

# PART 2

## KEY INFLUENCES





# 2

## STRATEGIC CONTEXT

### 2.1 State Policy and Infrastructure Context

#### Plan Melbourne

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

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

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

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

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

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

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

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

- > New Residential Zones (released March 2018)
- > Planning Practice Note 90 – Planning for Housing
- > Planning Practice Note 91 – Using the Residential Zones
- > Better Apartments Urban Design Guidelines
- > Urban Design Guidelines for Victoria

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

### Fisherman's Bend Framework

The final Fisherman's Bend Framework Plan (VC68) has recently been approved with associated planning controls (see Figure 02).

The framework plan defines preferred land use and transport outcomes to enable redevelopment of Australia's largest urban renewal precinct, located on Melbourne's doorstep, directly across the Yarra River from Newport. A significant transformation is planned from the predominantly low-density industrial area into five precincts with a series of "vibrant, mixed-use, medium and high-density neighbourhoods". Approximately 80,000 residents are planned to be accommodated by 2050, with employment planned

to grow from 13,000 jobs to 40,000 jobs within the Employment Precinct, and up to an additional 40,000 jobs in the balance of the precincts within Fisherman's Bend.

The project has relevance for the long-term future of Newport. Considering the quantum of growth, as well as the potential use of rail corridors reserved as part of

the project, it is likely that there will be spill over effects to nearby areas such as Newport, where future workers may seek alternative places to live or visit.

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

It is also probable that the relative attractiveness of Newport and other parts of the City of Hobsons Bay will be considered for a range of tourism activities.

**A significant transformation is planned from the predominantly low-density industrial area into five precincts with a series of "vibrant, mixed-use, medium and high-density neighbourhoods".**

### The Westgate Tunnel Project

The Westgate Tunnel Project was approved and finalised by the Minister for Planning, in December 2017 (see Figure 03). The project seeks to relieve pressure from Melbourne's major road network through upgrade and widening of the Westgate Freeway, two new tunnels, bridges across the Maribyrnong River south of Sheppard Bridge (Footscray Road), extensions and upgrades to the existing pedestrian and bicycle network, new public open space areas, and associated works.

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

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

The project has commenced construction, with works planned to be completed by the end of 2022.

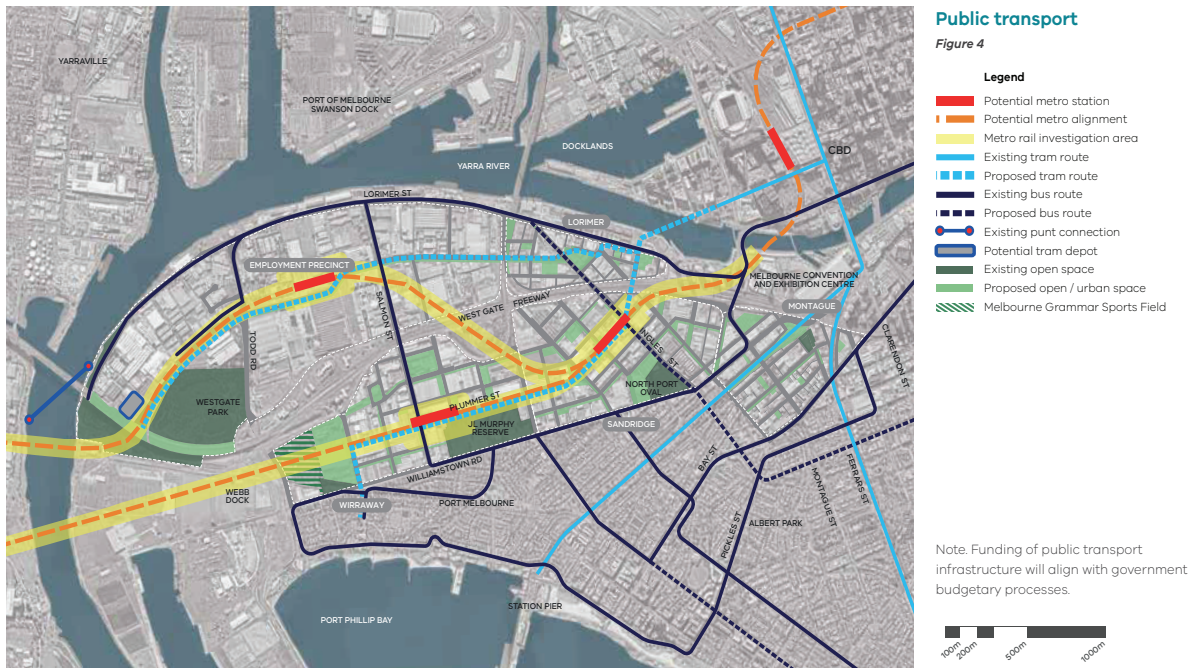


Figure 02 - Reservation of Potential Rail Corridors within Fisherman's Bend  
(Source: Approved Fisherman's Bend Design Framework)

