

# PART 2

## KEY INFLUENCES

# 2

## STRATEGIC CONTEXT

### 2.1 State Policy and Infrastructure Context

#### Plan Melbourne

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

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

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

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

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

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

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

## Draft Fisherman's Bend Framework

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

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

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

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

## The Westgate Tunnel Project

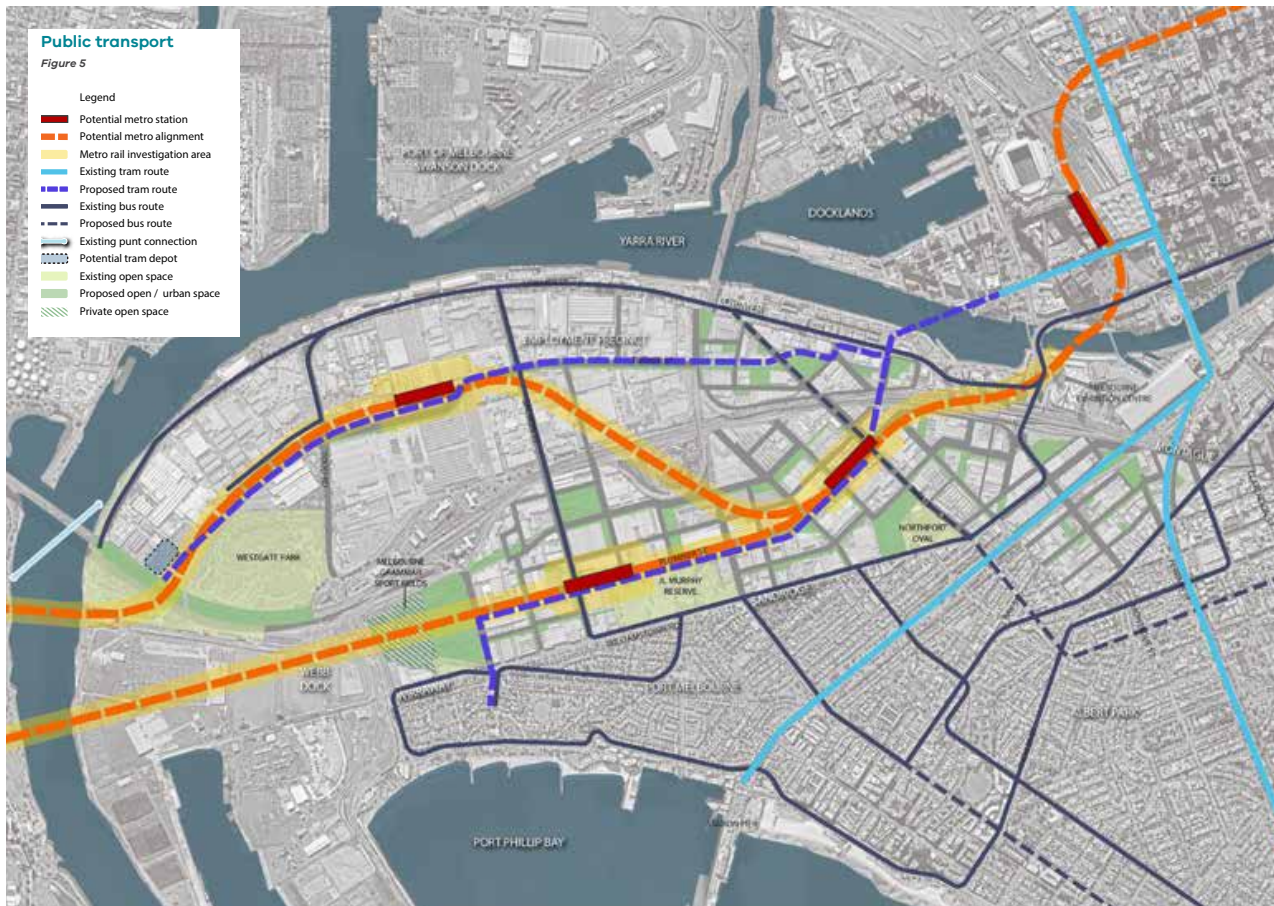
The Westgate Tunnel Project has been approved and finalised by the Minister for Planning, as of December 2017. The project seeks to relieve pressure from Melbourne's major road network through upgrade and widening of the Westgate Freeway, two new bored tunnels, bridges across the Maribyrnong River south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

