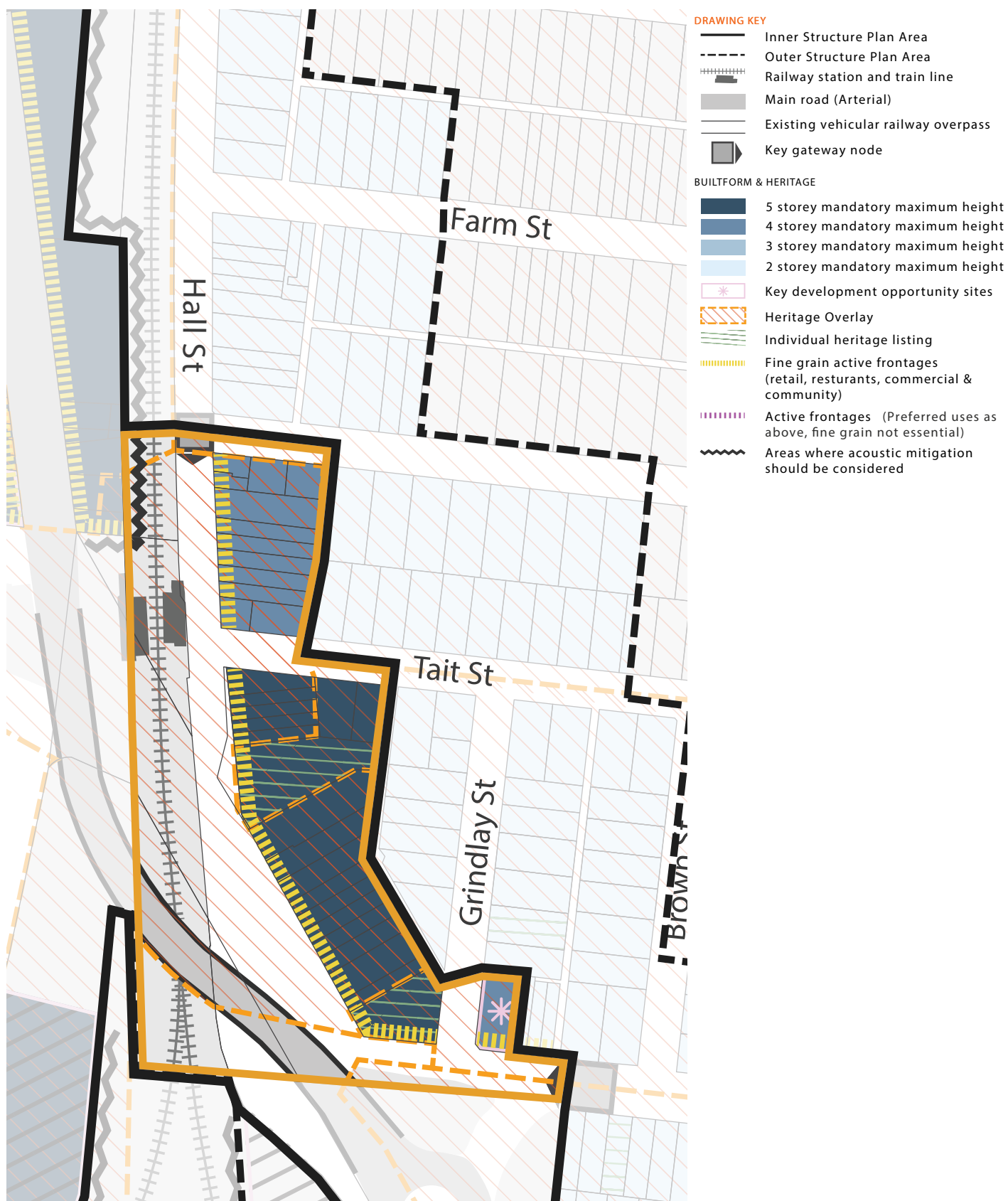


Figure 22 -Hall Street Precinct

7.3 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:	HO22 Newport Civic and Commercial Heritage Precinct is an example of a 19th Century commercial centre; contributory buildings, as illustrated. HO136 Newport Railway Complex (including Pepper and Lilly Trees), HO176 Newport World War 1 Memorial, HO177 Newport Hotel (former), HO178 Newport Mechanics Institute, HO179 Shop and Residence (15-17 Mason St), HO180 Newport Baptist Church Complex, HO181 House (35 Mason Street), HO182 Christ Church Complex, HO197 Masonic Temple - individually listed properties.
INTERFACES:	Residential neighbourhoods on multiple interfaces.
SPECIAL AREAS/SITES:	35 Mason Street (HO181) - 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 6.
GUIDELINES	
HERITAGE:	Protect contributory and individually listed properties. Enable development in accordance with heritage response guidelines in section 7.1.
MAXIMUM BUILDING HEIGHT:	5 storeys in core activity / commercial areas. 4 storeys in areas between core mixed-use areas and residential development. 4 storeys in residential areas where substantial change is supported. Refer to Figure 17, on page 54.
STREET WALL:	3 storeys, except where varied by setbacks for contributory single storey buildings with parapets, or in response to individual heritage listings. Preferred upper level setbacks are 4.5 metres. Upper levels should remain distinctly recessed from the podium level to the street wall. Preferred ground level floor-to-floor heights of 4m to allow for commercial uses fronting the street. Preferred upper level floor-to-floor heights of 3.5m are appropriate for residential uses.
ACTIVE FRONTAGES:	80% recommended.
INTERFACES:	Residential interface setbacks in accordance with ResCode and Victorian Apartment Design Guidelines. Ground level setback to a park interface should be a minimum of 3m.
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

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

- 5 storey mandatory maximum height
- 4 storey mandatory maximum height
- 3 storey mandatory maximum height
- 2 storey mandatory maximum height
- Key development opportunity sites
- Area subject to further investigation
- Heritage Overlay
- Individual heritage listing

- Fine grain active frontages (retail, restaurants, commercial & community)
- Active frontages (Preferred uses as above, fine grain not essential)