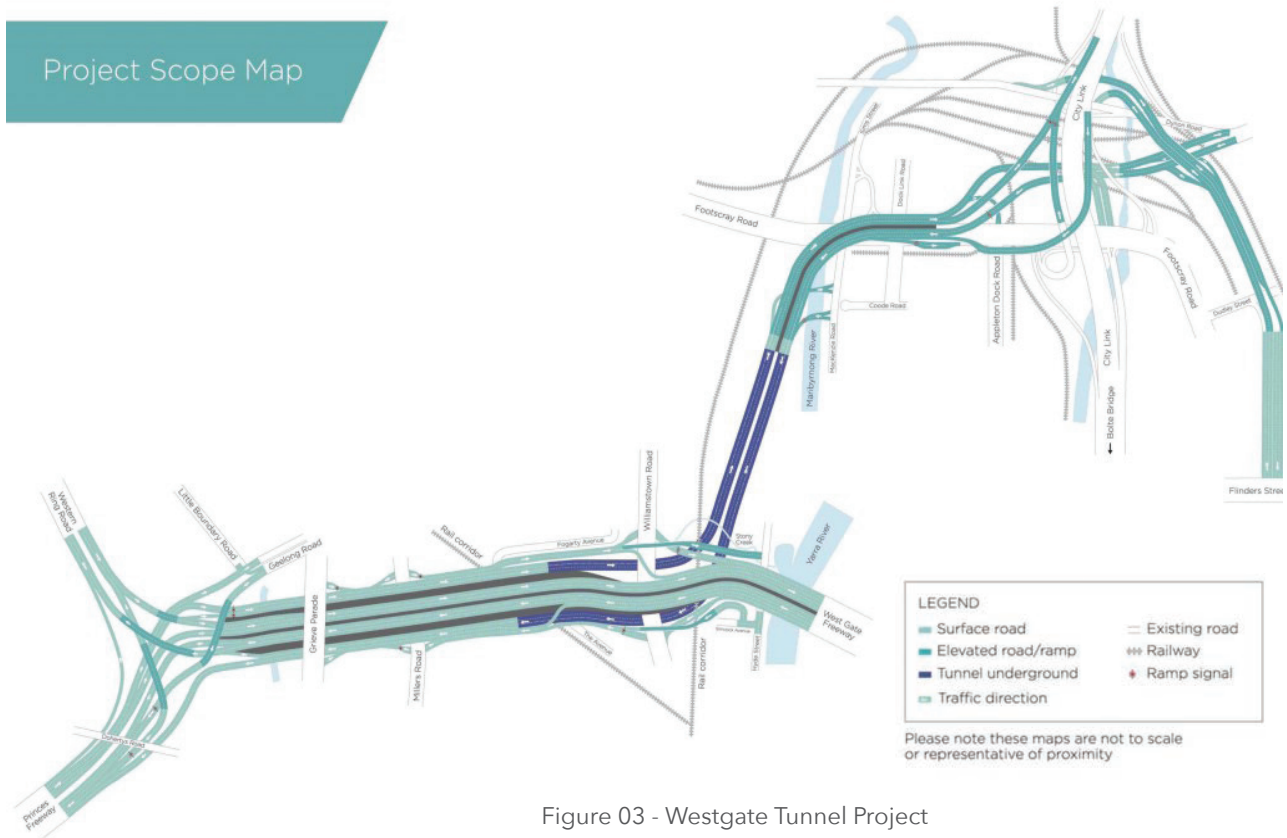


Figure 03 - Westgate Tunnel Project  
(Source: <http://westgatetunnelproject.vic.gov.au>)

## 2.2 Metropolitan Context

A summary of the significant strategic and locational advantages is set out below (see Figure 04):

- > Newport is within a 7-kilometre radius from the Melbourne CBD, approximately 15-25 minutes by train (depending on the station), and between 10-12 kilometres by foot, bicycle, or car.
- > Major urban renewal and growth initiatives are underway (or planned) for Fisherman's Bend, E-Gate, West Melbourne, Dynon, and Arden Macaulay, all of which have transformative implications for Melbourne's long-term form.
- > Significant re-development and growth is occurring in Melbourne's western suburbs and is expected to continue into the future.
- > The Westgate Tunnel project and the elements of the project located north of Newport are likely to deliver notable improvement to traffic movements from the west.
- > The 'Metro 2' project has been flagged as a longer-term initiative which requires detailed consideration and evaluation. While the case for this project is yet to be developed, the potential implications of the project can be anticipated. Should the project proceed, significant improvements can be expected to the accessibility of the Newport Activity Centre and wider suburb.
- > The Werribee National Employment and Innovation Cluster (NEIC) is planned to the west, the Sunshine NEIC to the north, and the Parkville NEIC to the north-east. In addition, the Footscray Major Activity Centre is located immediately north of Newport.
- > Late in 2018 the Federal Government committed to funds to an airport rail link through Sunshine Station. This link may provide opportunities to connect Newport with the Sunshine passenger link via an existing freight line.