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

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

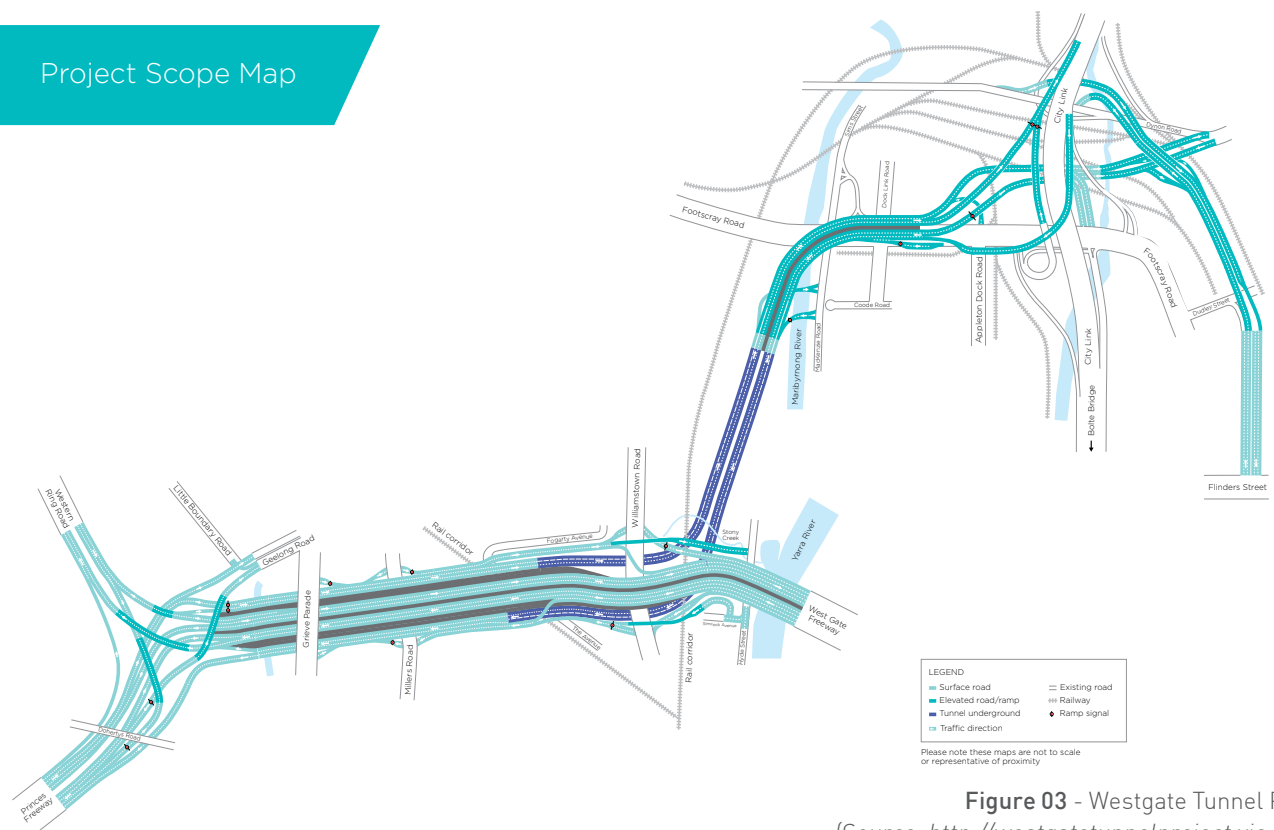
The project is set for construction in early 2018, with works planned to be completed by the end of 2022.