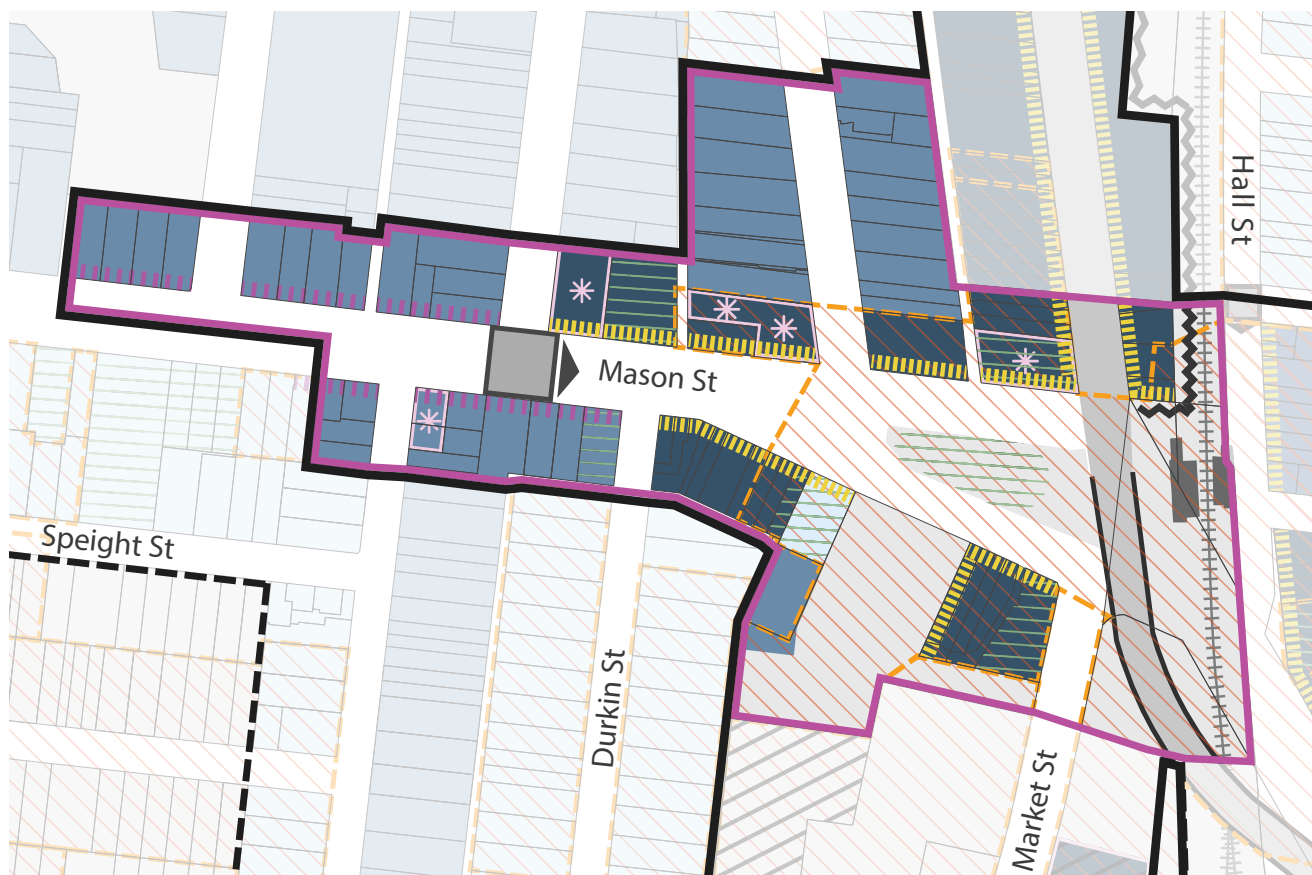


Figure 23 - Mason Street Precinct

7.4 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.
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.
HERITAGE:	HO22 Newport Civic and Commercial Heritage Precinct - example of a 19th Century commercial centre; contributory buildings, as illustrated. HO136 Newport Railway Complex (including Pepper and Lilly Trees), HO175 Victorian Railways Type A Substation (former), HO177 Newport Hotel (former) - individually listed properties.
INTERFACES:	Railway interface - contains railway infrastructure and parking facilities
SPECIAL AREAS/SITES:	Railway interface, club facilities, car park area to the south of the Substation building, Council managed parking south of Paine Reserve.
CHANGE POTENTIAL:	Reconfiguration of selected uses, re-development of underutilised parking spaces.
GUIDELINES	
HERITAGE:	Protect contributory and individually listed properties. Enable development in accordance with heritage response guidelines in section 7.1.
MAXIMUM BUILDING HEIGHT:	The library car park redevelopment area will be further investigated and through those investigations a suitable building height will be determined. The railway investigation area will also undergo further planning and design however the preferred maximum building height is likely to be approximately 5 storeys to align with the height of the existing substation building.
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
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 6. Car park to the south of the Substation building - Guide re-development so that it achieves architectural excellence and avoids a monolithic form. As 5-storey development is supported in this location, care should be taken to avoid an unbroken rear wall on the eastern boundary, which would be visible from Melbourne Road and other areas. Council managed parking south of Paine Reserve - Liaise with Government land owners to instigate re-development, and seek commercial partners.

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

- 5 storey mandatory maximum height
- 4 storey mandatory maximum height
- 3 storey mandatory maximum height
- 2 storey mandatory maximum height
- *

 Key development opportunity sites
- Area subject to further investigation
- Heritage Overlay

- Fine grain active frontages (retail, restaurants, commercial & community)
- Active frontages (Preferred uses as above, fine grain not essential)