## 2.3 Local Context

At a local level, Newport boasts several features which make it an attractive place for residents and visitors (see Figure 05):

- > The suburb and Activity Centre contain significant heritage buildings and places, which contribute toward the character and identity of Newport. The strong industrial and commercial heritage is evident in the railway workings (one of only two functioning railway workshops in Australia) and the power station which are intrinsic parts of the identity of Newport.
- > The Williamstown marina, moorings, and foreshore areas are located immediately to the south of Newport. In addition, Newport enjoys excellent waterfront access. These are key attractors for people wanting to enjoy the water and waterfront environs.
- > A quality open space and sporting network surrounds and extends into Newport. This includes spaces and facilities at Newport Riverside Park (which leads to Scienceworks in Spotswood), Greenwich Reserve, Digman Reserve, Newport Lakes Reserve (formerly an historic blue stone quarry), Bryan Martyn Oval, and Paine Reserve.
- > Major Hazard Facilities (containing fuel storage, processing, and transport infrastructure) are located in Spotswood and Newport. These facilities are an important part of local and State economic function, but also constitute constraints due to the need to minimise population/employee density in proximity to the facilities.
- > There are a number of Strategic Redevelopment Areas (SRA) in Hobsons Bay, which are former industrial sites designated for other purposes. Precinct 15 in Altona North is a significant SRA which has recently undergone a rezoning process through Amendment C88 and is expected to cater for approximately 7,000 new residents. This area, along with other SRAs, will increase the population base, thereby contributing to Activity Centre patronage within the broader area. Newport is positioned as one of the Activity Centres which could benefit from this increased patronage.



