

SCHEDULE 1 TO CLAUSE 37.08 ACTIVITY CENTRE ZONE

Shown on the planning scheme map as ACZ1

WERRIBEE MAJOR ACTIVITY CENTRE

1.0 Land to which this schedule applies

Land to which this schedule applies is shown in the following figure.

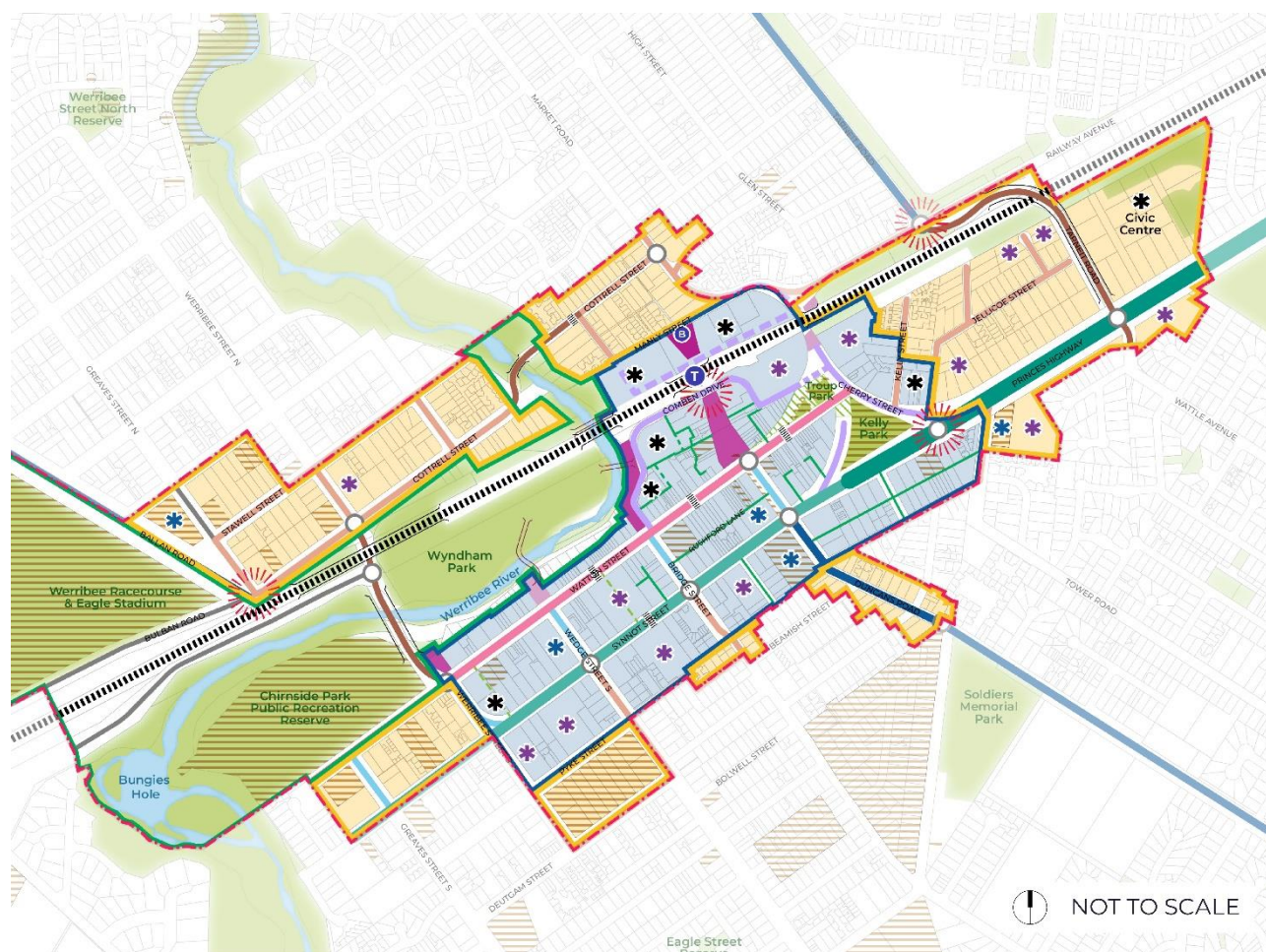


Legend

- | | |
|-------------------------------------|------------------------|
| Werribee City Centre boundary | Rail line |
| Land to which this schedule applies | Werribee train station |
| Cadastre lots | Bus interchange |
| Open space | Road / rail bridge |
| Werribee River | Pedestrian bridge |

Figure 1 Land to which this schedule applies

2.0 Werribee City Centre Framework Plan



Legend

 Werribee City Centre boundary

Cadastre lots

Werribee River

Rail line

T Werribee train station

B Bus interchange

Road / rail bridge

Pedestrian bridge

Precincts

Central

Perimeter

River, Park and Recreation

Open Spaces

Existing open spaces

Proposed improvements to Kelly Park and Troup Park

Existing plazas

Proposed plazas

Roads / Streets

Existing roads

 Existing signalised intersections

Existing pedestrian crossings

Green Boulevard (60km/h along Princes Highway)

Green Boulevard (50km/h along Synnot Street)

Main Street (40km/h)

Movement boulevards

Precinct streets

Proposed precinct streets

Connector streets

Bridges

Perimeter streets

Existing laneways

Proposed laneways

Proposed through-site links (pedestrian only)

Proposed through-site links (pedestrian only)

Built Form

* Existing landmark buildings

* Key opportunity sites - Council / State-owned

* Key opportunity sites - under private ownership

* Werribee City Centre gateway opportunity

Post-Contact heritage (HO - Heritage Overlay)

Figure 2 Werribee City Centre Framework Plan

3.0 Land use and development objectives to be achieved

- To facilitate the growth of the Werribee City Centre as a key regional commercial, retail, recreational and cultural focal point for Melbourne's west, and as a location for higher density residential development.
- To integrate the Werribee City Centre with its central river and park environs.
- To integrate the Werribee City Centre with the East Werribee Employment Precinct.
- To achieve the objectives of the Werribee City Centre Structure Plan ~~(2011)~~ (2024)
- To intensify land use in the Werribee City Centre and encourage a diverse range of land uses and attractions, including accommodation, office, retail, food and drink, transport, civic and community uses.
- To intensify street level activity by:
 - Encouraging a mixture of land uses that generate high levels of activity to locate at ground level along street frontages,
 - Encouraging residential, commercial and other land uses that generate low levels of pedestrian activity to locate either above ground level or behind street-facing active land uses, and
 - Integrating public and private land uses.
 - Providing for mobile and temporary food and drink premises where appropriate.