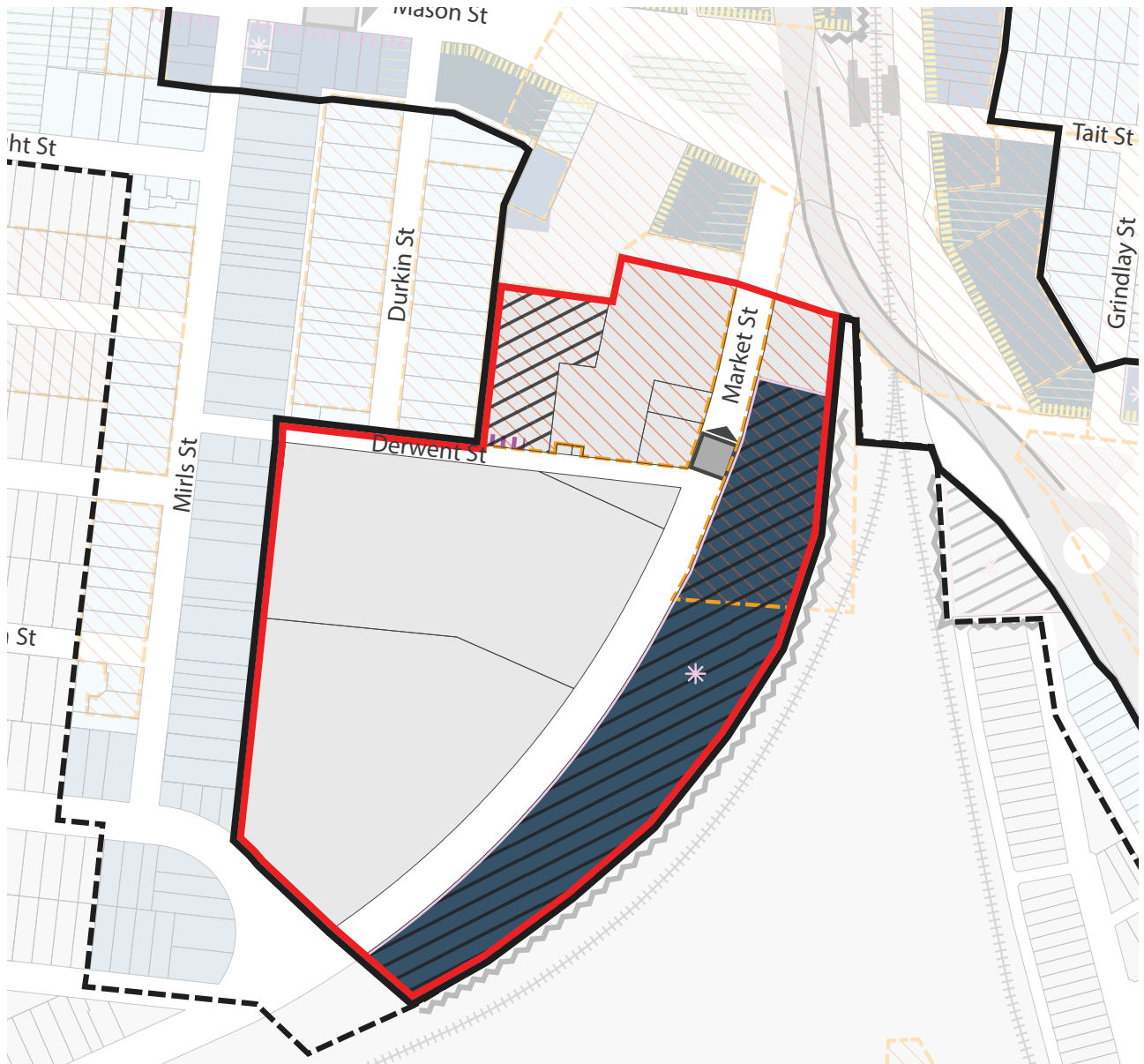


Figure 24 - Art and Recreation Precinct

7.5 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. Most single storey buildings in this area are of limited architectural value, other than buildings which have value due to being 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.
GUIDELINES	
HERITAGE:	Protect contributory and individually listed properties. Enable development in accordance with heritage response guidelines in section 7.1.
MAXIMUM BUILDING HEIGHT:	5 storeys on Melbourne Road, from Mason Street to Newcastle Street. 4 storeys on the northern edge of the Precinct. Refer to Figure 17, on page 54.
STREET WALL:	3 storeys. Preferred upper level setbacks are 4.5m. Upper level setbacks should remain distinctly recessed from the podium level street wall.
ACTIVE FRONTAGES:	80% 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.