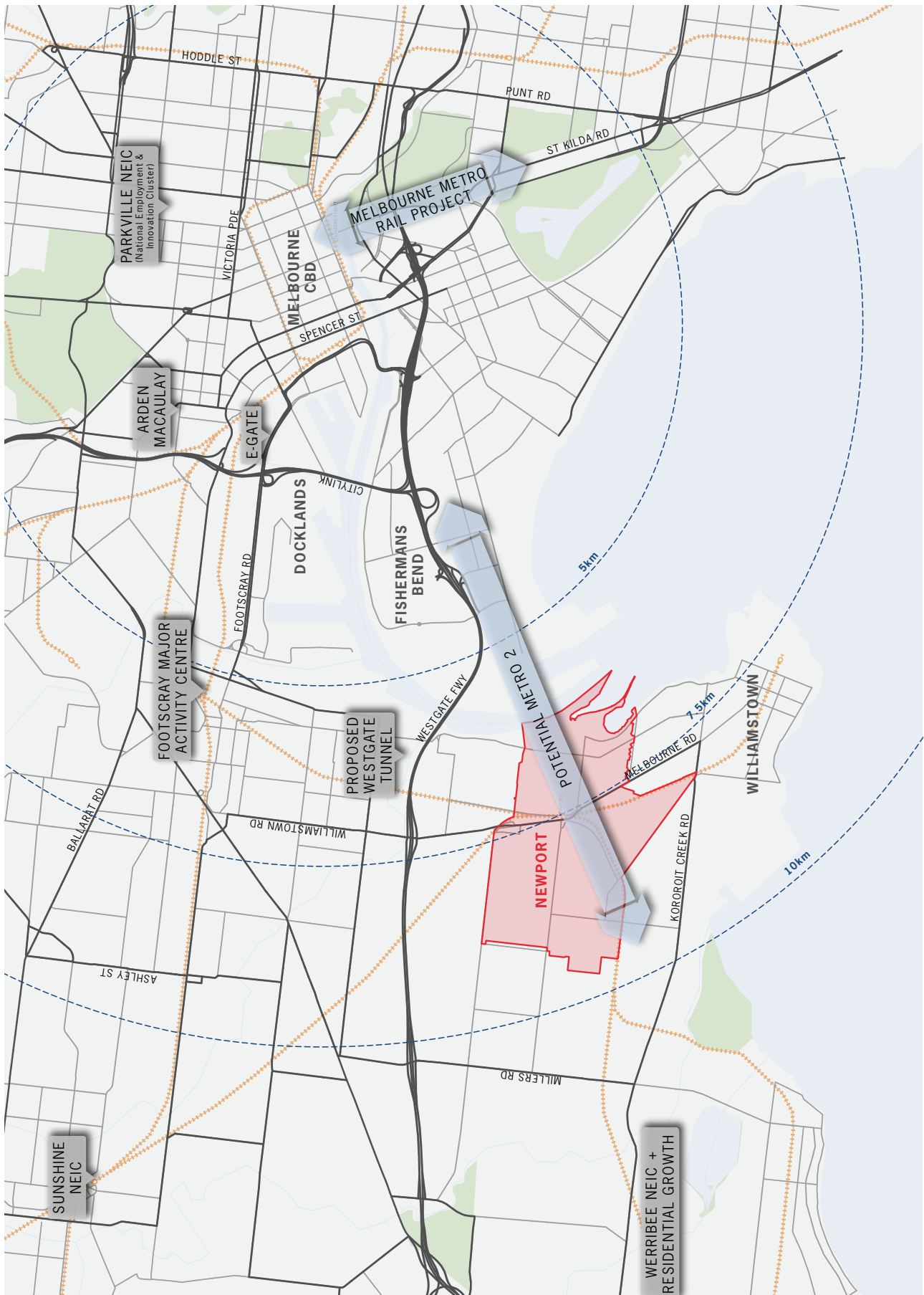


Figure 04 - Newport Activity Centre Context Plan

## 2.4 Newport Background

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

- > 2014 - Visioning, identification of structure plan themes, and community engagement to inform project directions
- > 2015 to 2016 - Extensive background studies to inform Structure Plan perpetration
- > Early 2017 - Preparation of a Background Paper to review and crystallise project directions
- > Early to Mid 2018 - Preparation of Draft Activity Centre Structure Plan
- > Mid 2018 - Community engagement and feedback
- > Mid 2019 to early 2021- Preparation of the Inner Newport Heritage Gap Study, including a peer review
- > Mid 2021 - Preparation of Newport Urban Design Guidelines
- > Mid 2021 - Review and revise the Draft Activity Centre Structure Plan
- > Mid to Late 2021 - Final Activity Centre Structure Plan

The detailed inputs that have informed the Structure Plan includes the following.

Newport specific studies:

- > Newport Structure Plan Literature Review 2017
- > Heritage Review of Newport Structure Plan Urban Design Guidelines 2015
- > Draft Newport Structure Plan Urban Design Guidelines 2015
- > Newport Structure Plan Access and Mobility Study 2014
- > Economic and Market Feasibility Assessment for the Newport Activity Centre Structure Plan 2013 and 2022 Addendum
- > Inner Newport Heritage Gap Study 2021
- > Newport Urban Design Guidelines 2021



Figure 05 - Newport Local Context Plan





# 3

## NEWPORT'S HISTORY AND TRAJECTORY

### 3.1 History & Heritage

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

The settlement and Activity Centre responses to these economic changes saw the Newport Civic and Commercial Precinct and the Melbourne Road Commercial Precinct developed from approximately

1880 onwards. Suburban residential estates around railway stations also followed in the 1880s, with the Halls Farm, Newport, and Grindlay's Estates being released circa 1880, 1885, and 1888 respectively. There were peaks of development in Newport in the late Victorian period (1880s), and later during the Edwardian (1901-World War 1) and Inter-war period (1918-1939).

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

Set out below is a selective timeline of the key sites that continue to influence built form character in Newport today (see Figure 06 and 6A - 6E):

- > 1859 - Newport Railway Station, Pepper and Lilly Trees (HO136)
- > 1884-1888 - Former Newport Railway Workshops (HO65, VHR-H1000, VHR-H1839)
- > 1887 - Commercial Bank (HO137)
- > 1887 - Newport Hotel (HO177)
- > 1890 - Shop and residence at 15-17 Mason Street (HO179)
- > 1903 - Former WC Thomas & Sons Flour Mill (HO186)
- > 1912 - The Paine and Whitwam Reserves (future inclusion in HO22)
- > 1914, 1926-27 - Christ Church Complex (HO182)
- > 1915 - Former United Friendly Societies (UFS) Dispensary (HO80)
- > 1915-16 - Former Victorian Railways Substation (HO175)
- > 1920 - WW1 Memorial (HO176)
- > 1924-25 - Junction Hotel (HO138)
- > 1924-25 - Masonic Temple (HO197)
- > 1930, 1942 - Sacred Heart Roman Catholic Church Complex (HO231)
- > 1930, 1957 - Baptist Church (HO180)
- > 1934-35 - Mechanics Institute (HO178)
- > 1936-9 - Second Newport Scout hall (future inclusion in HO22)
- > 1949 - Newport RSL Building (future inclusion in HO22)