Built Form objectives

- To ensure built form reinforces the desired future role and character of streets and lanes
- To encourage exemplary architecture and innovative building design.
- To achieve engaging, high quality, accessible and environmentally sustainable development.
- To achieve a built form and urban fabric which features 'fine-grained' elements, such as narrow ground level shop- fronts, articulated facades, and regular openings/entrances to the street.
- To create a comfortable, accessible, attractive, human-scale built environment at street level.
- To provide a generous and continuous overhead cover to footpaths along active street frontages.
- To ensure that new development provides passive surveillance from upper levels, and addresses public spaces including the Werribee River and Wyndham Park.
- To encourage tall buildings on key/gateway sites to improve legibility of the urban form, and ensure that new built form on these sites is of a high architectural standard.
- To encourage higher density development.
- To achieve high levels of sunlight to key public places at high use times of the day at the spring equinox
- To provide a transition in building form to surrounding residential areas which appropriately balances the growth objectives of the Activity Centre with the anticipated development potential of abutting residentially zoned land
- To ensure that development appropriately responds to adjoining or nearby heritage places through height, setbacks, massing and detail (including materiality and colours) and minimises impacts to the setting and visual prominence of the heritage place
- To achieve an appropriate built-form transition to adjacent heritage precincts

Movement and Access objectives

- To achieve a high level of accessibility to and within the Werribee City Centre, for people of all abilities, and ensure that all new development complies with access and mobility design standards.
- To provide easy to follow, interconnected and coordinated walking and cycling routes to and within the Werribee City Centre.

- To prioritise pedestrian movement through the street network, and encourage and support it with a continuous path of travel, pedestrian crossings, way-finding signage, directional aids, public seating and public lighting.
- To capitalise upon the Werribee City Centre's public transport infrastructure and provide facilities which improve access to public transport.
- To create a high quality public transport interchange that integrates with the centre and reinforces Werribee Station as a major multi-modal transport node.
- To provide well located and accessible parking spaces throughout the Werribee City Centre, and consolidate off- street public car parking into large, well located, easily accessible and locatable facilities.

Open Space & Natural Features objectives

- To enhance the Werribee River and Wyndham Park as the green heart of the Werribee City Centre, and improve connections to and increase activity in and around these central features.
- To extend the native vegetation themes of the Werribee River and Wyndham Park throughout the Werribee City Centre
- To incorporate CPTED (Crime Prevention Through Environmental Design) principles into the design of open spaces.
- To foster activity, events, performances and art within the streets and public spaces.
- To minimise the overshadowing of significant public spaces by adjacent built form.
- To maintain flood conveyance and storage capacity of the Werribee River floodplain.
- To minimise flood risks to life, health and property.

Environmentally Sustainable Design (ESD)

- To achieve best practice environmentally sustainable design (ESD) within new developments.
- To minimise stormwater run-off and its impact upon the Werribee River.

4.0 Table of uses

Section 1 - Permit not required

Use	Condition
Accommodation (other than Camping and caravan park, Caretaker's house, Corrective institution and Host farm)	Other than in the Perimeter Precinct, must not be located at ground floor level along street frontages, except for entry foyers
Amusement parlour	Must not be located in the Perimeter Precinct
Art and craft centre	
Art gallery	
Caretaker's house	Other than in the Perimeter Precinct, must not be located at ground floor level along street frontages, except for entry foyers
Child care centre	Access must not be shared with a dwelling
Cinema	Must be in the Central Precinct.

Use	Condition
	Must not be located at ground floor level along street frontages, except for entry foyers
Cinema based entertainment facility	Must be in the Central Precinct. Must not be located at ground floor level along street frontages, except for entry foyers
Dry cleaner	Must not be located in the Perimeter Precinct
Education centre	
Food and drink premises (other than Hotel and Bar)	Must be located in a permanent building.
Home based business	
Indoor recreation facility	Must not be located at ground floor level along street frontages, other than in the Perimeter Precinct
Informal outdoor recreation	
Laundromat	Must not be located in the Perimeter Precinct
Market	
Office	Must not be located at ground floor level along street frontages, except for entry foyers and customer service areas accessible to the public, other than in the Perimeter Precinct.
Postal agency Railway	
Restricted recreation facility	Must not be located at ground floor level along street frontages, except for entry foyers and customer service areas accessible to the public, other than in the Perimeter Precinct.
Shop (other than Adult sex product shop and Bottle Shop)	
Tramway	
Any use listed in Clause 62.01	Must meet requirements of Clause 62.01

Section 2 – Permit required

Use	Condition
Adult sex product shop	Must be at least 200 metres (measured by the shortest route reasonably accessible on foot) from a residential zone, primary school or secondary school
Animal keeping	
Automated collection point	
Bottle Shop	Must not be located in the Perimeter Precinct other than sites adjoining a road in a Transport Zone 2.
Car park	
Commercial display area	
Gambling premises	Must not be located in the Perimeter Precinct
Hotel	Must not be located in the Perimeter Precinct
Nightclub	Must not be located in the Perimeter Precinct Must not be located at ground floor level along street frontages, except for entry foyers
Place of assembly (other than Amusement parlour, Art gallery, Carnival, Cinema, Circus, Nightclub and Restricted place of assembly)	
Restricted place of assembly	Must not be located at ground floor level along street frontages, except for entry foyers
Retail premises (other than Food and drink premises, Gambling premises, Market, Postal agency and Shop)	Must not be located in the Perimeter Precinct
Service station	The site must adjoin, or have access to, a road in a Transport Zone 2 or a Transport Zone 3
Bar	Must not be located in the Perimeter Precinct
Any other use not in Section 1 or 3	

Use
Agriculture (other than Apiculture)
Camping and caravan park
Cemetery
Corrective institution
Crematorium
Freeway service centre
Host farm
Industry (other than Automated collection point, Dry cleaner, Laundromat and Research and development centre)
Major sports and recreation facility
Motor Racing Track
Saleyard
Warehouse (other than Commercial display area)

5.0 Centre-wide provisions

5.1 Use of land

A permit is not required to use land for public purposes providing the use is carried out by, or on behalf of, the public land manager.

5.2 Subdivision

Applications for the subdivision of land that are not associated with a development proposal that supports the objectives promoted by this Schedule are discouraged.

Consolidation of land to facilitate the creation of viable development sites that are capable of accommodating development that complies with the requirements of this schedule, in particular setbacks and separation distances, is encouraged.

5.3 Buildings and works

No permit is required to construct a building or construct or carry out works for the following:

- The installation of an automatic teller machine.
- An alteration to an existing building façade provided:
 - The alteration does not include the installation of an external security shutter or screen,
 - At least 80 per cent of the building façade at ground floor level is maintained as an entry or window with clear glazing.
- An awning that projects over a road if it is authorised by the relevant public land manager.