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

## Project Scope Map



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

## 2.2 Metropolitan Context

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

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

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

## 2.3 Local Policy Background

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

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

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

### Newport specific studies:

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

### Hobsons Bay studies:

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

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

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

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

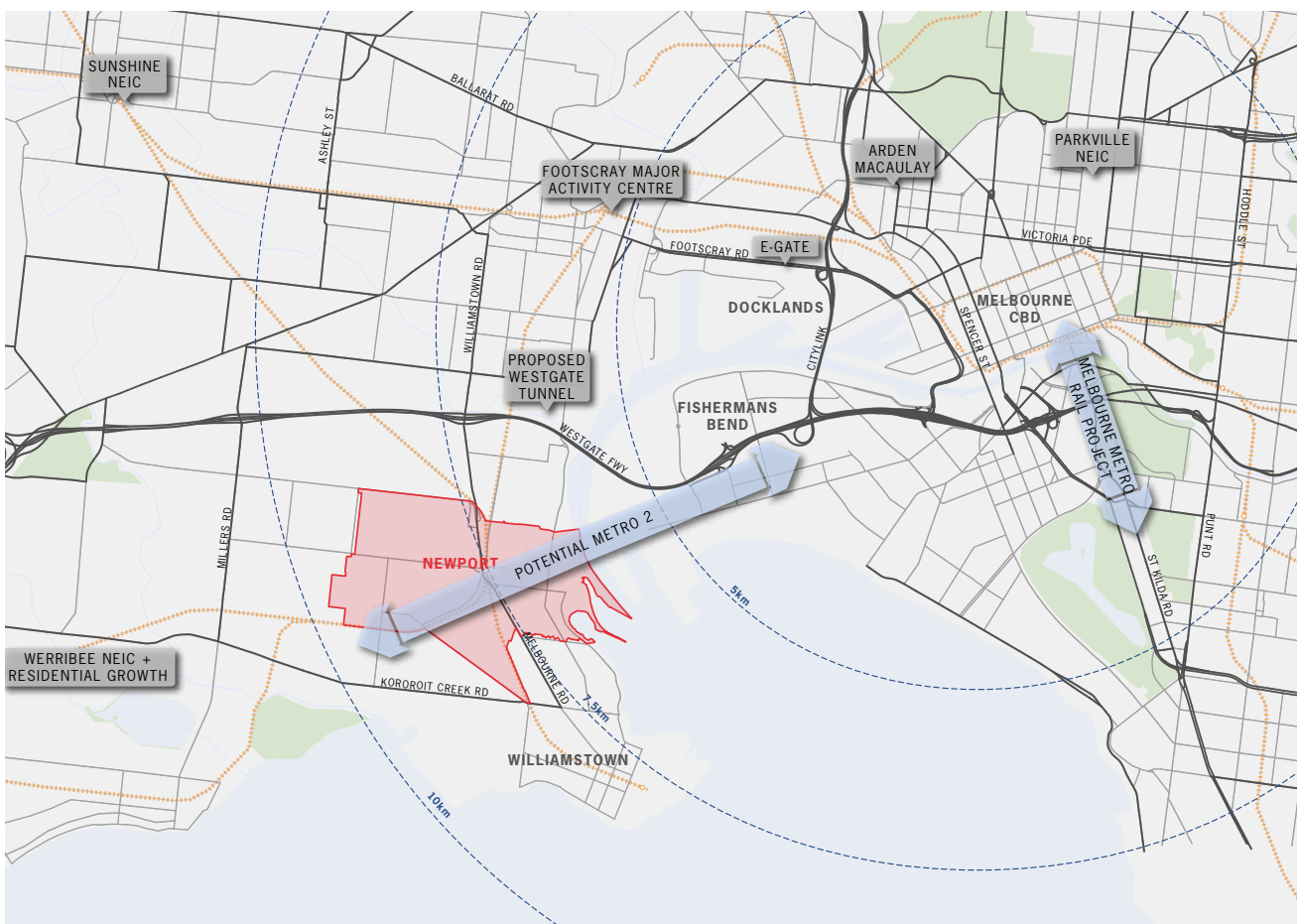


Figure 04 - Newport Activity Centre Context Plan

## 2.4 Local Context

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

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





Figure 05 - Newport Local Context Plan