#### Inner Newport Heritage Gap Study

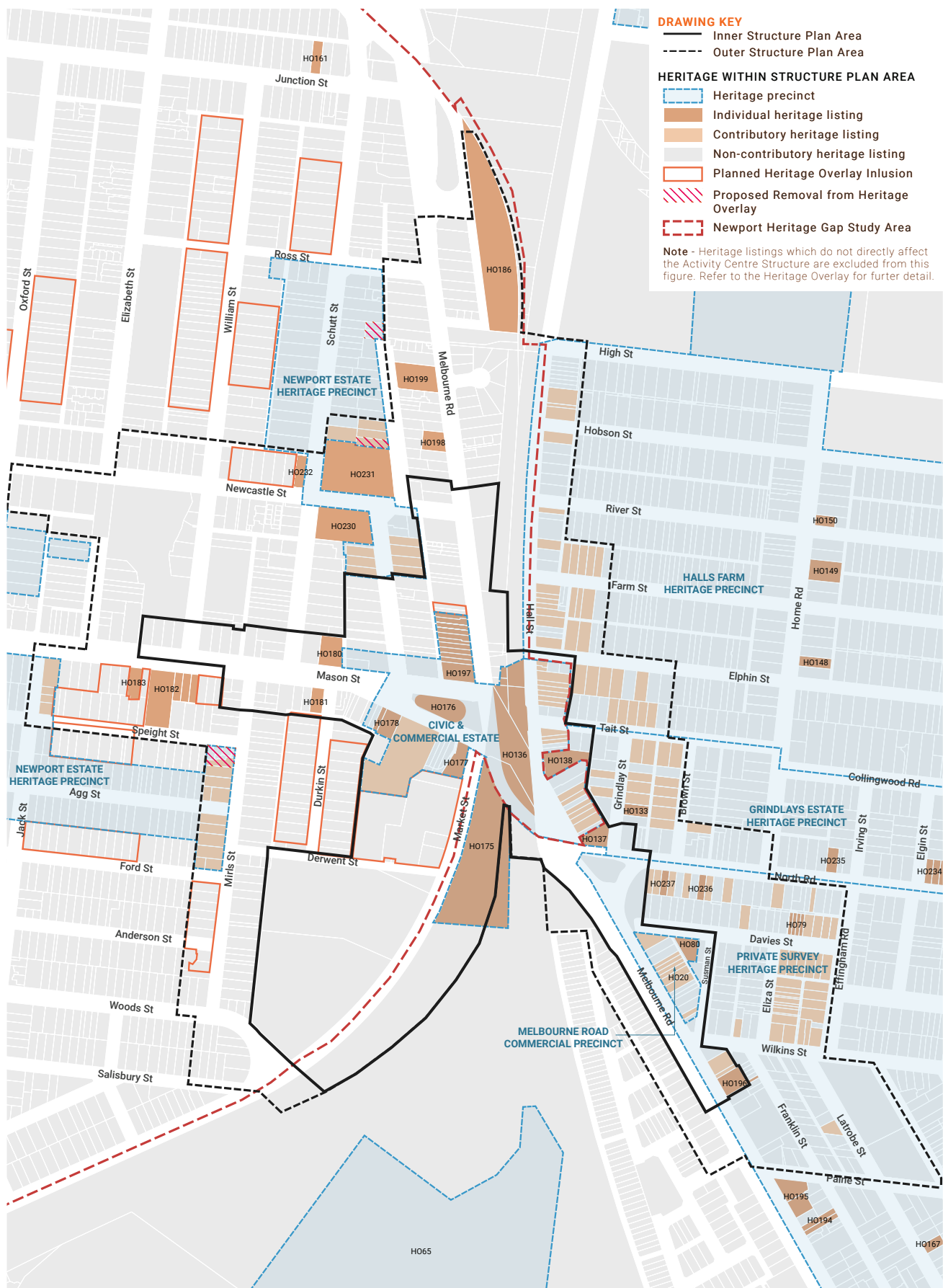
This study was commissioned to inform the Newport Structure Plan, by reviewing existing sites within the study area not currently covered by a HO and identifying those of heritage significance which warrant heritage protection.

This work was completed by Lovell Chen Architects in 2020, and peer reviewed by RBA Conservation Architects in 2021. It provides rigorous and sound justification for the extension of HO22 and HO23, and the creation of a new heritage precinct. This work identified an additional 156 properties of heritage significance in Newport warranting recognition, and protection.

The recommendations included in this study have underpinned a secondary review of the draft Newport Structure Plan and reinforced the importance of Newport's heritage and the retention of which is a key structure plan direction.

The recommendation of this study, combined with Planning Practice Note 90 and 91 (introduced in 2019), has significantly influenced how Newport will accommodate some extent of redevelopment, whilst protecting and enhancing its heritage character.

Figure 06 - Newport Activity Centre - Heritage Plan





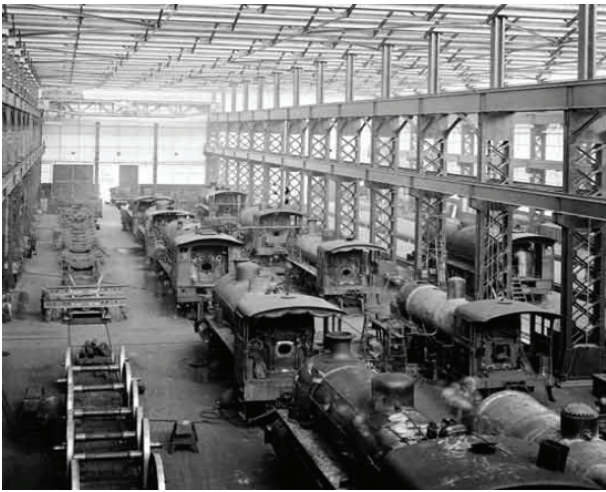


Figure 06A - Train Serving in Newport  
(Source: Public Record Office Victoria)



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



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

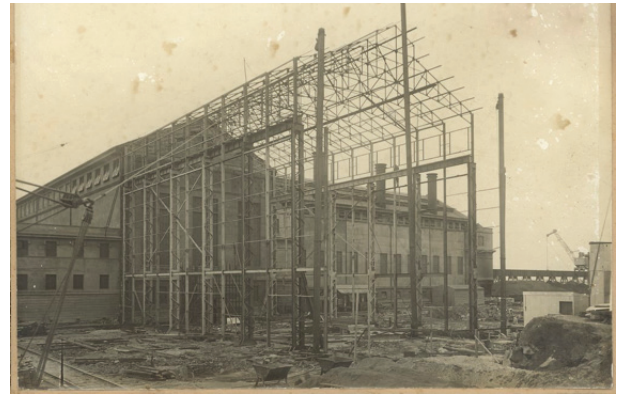


Figure 06D - Newport Powerhouse  
(Source: State Library of Victoria online)



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

### 3.2 Newport Today

The Newport Activity Centre has numerous characteristics that make it an attractive Centre capable of competing with nearby Centres. It is an example of an early era Activity Centre focused around a train station. Civic and commercial precincts surround the transport core, and residential development is located within

and on the periphery of the Centre. While significant infrastructure elements (railway line, overpass and gas pipelines) have dissected the Activity Centre, the heritage identity, sense of place and community feel endure and their presence comprise significant draw cards that are important for the future of the Centre.