5.4 Design and development

The following design and development requirements apply to an application to construct a building or construct or carry out works:

Building design

New buildings and works should meet the following design criteria:

- Buildings should be designed to a high architectural standard.
- Buildings should be designed to respond to their solar orientation.
- Buildings should be designed to address street frontages and respond to their urban context.
- Buildings with ground-level frontages to streets, pedestrian areas and/or passive open spaces should contribute to the appearance and function of these areas by providing:
 - At least 60 percent of the street frontage as transparent entries or display windows.
 - Clear glazing (tinted, or obscured glazing should not be used) with any security screens open in design and located behind glass in windows.
 - Generous and continuous overhead cover to footpaths (extending approximately 2.5 metres from the building façade) unless it is demonstrated that the particular circumstances do not require it.
 - Direct access from the footpath to ground level premises with minimal change of level; (doorways should be automatically opening and not require steps to be traversed).
 - Floor to ceiling heights at ground level of a minimum of 3.5 metres to accommodate changes of use over time.
- Buildings adjacent to the Werribee River and Wyndham Park should be designed to address and overlook these natural features.
- Buildings should incorporate appropriate noise attenuation measures to protect surrounding public and private spaces.
- Provision for external services including electricity, gas, fire, water and telecommunications should be incorporated into the building design, with service connections provided below ground.
- Service equipment including air-conditioning systems, plant rooms, lift overruns and bins, should be screened or visually incorporated into buildings.
- Connections to services including electricity, gas, water and telecommunications should be provided for below ground level.
- Half-basement or ground floor level car parks should be located behind other active uses at street frontages; otherwise car parks should be located above ground level active uses or below ground level.
- Additional crossovers to provide vehicle access to sites are discouraged, particularly where they would reduce the number of existing on-street car parks or length of existing ground level shop frontages.
- Crossovers providing vehicle access to sites should be designed to minimise their impact on ground level street frontages and pedestrian movement.
- New developments should include paving between the frontage and the street kerb to the specifications of the responsible authority where such paving does not already exist.
- Where land in the AC zone abuts land in a residential zone or is separated from land in a residential zone by an existing or future laneway, development should be designed to reduce visual bulk by:
 - Incorporating massing and architectural detail measures such as recesses, projections, vertical division and materiality into the breadth of any elevation facing this land
 - Avoiding repetitive stepped forms in favour of tiered forms that improve the functionality of upper levels (i.e. for communal space) and improve visual interest

- Providing a continuous area of landscaped open space capable of accommodating deep soil planting and canopy trees is provided along the entire length of the site boundary
- Where land in the AC zone is separated from land in a residential zone by an existing or future street, to reduce the visual impact of built form, development should provide a continuous area of landscaped open space capable of accommodating deep soil planting and canopy trees (excluding areas required for vehicle access) is provided along the entire length of the street boundary
- **Note:** deep soil planting areas should be designed to not be intruded by basement or sub-basement carparking

Environmentally Sustainable Design (ESD)

New development should incorporate best practice environmentally sustainable design (ESD), including initiatives relating to thermal performance, energy efficiency, water efficiency, stormwater management, materials selection and healthy buildings.

Building Height

Multistorey development is encouraged, in line with the objective for growth and intensification of the Werribee City Centre. Preferred building heights for new development are specified for each precinct in Clause 5 of this Schedule. These building heights are measured from ground level and reflect a typical height of 4.5 metres between ground floor level and first floor level, and 3.5 metres between upper floor levels.

Applications exceeding the preferred building height may be considered by the responsible authority where it can be clearly demonstrated that the proposed development achieves the centre wide objectives and provisions of this Schedule as well as the objectives and guidelines for the relevant precinct, as demonstrated in an Urban Context Report and Design Response.

Under-development of sites should be avoided. One storey development is not preferred, particularly for properties 10 metres or more in width.

Building Setbacks

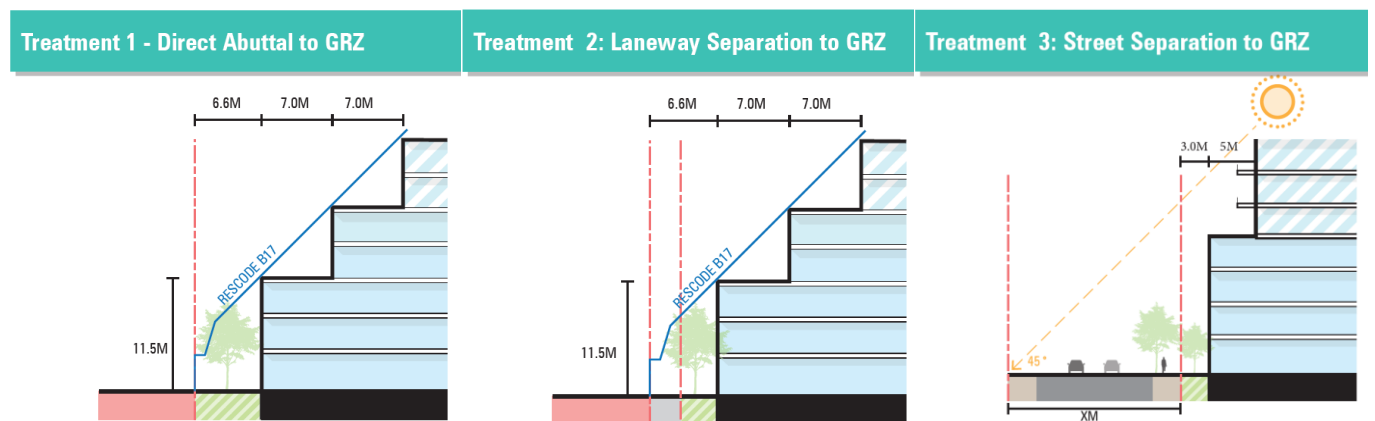
Unless otherwise specified in Clause 6 of this Schedule, preferred side and rear boundary setbacks are as shown in the following table.

Building part	Residential use	Non-residential use
Podium	0m (min.)	0m (min.)
Above podium	4.5m (min.) where 25m or less 6m (min.) where 26 m or above	2.25m (min.) where 25m or less 3m (min.) where 26 m or above

Reductions to these preferred side and rear boundary setbacks may be considered for non-habitable rooms.

Unless otherwise specified in Clause 6 to this Schedule, preferred building setbacks for new development adjacent to residential zoned land are as shown in the following table and diagrams.

Treatment	Ground Level Setback	Upper storey Setback
Direct Abuttal to GRZ	3 storey podium (11.5m) with a ground level set back within Standard B17 profile from the boundary (6.6m).	Levels above the podium must be consolidated into a maximum of 2 setbacks within a 45 degree profile, resulting in: - Levels 4-5 set back 7m from the podium; and - Levels 6-7 set back 14m from the podium.
Laneway Separation to GRZ	3 storey podium (11.5m) with a ground level set back within Standard B17 profile from the boundary (6.6m).	Levels above the podium must be consolidated into a maximum of 2 setbacks within a 45 degree profile, resulting in: - Levels 4-5 set back 7m from the podium; and - Levels 6-7 set back 14m from the podium.
Street Separation to GRZ	3-4 storey (11.5m - 15m) podium with a 3m ground level setback from street frontage.	Minimum 5m setback above podium



Overshadowing and overlooking

A minimum of 50% of open space in the following key public places are to receive at least 2 hours of direct sunlight between 10am-2pm on 22 September:

- Cherry Street Plaza,
- Comben Drive / Bridge Street Plaza,
- Kelly Park,
- Station Place North,
- Station Place South,
- Troup Park,
- Wedge Street Plaza,

- Werribee River corridor (including Wyndham Park and Chirnside Park), and
- Werribee Street Plaza.

All buildings and works should be designed to minimise casting significant shadows on residential land outside the Activity Centre Boundary.