# 3

## NEWPORT'S HISTORY AND TRAJECTORY

### 3.1 History & Heritage

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

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

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

- > 1859 – Newport Railway Station, Pepper and Lilly Trees (H0136)
- > 1884-1888 – Former Newport Railway Workshops (H065, VHR-H1000, VHR-H1839)
- > 1887 – Commercial Bank (H0137)
- > 1887 – Newport Hotel (H0177)
- > 1890 – Shop and residence at 15-17 Mason Street (H0179)
- > 1903 – Former WC Thomas & Sons Flour Mill (H0186)
- > 1914, 1926-27 – Christ Church Complex (H0182)
- > 1915 – Former United Friendly Societies (UFS) Dispensary (H080)
- > 1915-16 – Former Victorian Railways Substation (H0175)
- > 1920 – WW1 Memorial (H0176)
- > 1924-25 – Junction Hotel (H0138)
- > 1924-25 – Masonic Temple (H0197)
- > 1930, 1942 – Sacred Heart Roman Catholic Church Complex (H0231)
- > 1930, 1957 – Baptist Church (H0180)
- > 1934-35 – Mechanics Institute (H0178)

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

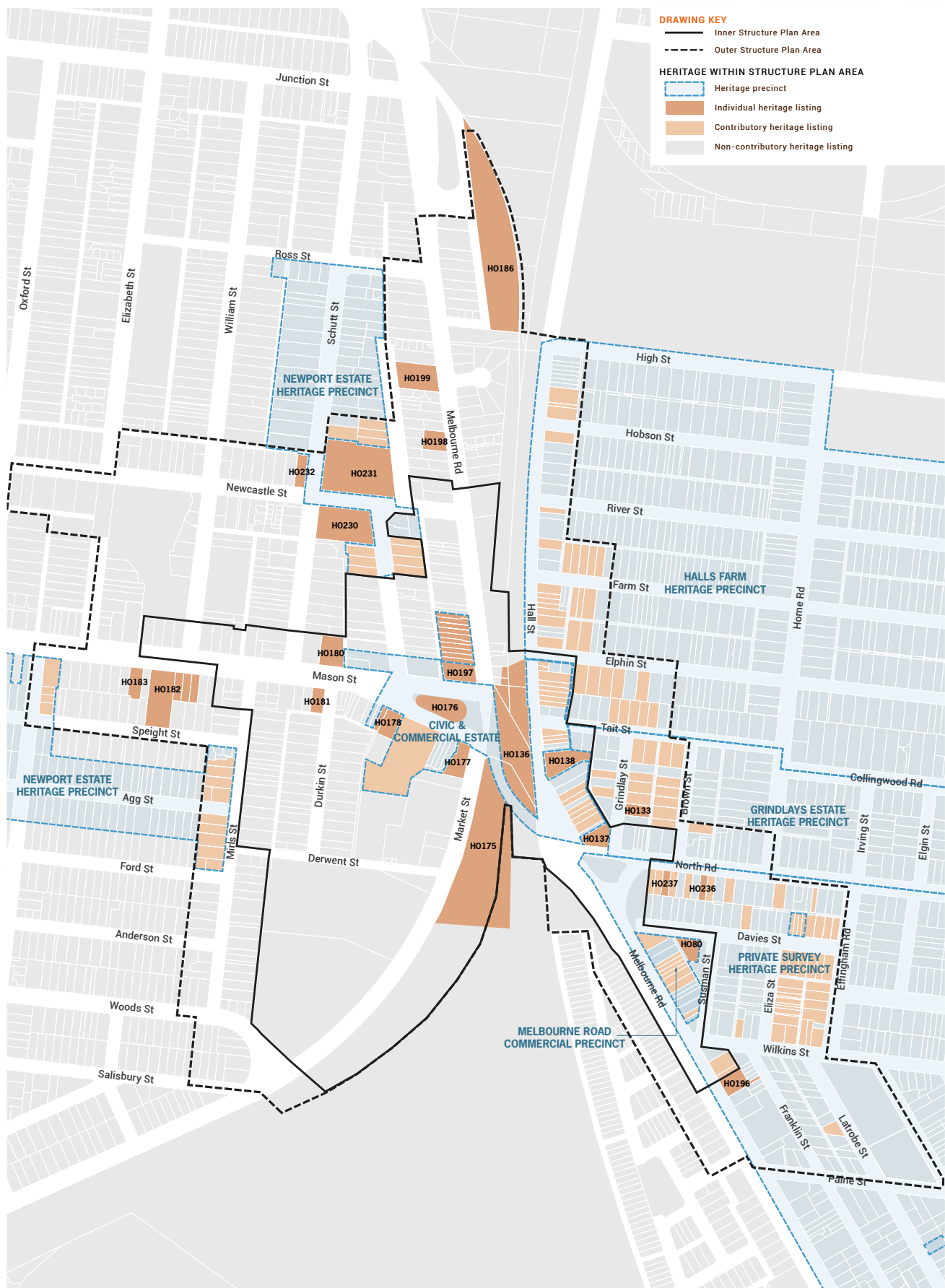
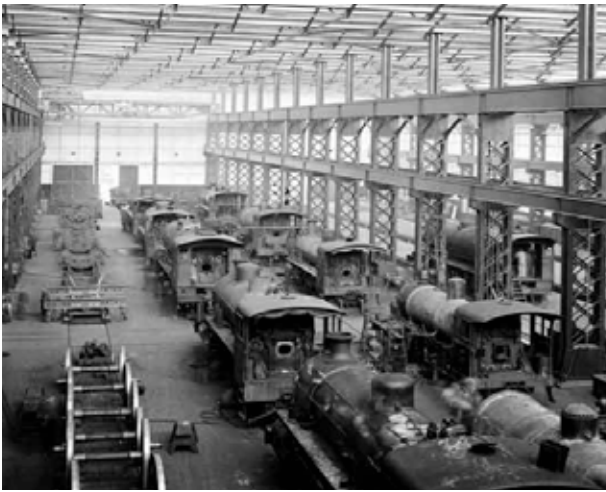