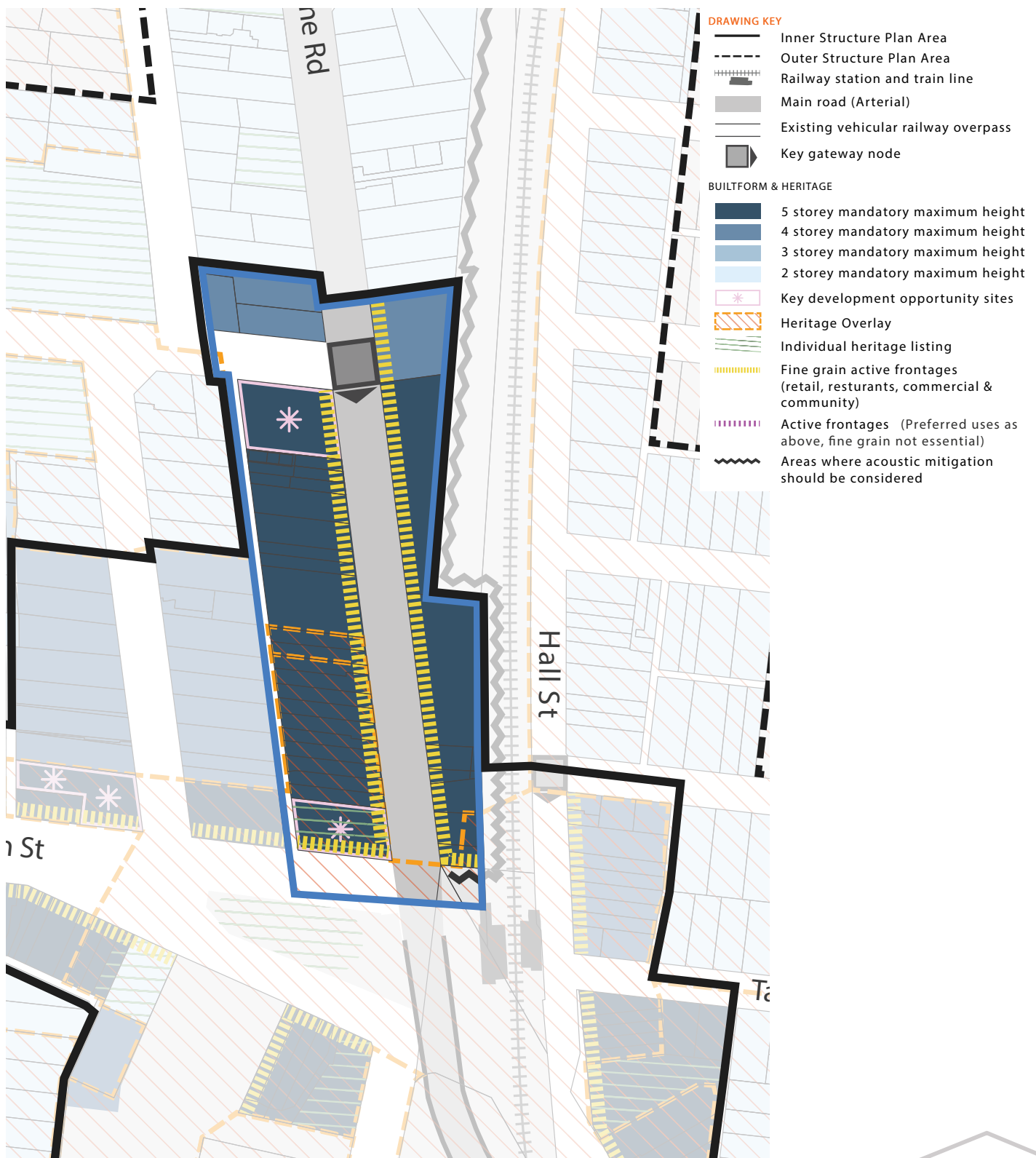


Figure 25 - Northern Gateway Precinct

7.6 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 percent 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:	HO20 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. HO27 Private Survey Heritage Precinct - Features development during Victorian, Edwardian and Interwar periods; illustrates early private subdivision. HO80 United Friendly Society Dispensary (former), HO196 Shop and Dwelling (300-302 Melbourne Road) - individually listed properties.
INTERFACES:	Residential interfaces - existing development to north, east, and south.
SPECIAL AREAS/SITES:	HO196 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.
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 7.1. 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).
MAXIMUM BUILDING HEIGHT:	5 storeys on Melbourne Road, between Davies Street and Wilkins Street. 3 storeys on 304-306 Melbourne Road, 33-35 Davies Street and 1 Susman Street Refer to Figure 17, on page 54.
STREET WALL:	3 storeys on Melbourne Road, between Davies Street and Wilkins Street. 3 storeys on 304-306 Melbourne Road. 3 storeys on 33-35 Davies Street and 1 Susman Street.
ACTIVE FRONTAGES:	80 percent recommended on Melbourne Road, between Davies Street and Wilkins Street. 70 percent recommended on 304-306 Melbourne Road, 33-35 Davies Street and 1 Susman Street. 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.