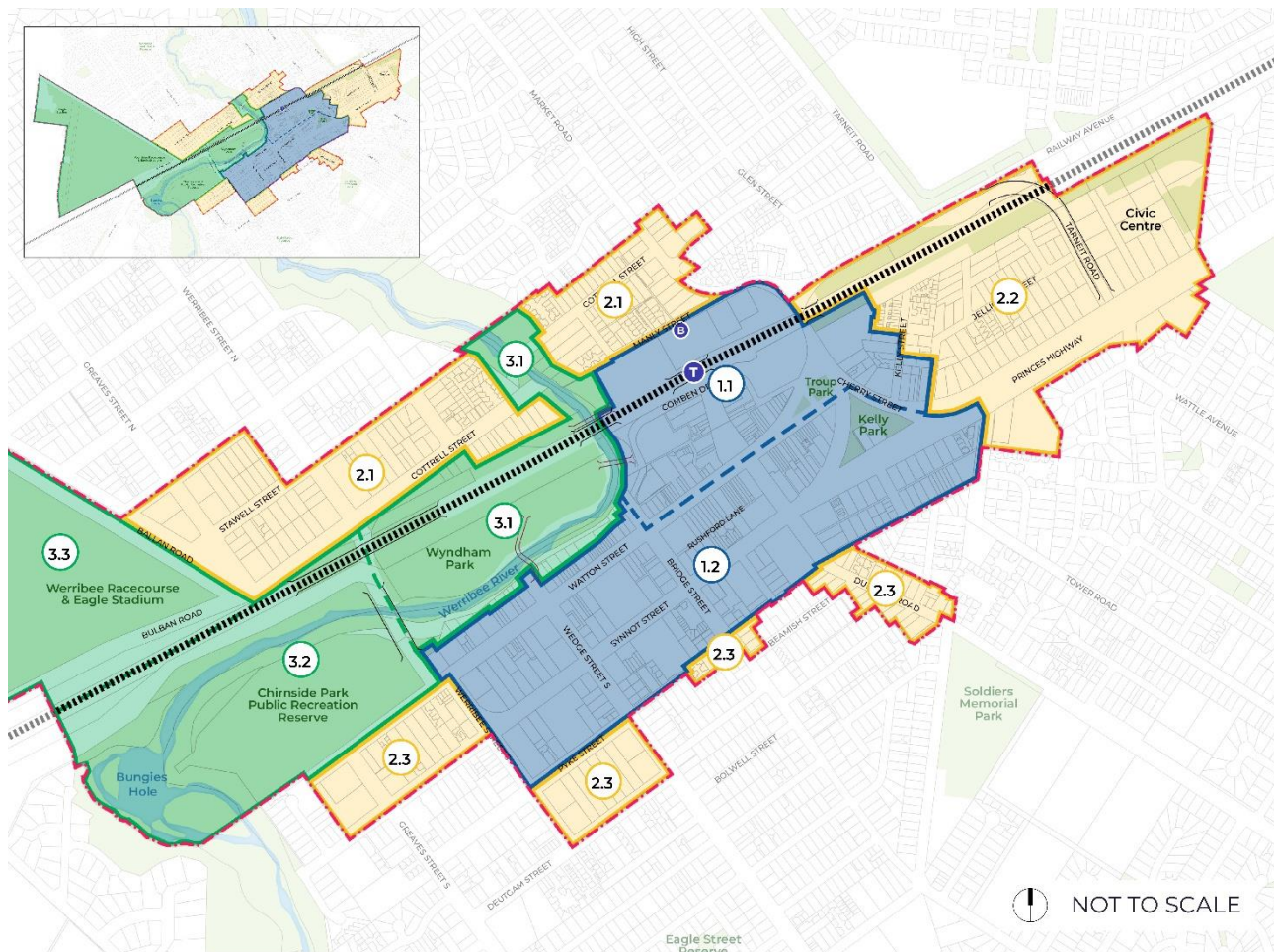
Overshadowing guidelines for new development adjacent to residential zoned land are specified in the relevant precinct provisions at Clause 5 of this Schedule.

All buildings should be designed to address roads and public spaces for passive surveillance benefits and minimise overlooking of private spaces.

6.0 Precinct provisions

The City Centre is divided into 3 precincts and 5 sub-precincts as follows:

- the Central Precinct
 - Watton and Synnot Street Sub-precinct
 - Werribee Station Sub-precinct
- the Perimeter Precinct
 - the Northern Sub-precinct
 - the Eastern Sub-precinct
 - the Southern Sub-precinct
- River Park & Recreation Precinct



Legend

 Werribee City Centre boundary

 Cadastre lots

Rail line

1 Werribee train station

B Bus interchange

Road / rail bridge

Pedestrian bridge

Precincts

The Central Precinct

1.1 Werribee Station Sub-precinct

1.2 Watton and Synnot Street Sub-precinct

The Perimeter Precinct

2.1 The Northern Sub-precinct

2.2 The Eastern Sub-precinct

2.3 The Southern Sub-precinct

The River, Park and Recreation Precinct

3.1 Wyndham Park

3.2 Chirnside Park

3.3 Werribee Racecourse and Eagle Stadium

Figure 3 Precincts and sub-precincts

6.1 Precinct 1: Central Precinct

6.1.1 Precinct map



NOT TO SCALE

Legend

 Werribee City Centre boundary	 Main Street (40km/h)	 Preferred building height - up to 5 storeys
 The Central Precinct	 Green Boulevard (50km/h along Synnot Street, 60km/h along Princes Highway)	 Preferred building height - up to 7 storeys
 Cadastre lots	 Proposed Green Boulevard - Synnot Street and Princes Highway	 Preferred building height - up to 10 storeys
 Rail line	 Existing trees - Watton Street	 Preferred building height - up to 15 storeys
 Werribee train station	 Proposed trees - Watton Street	 Nil street setback, 4 storey street wall height, 6m upper-level setback
 Bus interchange	 Proposed trees - North-south streets	 1m street setback, 4 storey street wall height, 6m upper-level setback
 Road / rail bridge	 Existing signalised intersections	 2m street setback, 4 storey street wall height, 6m upper-level setback
 Pedestrian bridge	 Existing pedestrian crossings	 3m paved/landscaped street setback, 4 storey street wall height, 6m upper-level setback
 Existing open spaces	* Existing landmark buildings	 4m street setback, 4 storey street wall height, 6m upper-level setback
 Proposed improvements to Kelly Park and Troup Park	* Key opportunity sites - Council / State-owned	 8m street setback (3 Tower Road) / setback along rail line (2 Watton Street), 4 storey street wall height, 6m upper-level setback
 Existing plazas	* Key opportunity sites - under private ownership	 12m rear setback (50 Watton Street)
 Proposed plazas	 Existing and proposed active frontages	 Interface with residential zones (GRZ1 and RGZ) - varying treatments required (3m street setback where separated by road)
 Existing roads (movement focus)	 Existing and proposed fine grain, active frontages	 Interface with heritage items - site-specific response required
 Existing roads	* Werribee City Centre gateway opportunity	
 Proposed roads	 Post-Contact heritage (HO - Heritage Overlay)	
 Existing laneways		
 Proposed laneways		
 Proposed through-site links (pedestrian only)		

Figure 4 Central Precinct

6.1.2 Precinct statement of desired future character

The primary intent for the Central Precinct is a high-density, mixed-use area that maintains its role as the retail and business heart of the City Centre and prioritises employment growth. It provides for cultural, entertainment, lifestyle and food and beverage uses.