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

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

Proximity to the Melbourne CBD, and the availability of a convenient public transport network are critically important factors that elevate Newport's role as a specialised Activity Centre. The relative accessibility of Newport creates a significant advantage, which has not been leveraged to its full potential, noting higher density development and housing can take advantage of the Centre's access to public transport.

Property values have risen sharply, and there have been significant changes in the demographic composition of Newport.

Redevelopment opportunities have created interest from developers to invest in Newport and diversify the housing stock with townhouses, units and apartments. Signs of change in Newport are evident, and it is important that the Structure Plan provides guidance to ensure Newport can accommodate change without compromising its inherent heritage character and role within the broader activity centre hierarchy.

### 3.3 Core Characteristics

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

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



### 3.4 Economics and Demographics

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

- > A diverse ownership structure of continuous shop fronts that have not suffered from redevelopment of large format supermarkets or other retail tenancies with associated prominent car parks.

#### Activity Centre Network

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

The following matters are of note:

- > Higher order competition for Centre based activities is likely to be experienced from the Footscray Metropolitan Activity Centre, the Williamstown Major Activity Centre, the Altona Gate, Altona and Altona North Major Activity Centres, and the Highpoint Activity Centre.
- > Other Neighbourhood Activity Centres such as Yarraville and smaller Centres such as 'the Circle' (Altona North) will compete for 'lifestyle' based activities.
- > The Hobsons Bay Activity Centre Strategy Technical Report (2016) states that 47 percent of retail expenditure from Hobsons Bay escapes outside the municipality, representing an unreasonable loss of economic activity.
- > It also identifies Newport as a "large" Neighbourhood Activity Centre, and states that Centres of this scale should be a "focus for future private and public sector investment due to the importance of these centres to the surrounding community and the diversity of uses accommodated."
- > In a similar vein to the above Strategy, the Economic and Market Feasibility Assessment for the Newport Activity Centre Structure Plan (2013) and Addendum (2022) also notes opportunities are lost to external Centres and states, "there is likely to be a level of pent-up demand [for lifestyle related activities] that would support a potentially rapid revitalisation of the NAC, similar to that which has occurred in Seddon over the past five years."

## Economic Trends

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

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





### Economic Trends in Newport

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

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

### Addendum to the Economic and Market Feasibility Assessment (2022):

- > A 2022 addendum to the 2013 Economic and Market Feasibility Assessment, found that future population growth in Newport and the potential impact of the proposed Melbourne Metro 2 (MM2) project, could see the centre support a full-line supermarket. Further investigation will be required if MM2 is delivered.

### Other recommendations include:

- > The Newport Bowling Club's strategic location and future demand warrants revitalisation of the site.
- > Newport's estimated current population exceeds the average provision rate for full-line supermarkets, being typically around 10,000 residents per supermarket. However the opportunity for such a supermarket to be developed is limited by a lack of suitable sites in terms of size, accessibility and connectivity with the centre's retail core.

### Newport Shop front Floorspace

CATEGORY	FLOORSPACE
Food, liquor and groceries	1790 m <sup>2</sup>
Food catering	1880 m <sup>2</sup>
Non food	2820 m <sup>2</sup>
Retail Services	1270 m <sup>2</sup>
<b>TOTAL RETAIL</b>	<b>7760 M<sup>2</sup></b>
Shopfront Office	3800 m <sup>2</sup>
<b>TOTAL OCCUPIED SHOPFRONT</b>	<b>11560 M<sup>2</sup></b>
Vacant Shopfront	260 m <sup>2</sup>
<b>TOTAL SHOPFRONT FLOORSPACE</b>	<b>11820 M<sup>2</sup></b>

(Source: Hobsons Bay Activity Centre Strategy Technical Report )

### Share of Total Shopfront Floorspace

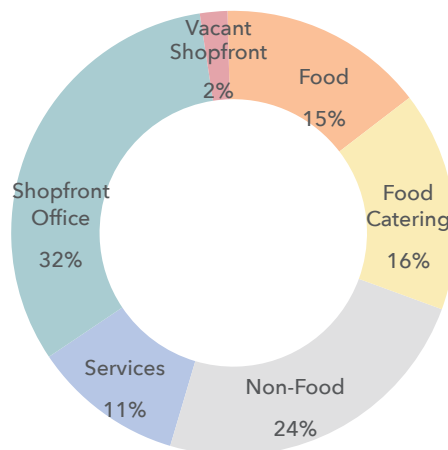


Figure 07 - (Source: Hobsons Bay Activity Centre Strategy Technical Report )

## Demographic Trends

The following is a snapshot of population estimates and demographic changes in Newport between the Census years 2011 and 2016: <sup>1</sup>