Figure 06 - Newport Activity Centre - Heritage Plan



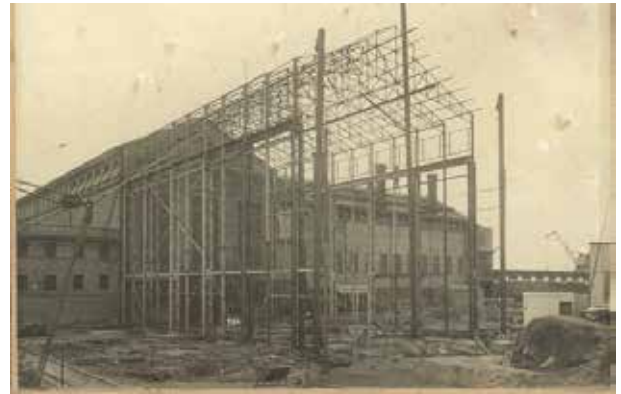
**Figure 06A** - Train Serving in Newport  
(Source: Public Record Office Victoria)



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



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



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



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



### 3.2 Newport Today

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

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

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

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

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

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

### 3.3 Core Characteristics

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

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

### 3.4 Economics and Demographics

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

#### Activity Centre Network:

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

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

## Economic Trends Generally

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

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



## Economic Trends in Newport

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

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

### Newport Shopfront Floorspace

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

### Share of Total Shopfront Floorspace

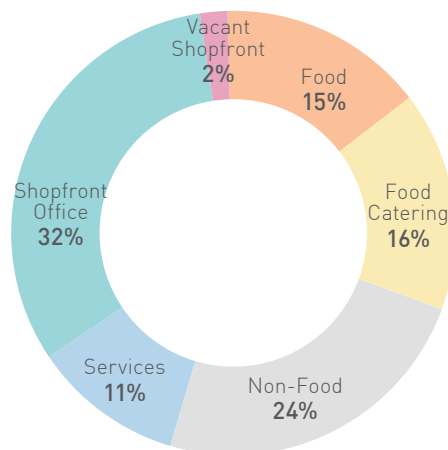


Figure 07 - (Source: Hobsons Bay Activity Centre Strategy Technical Report )