The Central Precinct should prioritise employment growth in this precinct. High density residential uses are encouraged where they complement employment uses, in particular above ground levels.

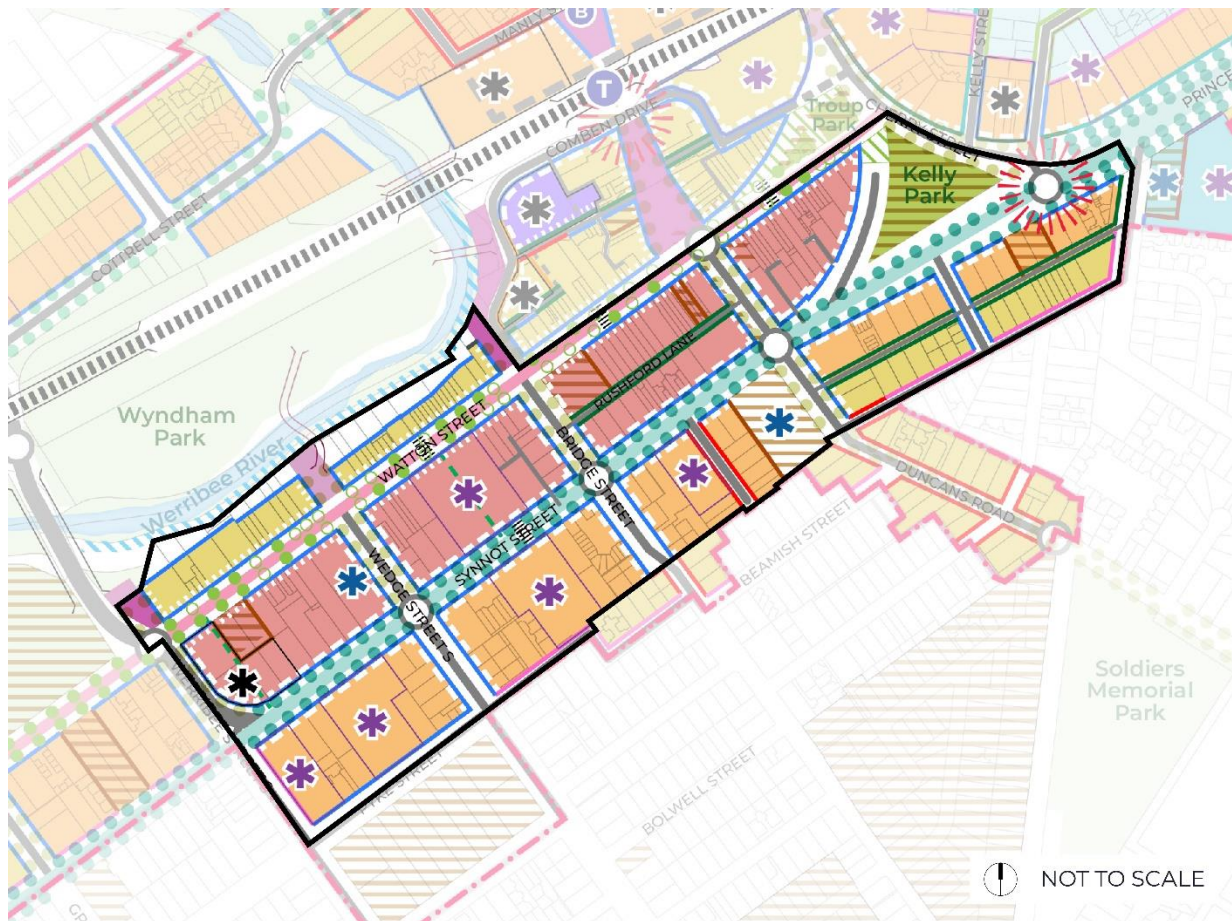
There is an expectation that key opportunity sites deliver a large amount of employment floorspace, either in stand-alone buildings or integrated with high density residential uses.

Built form character should focus on ground floor activation, particularly along Watton and Synnot Street, with glazed, inviting frontages and built form at a pedestrian friendly scale. Upper level setbacks will allow for taller built form and greater densities without impacting on the amenity of the street.

The Central Precinct is also intended to provide opportunities for the highest intensity and scale of buildings.

6.2 Sub-precinct 1A: Watton and Synnot Street Sub-precinct

6.2.1 Sub-precinct map



Legend

 Werribee City Centre boundary	●●● Proposed Green Boulevard - Synnot Street and Princes Highway	 Preferred building height - up to 5 storeys
 Sub-precinct boundary	○ ○ ○ Existing trees - Watton Street	 Preferred building height - up to 7 storeys
 Cadastre lots	● ● ● Proposed trees - Watton Street	 Preferred building height - up to 10 storeys
 Road / rail bridge	● ● ● Proposed trees - North-south streets	 Nil street setback, 4 storey street wall height, 6m upper-level setback
 Pedestrian bridge	 Existing signalised intersections	 1m street setback, 4 storey street wall height, 6m upper-level setback
 Existing open spaces	 Existing pedestrian crossings	 2m street setback, 4 storey street wall height, 6m upper-level setback
 Proposed improvements to Kelly Park and Troup Park	✱ Existing landmark buildings	 12m rear setback (50 Watton Street)
 Existing plazas	✱ Key opportunity sites - Council / State-owned	 Interface with residential zones (GRZ1 and RGZ) - varying treatments required (3m street setback where separated by road)
 Proposed plazas	✱ Key opportunity sites - under private ownership	 Interface with heritage items - site-specific response required
 Existing roads (movement focus)	 Existing and proposed active frontages	
 Existing roads	 Existing and proposed fine grain, active frontages	
 Proposed roads	✱ Werribee City Centre gateway opportunity	
 Existing laneways	 Post-Contact heritage (HO - Heritage Overlay)	
 Proposed laneways		
 Proposed through-site links (pedestrian only)		
 Main Street (40km/h)		
 Green Boulevard (50km/h along Synnot Street, 60km/h along Princes Highway)		

Figure 5 Watton and Synnot Street Sub-precinct

6.2.2 Sub-precinct statement of desired future character

The Watton and Synnot Street Sub-precinct is the retail and business heart of the City Centre.

Development fronting Watton Street and Synnot Street is to reinforce the desired future role and character of each street.

Watton Street is intended to retain and strengthen its historic role as the City Centre's main street. In addition to being a vibrant shopping street, it will also provide for a diverse range of complementary uses. Buildings either side of Watton Street will be built to a 0m setback with a lower rise, human scale street wall. The street facing ground level of the street wall will comprise fine grain, small scale uses that engage with and activate adjoining public space.

Watton Street will have a high quality streetscape. It will be a key part of the blue and green grid with an urban forest to provide for high levels of pedestrian comfort, including good access to sunlight and high level of wind safety. For sites that have an interface with the Werribee River, development should engage with and activate the Werribee River and its open space corridor. Active ground floor uses such as cafes and restaurants are encouraged that can engage with both Watton street and the river. Upper levels should enable passive casual surveillance by being oriented to or incorporating balconies and / or large transparent windows facing the river and park.