- > Newport's estimated resident population has grown from 13,454 in 2016 to 14,336 in 2020 (representing a growth rate of 6.6%, or approximately 230 people per annum). <sup>2</sup>
- > Between 2011 and 2016, there was a notable increase in the number of professionals and managers within the area. The top 3 occupational changes are:
  - Professionals (+270 persons)
  - Managers (+273 persons)
  - Community and Personal Service Workers (+52 persons)
- > The number of couples with children have increased substantially, followed by growth in couples without children and, to a lesser extent, one parent families. Lone person, group, and other households have decreased in number.
- > For households with children, the number of young children has increased substantially, and some growth in older children has also occurred. For households without children category, the number of middle aged and older couples has increased, whereas young couples have decreased.
- > The largest changes in age structure are:
  - 5 to 9 (+290 persons)
  - 40 to 44 (+167 persons)
  - 55 to 59 (+138 persons)
  - 60 to 64 (+119 persons)
- > There are approximately 2.6 persons per household.
- > Demographic changes suggest a need for catering for a range of age cohorts, with a particular focus on child/youth friendly spaces and lifestyle related activities that are likely to appeal to adults.

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

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

Specifically, changes in household structure are as follows:

- Couples with children (+278 households)
- Couples without children (+98 households)
- Lone person (-66 households)
- One parent families (+60 households)

<sup>1</sup> At the time of writing, the 2016 Census was the latest available. Unless otherwise stated all data is from the ABS Census.

<sup>2</sup> Source: Australian Bureau of Statistics, Regional Population Growth, Australia (3218.0).

### 3.5 Precincts

Precincts within the Newport Activity Centre have been identified and analysed in Council's previous strategic studies and have formed a sound basis for community engagement purposes. For information on how Precinct boundaries were defined, refer to the *Newport Structure Plan Urban Design Guidelines, 2014*. To ensure consistency between documents and in order to identify clear objectives, strategies and actions, the Structure Plan adopts the previously defined Precincts, as depicted in Figure 08.