## Demographic Trends

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

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

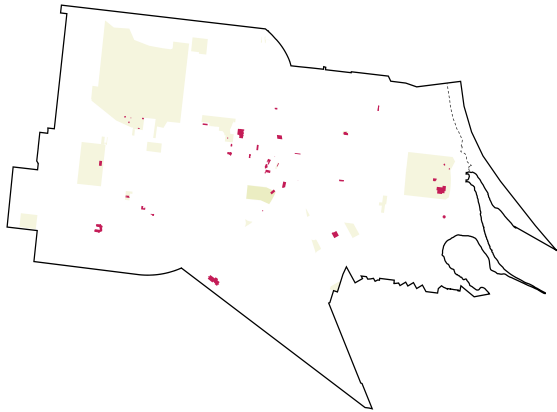
- > The largest changes in age structure are:
  - 5 to 9 (+290 persons)
  - 40 to 44 (+167 persons)
  - 55 to 59 (+138 persons)
  - 60 to 64 (+119 persons)
- > There are approximately 2.6 persons per household.
- > Demographic changes suggest a need for catering for a range of age cohorts, with a particular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

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

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

### 3.5 Suburban Influences

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



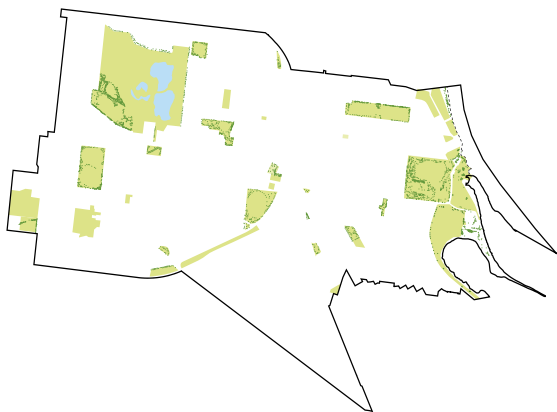
#### Community Attractors

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



#### Waterfront

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



#### Recreation

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

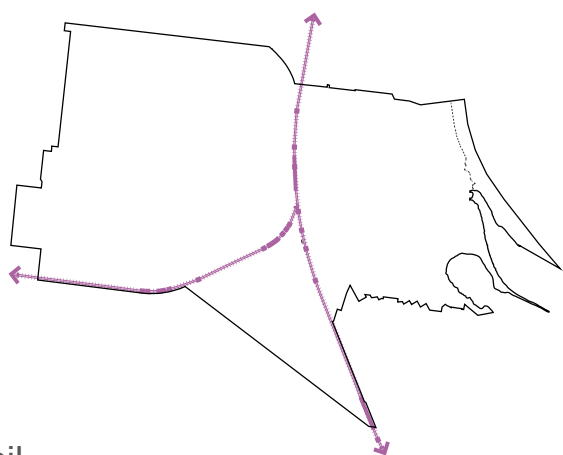


#### Road

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

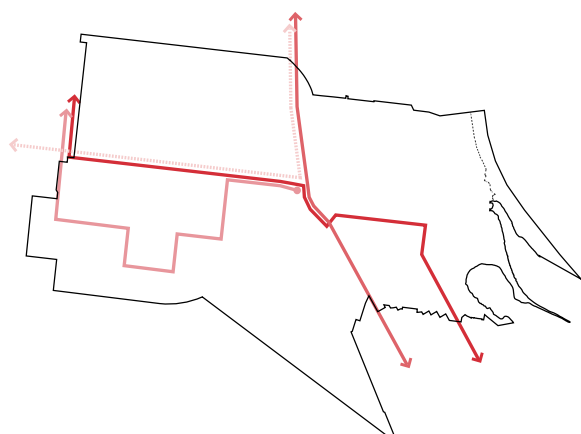


Figure 08 - Suburban Influences, Draft Urban Design Guidelines, MGS 2014



## Rail

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

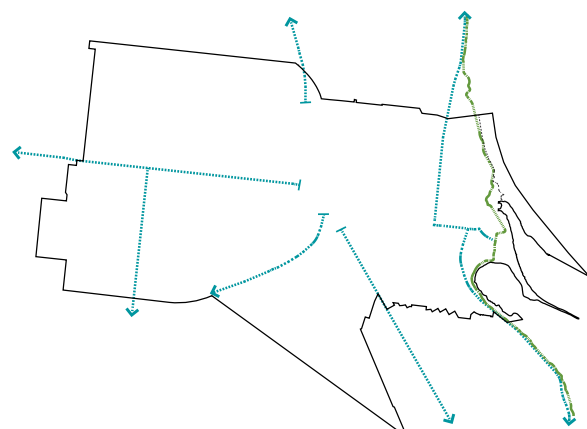


## Bus

Newport is serviced by 4 metropolitan bus routes including:

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

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



## Bike

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

### 3.6 Precincts

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

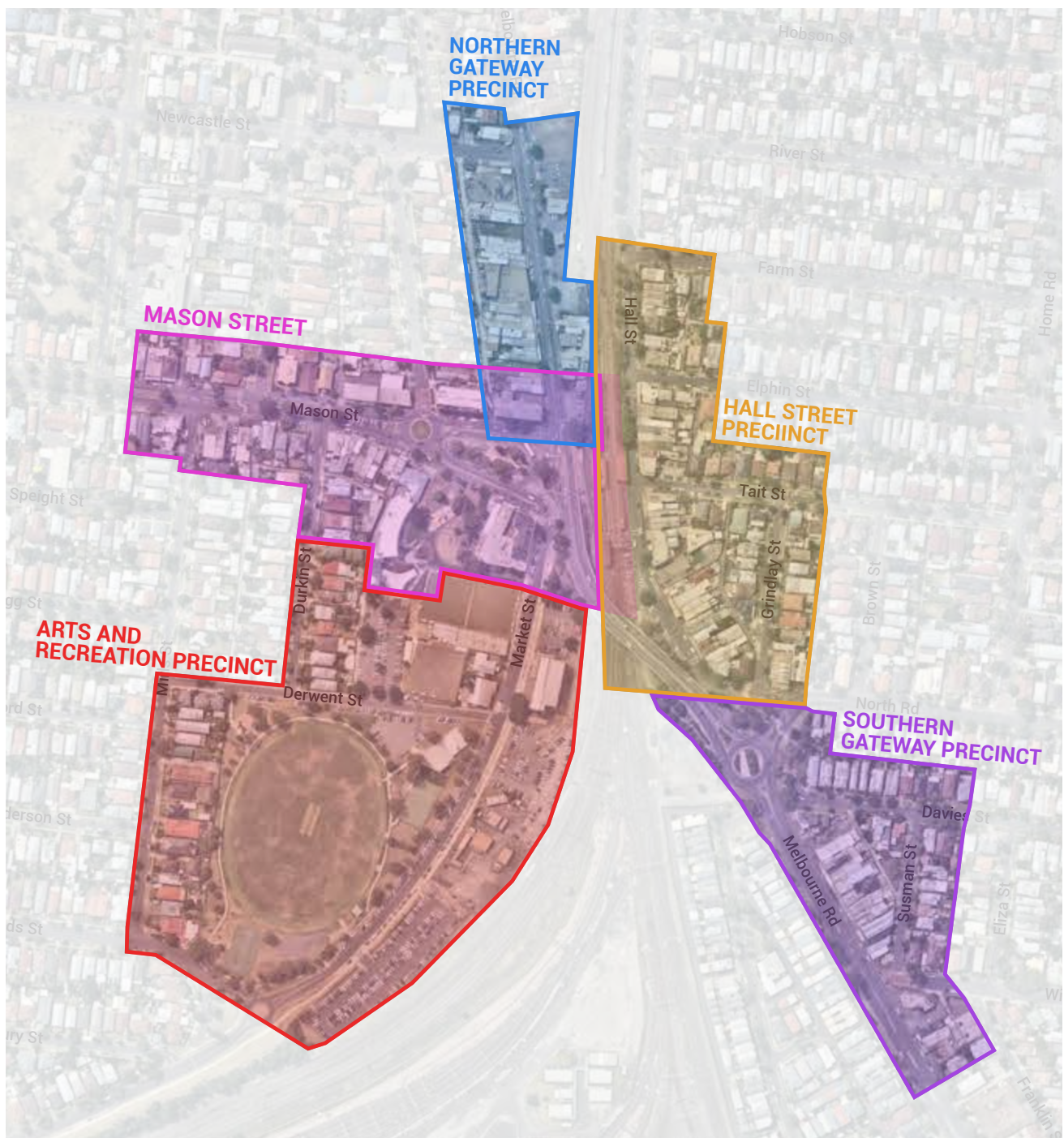