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

- 5 storey mandatory maximum height
- 4 storey mandatory maximum height
- 3 storey mandatory maximum height
- 2 storey mandatory maximum height
- Key development opportunity sites
- Area subject to further investigation
- Heritage Overlay

- Fine grain active frontages (retail, restaurants, commercial & community)

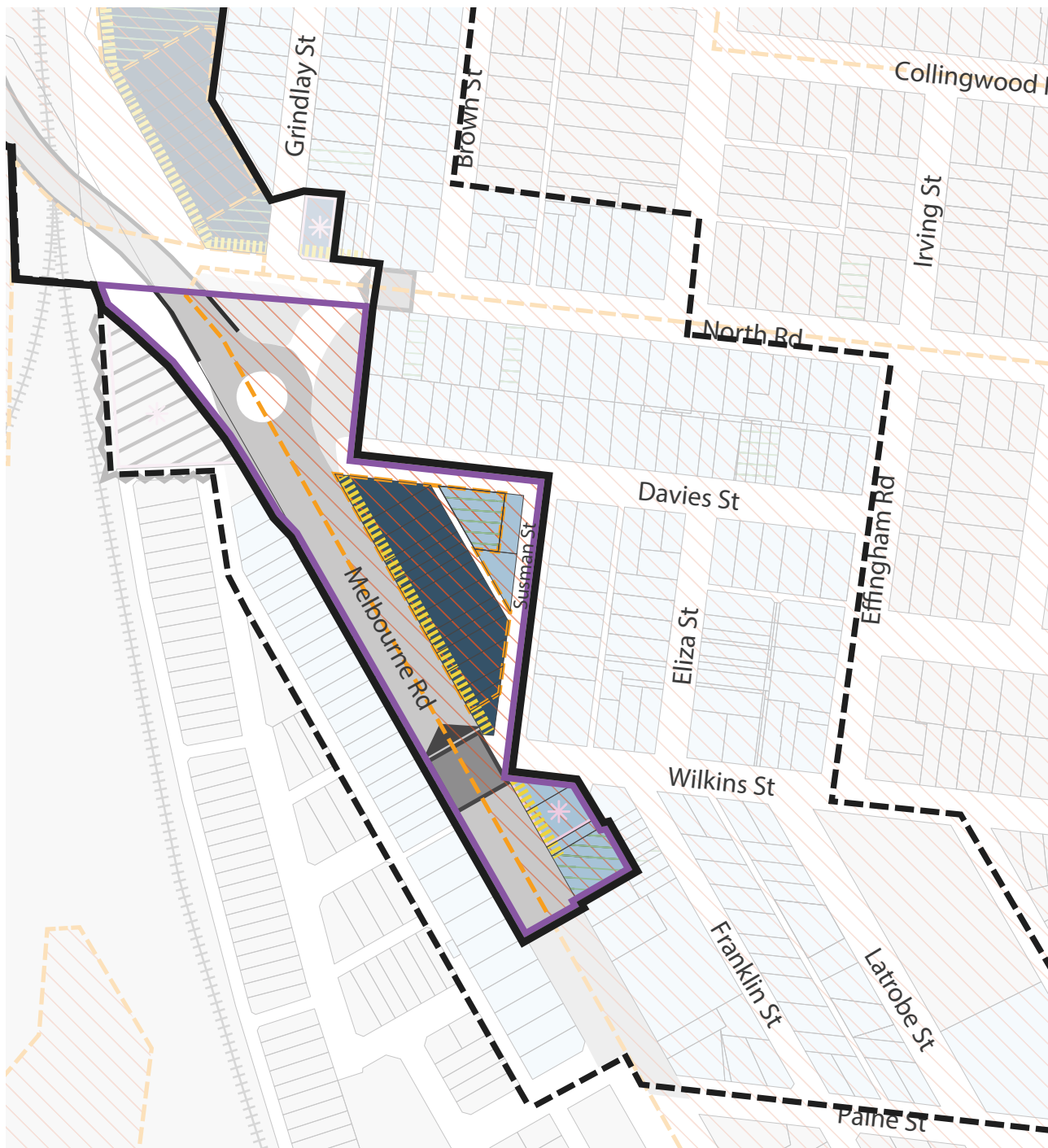


Figure 26 - Southern Gateway Precinct