Synnot Street is intended to retain and strengthen its role as a key business street and main thoroughfare. It will be home to larger floor plate business uses that benefit from the high levels of passing vehicular traffic. Like Watton Street, buildings either side of Synnot Street will be built to the street boundary.

It is intended to evolve as the Central Ribbon, which is a key part of the blue green grid. In this way, it will become a high amenity boulevard featuring integrated urban forest, connecting the Werribee River at its western end to the Princes Highway at its eastern end and on to the East Werribee Employment Precinct. Synnot Street will cater for the Principal Bicycle Network and will have the capacity to also accommodate the Wyndham Loop and the potential future Autonomous Rapid Transit (ART) or Bus Rapid Transit (BRT) Network.

Kelly Park and Troup Park will be revitalised by improvements to adjoining streets providing better connectivity to nearby development. Where possible, renewal of directly adjoining sites to provide for high levels of engagement and activation of the edges of the parks is encouraged.

6.2.3 Sub-precinct objectives

- To strengthen the Watton and Synnot Street Sub-precinct as the commercial, retail and residential core of the Werribee City Centre.
- To encourage and facilitate higher density and high activity mixed use development, featuring active shopfronts at ground level along street frontages and a mixture of residences and offices above.
- To enhance Watton Street as a vibrant main street and pedestrian-prioritised thoroughfare.
- To improve pedestrian amenity and the mix of uses along Synnot Street.
- To strengthen pedestrian and cycling links and connections between Watton Street and Synnot Street, and to surrounding precincts.
- To activate Rushford Lane as a pedestrian-friendly retail laneway.
- To enhance the interface between the Werribee City Centre's urban core and its River, Park & Recreation Precinct.
- To create new public spaces connected to adjacent privately-owned buildings, to encourage increased activity and improve connection with the Werribee River and Wyndham Park.
- To incorporate commercial and residential uses at upper levels of development overlooking Watton Street, the Werribee River and Wyndham Park.

- To encourage new pedestrian, cycling and visual connections between Watton Street, the Werribee River and Wyndham Park.
- To enhance the ground level area beside the river as passive open space and increase its utilisation for recreation.
- To develop Synnot Street/Princes Highway as the principal commercial boulevard within the Werribee City Centre.
- To facilitate the expansion of the Werribee City Centre south of Synnot Street.
- To strengthen connections to the East Werribee Employment Precinct.
- To encourage further intensification and diversification of the retail, commercial and residential mix along Synnot Street.
- To improve pedestrian amenity and cyclist safety along Synnot Street.
- To strengthen and enhance Duncan's Road as a boulevard and gateway to the Werribee City Centre from the south.
- To encourage the further development of the specialist professional services sector and other commercial and residential uses in the streets south of Synnot Street, as a transition to adjoining residential land.

6.2.4 Sub-precinct requirements

Preferred building height (overall and street wall) and setbacks (ground and above street wall) are consistent with Figure: Watton and Synnot Street Sub-precinct.

6.2.5 Sub-precinct guidelines

- Car park entries along Watton Street should be avoided where possible.
- Opportunities for pedestrian connections between Watton Street and Synnot Street should be maximised.
- New development on privately-owned sites should address both Watton Street and the Werribee River.
- Built form at ground floor level should have a transparent quality which provides sight lines from Watton Street through to the Werribee River and Wyndham Park.
- Opportunities for pedestrian connections between Watton Street and the proposed Riverbank Promenade should be maximised.
- Overshadowing of Watton Street should be minimised.
- Light spill into the Werribee River Reserve should be minimised.
- Buildings and works within the Werribee floodplain should be designed to minimise flood risks to life, health and property.
- Ground level active frontages to Synnot Street should be maximised.
- Opportunities for pedestrian and vehicle connections through to Synnot Street from the street south of Synnot Street should be maximised.
- Where possible, car park entries should be from the streets located south of Synnot Street rather than directly from Synnot Street.
- New development with a boundary adjoining residential zoned land should be consistent with the setback requirements outlined in the table to this schedule.
- New development at 1 Tower Road is to be sensitively designed to ensure the prominence of the historic water tower.

6.3 Sub-precinct 1B: Werribee Station Sub-precinct

6.3.1 Sub-precinct map



Legend

	Werribee City Centre boundary		Main Street (40km/h)		Preferred building height - up to 5 storeys
	Sub-precinct boundary		Existing trees - Watton Street		Preferred building height - up to 7 storeys
	Cadastre lots		Proposed trees - Watton Street		Preferred building height - up to 15 storeys
	Rail line		Proposed trees - North-south streets		Nil street setback, 4 storey street wall height, 6m upper-level setback
	Werribee train station		Existing signalised intersections		1m street setback, 4 storey street wall height, 6m upper-level setback
	Bus interchange		Existing pedestrian crossings		2m street setback, 4 storey street wall height, 6m upper-level setback
	Road / rail bridge		Key opportunity sites - Council / State-owned		3m paved/landscaped street setback, 4 storey street wall height, 6m upper-level setback
	Pedestrian bridge		Key opportunity sites - under private ownership		4m street setback, 4 storey street wall height, 6m upper-level setback
	Existing open spaces		Existing and proposed active frontages		8m street setback (3 Tower Road) / setback along rail line (2 Watton Street), 4 storey street wall height, 6m upper-level setback
	Proposed improvements to Kelly Park and Troup Park		Existing and proposed fine grain, active frontages		Interface with residential zones (GRZ1 and RGZ) - varying treatments required (3m street setback where separated by road)
	Existing plazas		Werribee City Centre gateway opportunity		Interface with heritage items - site-specific response required
	Proposed plazas		Post-Contact heritage (HO - Heritage Overlay)		
	Existing roads				
	Proposed roads				
	Existing laneways				
	Proposed laneways				

Figure 6 Werribee Station Sub-precinct

6.3.2 Sub-precinct statement of desired future character

The Werribee Station Sub-precinct complements the Watton and Synnot Street Sub-precinct, providing opportunities for new, mixed use development, including the revitalisation of Station Place and Werribee Station as a pedestrian friendly public space.

The Riverbend Site, the Werribee Station carpark and other key opportunity sites provide significant potential to deliver comprehensive mixed use development. The Riverbend site provides particular opportunity for a destination use. Any development on the Riverbend site to engage with and activate the Werribee River and its open space corridor.

Due to its location relative to Station Place, the central and eastern parts of the Werribee Station carpark provide opportunity for tall buildings. Should redevelopment occur, it should provide a new, high quality urban plaza or park that aligns with the station pedestrian walkway and Station Place to provide a continuous open space connection between Watton Street and Manly Street.

Any development within the sub-precinct is to ensure acceptable level of amenity to Station Place and other public spaces, including sunlight, daylight and wind safety and comfort.

The former Palais Theatre provides opportunity for adaptive reuse for a use that provides public benefit.

Barnes Place and Palais Lane are encouraged to be revitalised as intimately scaled, pedestrian laneways activated on either side by fine grain, small scale cafes and restaurants.