Figure 09 - Newport Activity Centre Precinct Plan

### 3.7 Community Views

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

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

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

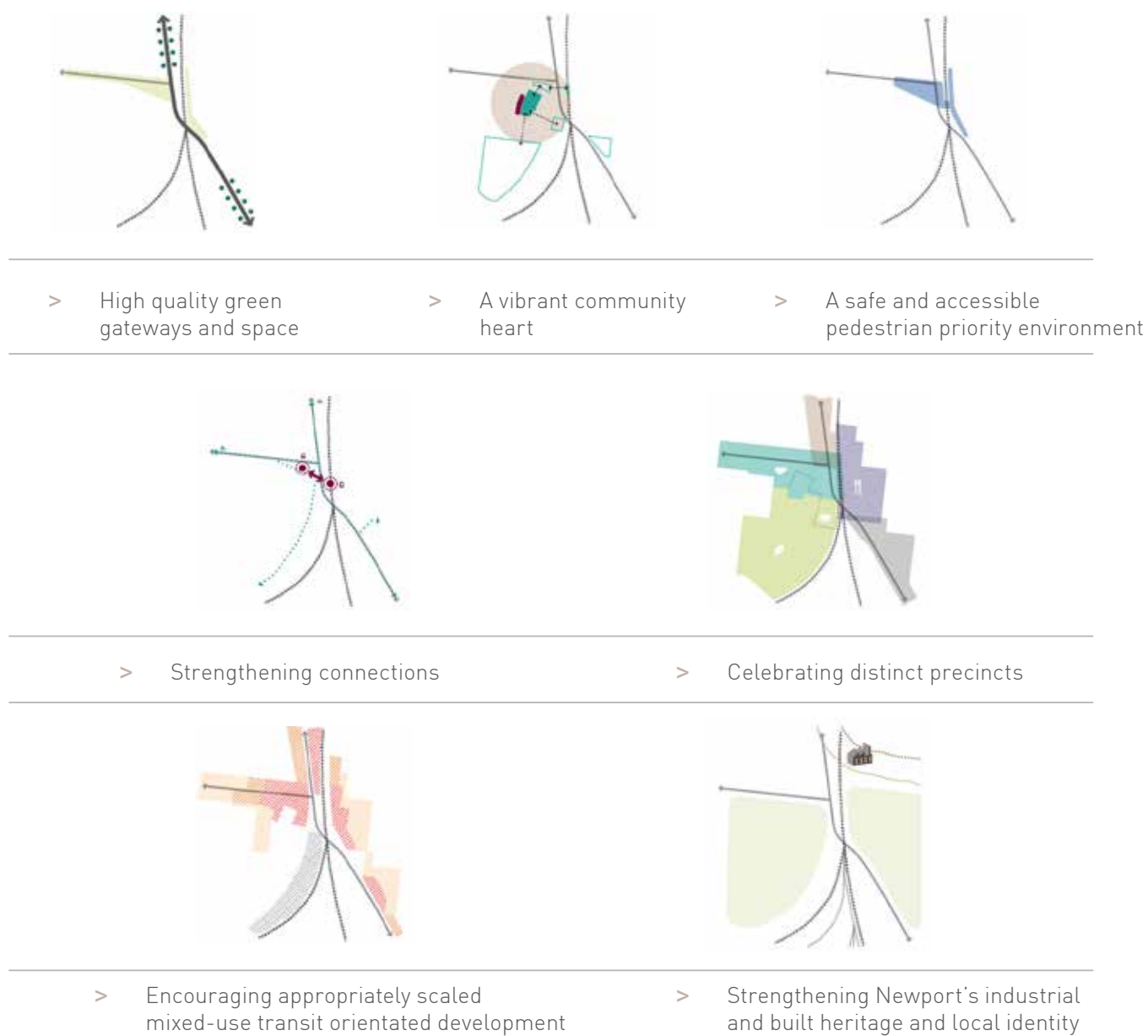


Figure 10 - Community Views