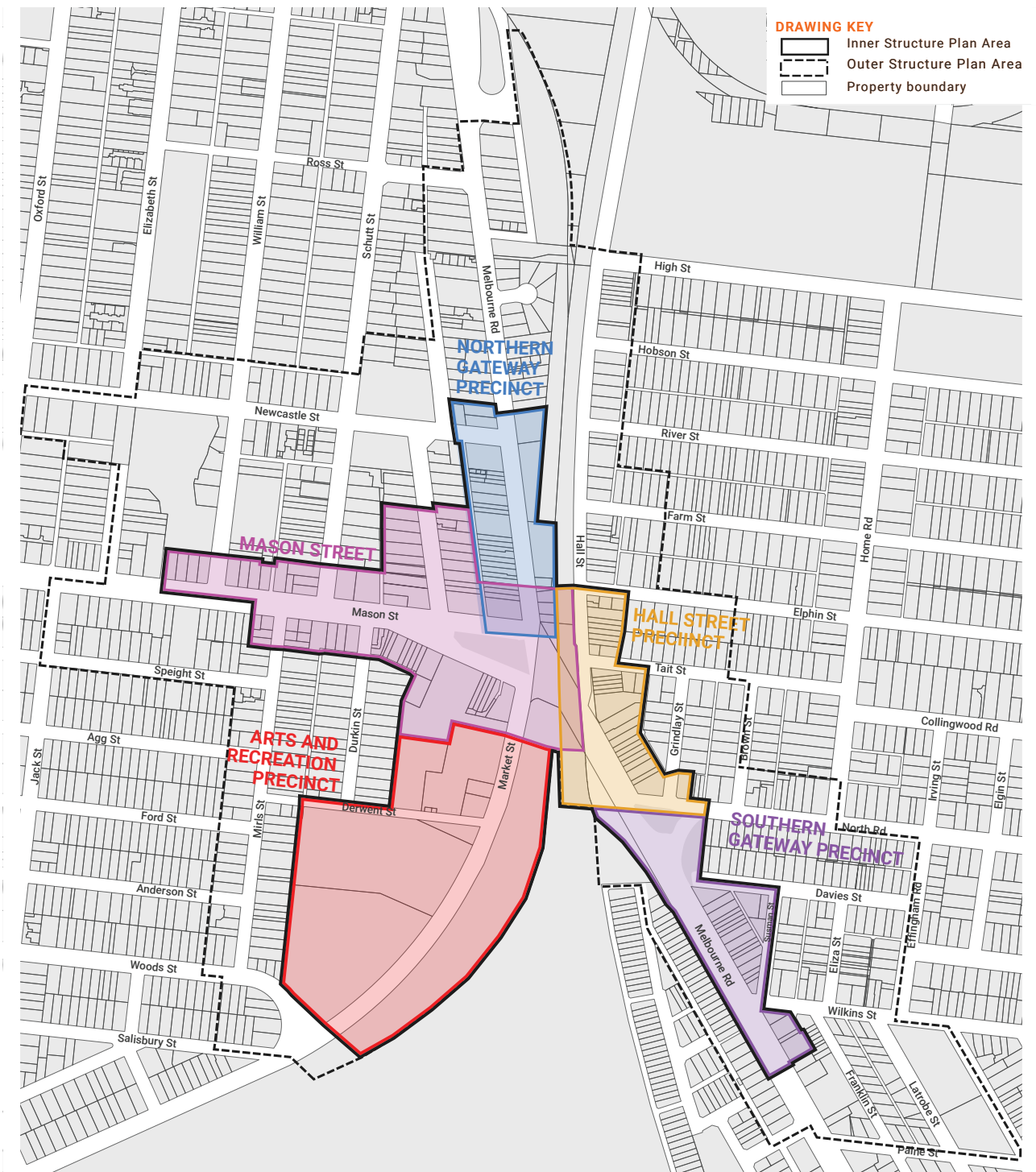


Figure 08 - Newport Activity Centre Precinct Plan



### 3.6 Community Views

Community consultation was undertaken in late 2019 to inform the emerging directions for the Structure Plan (and Design Guidelines which were under preparation at the time). The themes utilised for engaging the community are depicted in Figure 09. The feedback received was utilised by Council to develop draft design guidelines, prepare an access and movement strategy, and undertake background work and to set project directions for the Structure Plan.

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

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

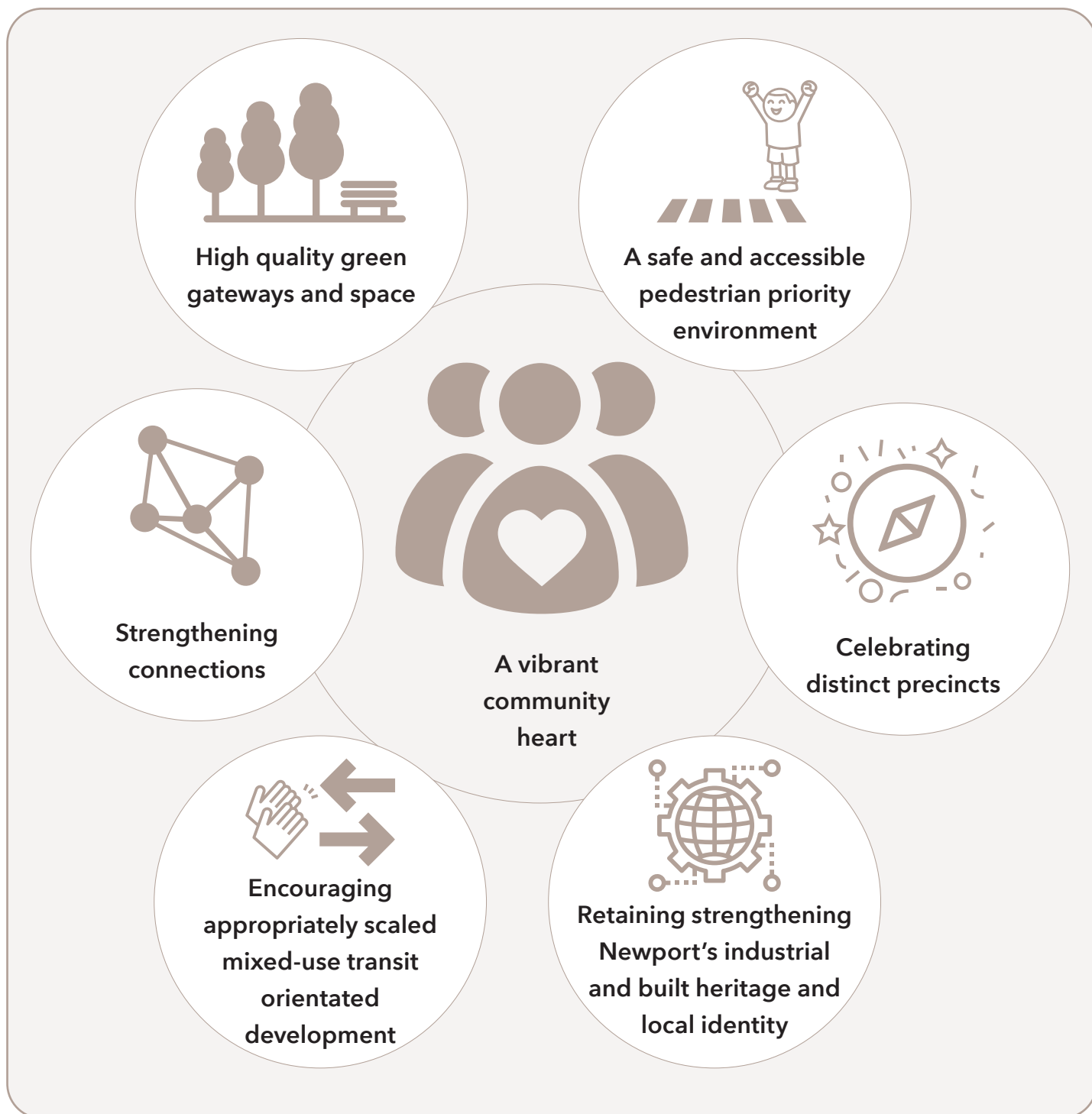


Figure 09 - Community Engagement Themes