6.3.3 Sub-precinct objectives

- To enhance the Station South Precinct as the traditional central node of the Werribee City Centre.
- To encourage higher density development and a high level of activity around the Werribee Train Station and overlooking the Werribee River and Wyndham Park.
- To encourage an integrated mix of retail, office and residential uses to make the most of the precinct's transport and natural assets, and to introduce a night-time population into the precinct.
- To encourage new development addressing and activating the open spaces and natural features within and adjacent to the precinct, including the Werribee River, Troup Park and Station Place.
- To establish the Riverbend site as the visual centre-point of the City Centre through large-scale redevelopment of the land.
- To create a vibrant retail laneway network through the middle of the Precinct centred on Barnes Place and Comben Drive, to connect the planned Riverbank Promenade with Station Place, the Werribee Train Station, Watton Street and Cherry Street.
- To facilitate the expansion of the Werribee City Centre north of the railway line and establish a new higher density mixed use residential, commercial and community service area next to the Werribee Train Station and the Werribee River.
- To increase the number of residential, commercial and community services opportunities located close to the Werribee Train Station.
- To encourage higher density mixed use development and activity within the train station car park site (incorporating commuter car parking) and along Manly Street and along Cottrell Street.
- To strengthen links and improve access to the train station, bus interchange and through the precinct for public transport, pedestrians, cyclists and users with limited mobility.
- To improve access and connections across the railway line and river.

6.3.4 Sub-precinct requirements

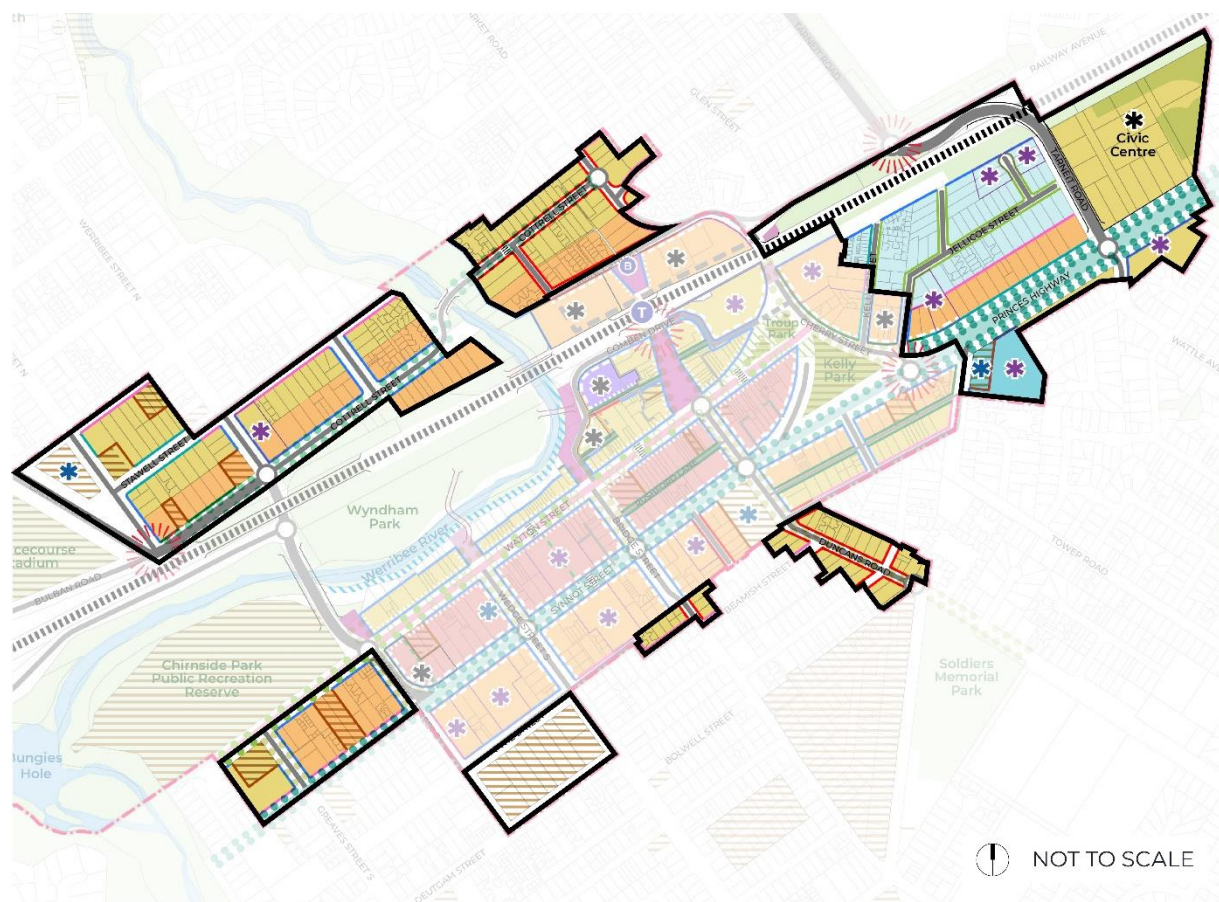
Preferred building height (overall and street wall) and setbacks (ground and above street wall) are consistent with Figure: Werribee Station Sub-precinct.

6.3.5 Sub-precinct guidelines

- Redevelopment should maximise the potential for river and park views and create a visual centre-point for the Werribee City Centre, by featuring a tall multistorey building.
- Opportunities for new or enhanced pedestrian and cyclist connections between the Riverbank Promenade, Station Place, the Werribee Train Station, Watton Street and Cherry Street should be maximised.
- Redevelopment of the existing ground level car parks within the precinct is encouraged.
- Car park entries along Watton Street and Station Place should be avoided.
- Light spill into the Werribee River Reserve should be minimised.
- New development should not compromise existing or future rail operations within the railway corridor.
- Opportunities for overlooking of Wyndham Park and the Werribee River from new developments should be maximised.
- Buildings and works within the Werribee floodplain should be designed to minimise flood risks to life, health and property.
- Opportunities for pedestrian and cyclist connections to the train station and river within the precinct should be maximised.
- New development with a boundary adjoining residential zoned land should be consistent with the setback requirements outlined in the table to this schedule.

6.4 Precinct 2: Perimeter Precinct

6.4.1 Precinct map



Legend

Werribee City Centre boundary	Existing signalised intersections	Preferred building height - up to 7 storeys
The Perimeter Precinct	Existing pedestrian crossings	Nil street setback, 4 storey street wall height, 6m upper-level setback
Cadastre lots	Existing landmark buildings	1m street setback, 4 storey street wall height, 6m upper-level setback
Rail line	Key opportunity sites - Council / State-owned	2m street setback, 4 storey street wall height, 6m upper-level setback
Road / rail bridge	Key opportunity sites - under private ownership	3m paved/landscaped street setback, 4 storey street wall height, 6m upper-level setback
Existing open spaces	Existing and proposed active frontages	5m landscaped street setback
Existing plazas	Werribee City Centre gateway opportunity	8m street setback (3 Tower Road) / setback along rail line (2 Watton Street), 4 storey street wall height, 6m upper-level setback
Existing roads (movement focus)	Post-Contact heritage (HO - Heritage Overlay)	Interface with residential zones (GRZ1 and RGZ) - varying treatments required (3m street setback where separated by road)
Existing roads	Preferred building height - up to 3 storeys	Interface with heritage items - site-specific response required
Green Boulevard (part 40km/h)	Preferred building height - up to 4 storeys	
Proposed Green Boulevard - Synnot Street and Princes Highway	Preferred building height - up to 5 storeys	
Proposed trees - Watton Street		
Proposed trees - North-south streets		

Figure 7 The Perimeter Precinct

6.4.2 Precinct statement of desired future character

The primary intent for the Perimeter Precinct is a high-density, mixed-use area that prioritises residential growth.

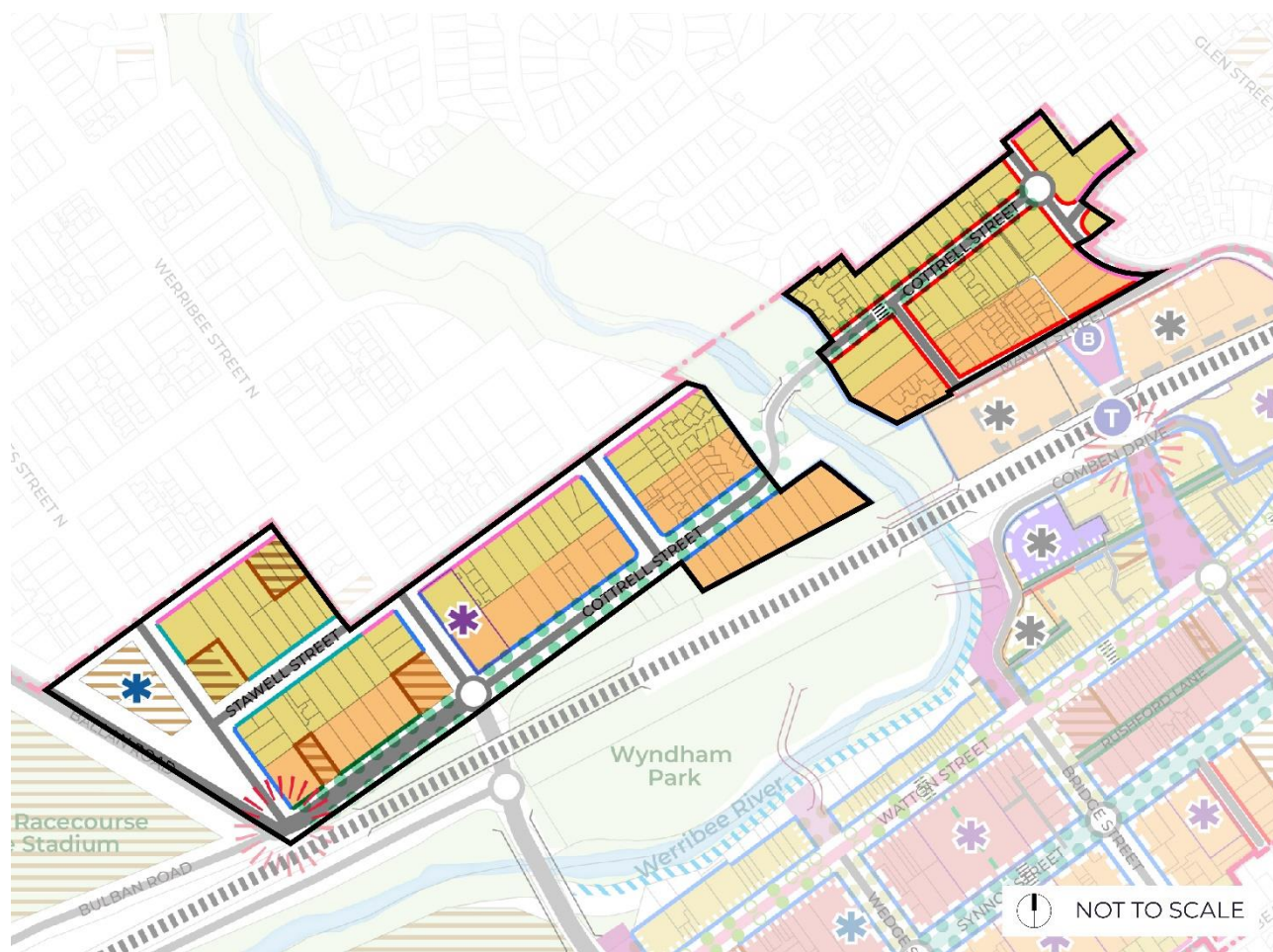
Prioritising residential growth in this precinct will support retail and business in the Central Precinct while minimising impact on surrounding residential areas. It will also provide for a greater diversity and more affordable housing options.

Local services including cafes, shops and beauty services at the street facing, ground level of buildings, are encouraged where they support the day to day and lifestyle needs of precinct residents.

While providing for higher densities, the Perimeter Precinct is intended to have a medium rise built form typology.

6.5 Sub-precinct 2A: Northern Sub-precinct

6.5.1 Sub-precinct map



Legend

Werribee City Centre boundary	Existing signalised intersections	Nil street setback, 4 storey street wall height, 6m upper-level setback
Sub-precinct boundary	Existing pedestrian crossings	1m street setback, 4 storey street wall height, 6m upper-level setback
Cadastre lots	Existing landmark buildings	2m street setback, 4 storey street wall height, 6m upper-level setback
Rail line	Key opportunity sites - under private ownership	3m paved/landscaped street setback, 4 storey street wall height, 6m upper-level setback
Road / rail bridge	Werribee City Centre gateway opportunity	Interface with residential zones (GRZ1 and RGZ) - varying treatments required (3m street setback where separated by road)
Existing open spaces	Post-Contact heritage (HO - Heritage Overlay)	Interface with heritage items - site-specific response required
Existing roads (movement focus)	Preferred building height - up to 5 storeys	
Existing roads	Preferred building height - up to 7 storeys	
Proposed trees - Cottrell Street		

Figure 8 Northern sub-precinct

6.5.2 Sub-precinct statement of desired future character

The Northern sub-precinct is a mixed use, higher density residential area focused around Cottrell Street which can benefit from proximity to the Werribee Train Station.

Buildings are to be up to 5 to 7 storeys in height. Ground floor tenancies, particularly along Cottrell Street, should provide for local convenience uses and contribute to an active street frontage. Developments with ground floor residential uses are encouraged in areas with preferred 2m street setbacks.

Cottrell Street is to form part of the blue green grid, featuring an urban forest, generous pedestrian pavements, on-street carparking and cycling paths.

Development along the City Centre boundary should be sympathetically designed to respond to the abutting residential area incorporating ground floor setbacks and landscaped areas.

Development in proximity to the rail line is not to compromise existing or future rail operations, and is to appropriately manage amenity considerations, including noise and vibration.

6.5.3 Sub-precinct objectives

- To contribute to the repositioning of Wyndham Park and the Werribee River as the central features of the Werribee City Centre, surrounded and overlooked by buildings.
- To establish a new higher density, high activity mixed use area centred on Cottrell Street, incorporating residential, commercial, recreational and community uses.
- To establish Cottrell Street as a high amenity, higher density, mixed use, tree-lined boulevard.

6.5.4 Sub-precinct requirements

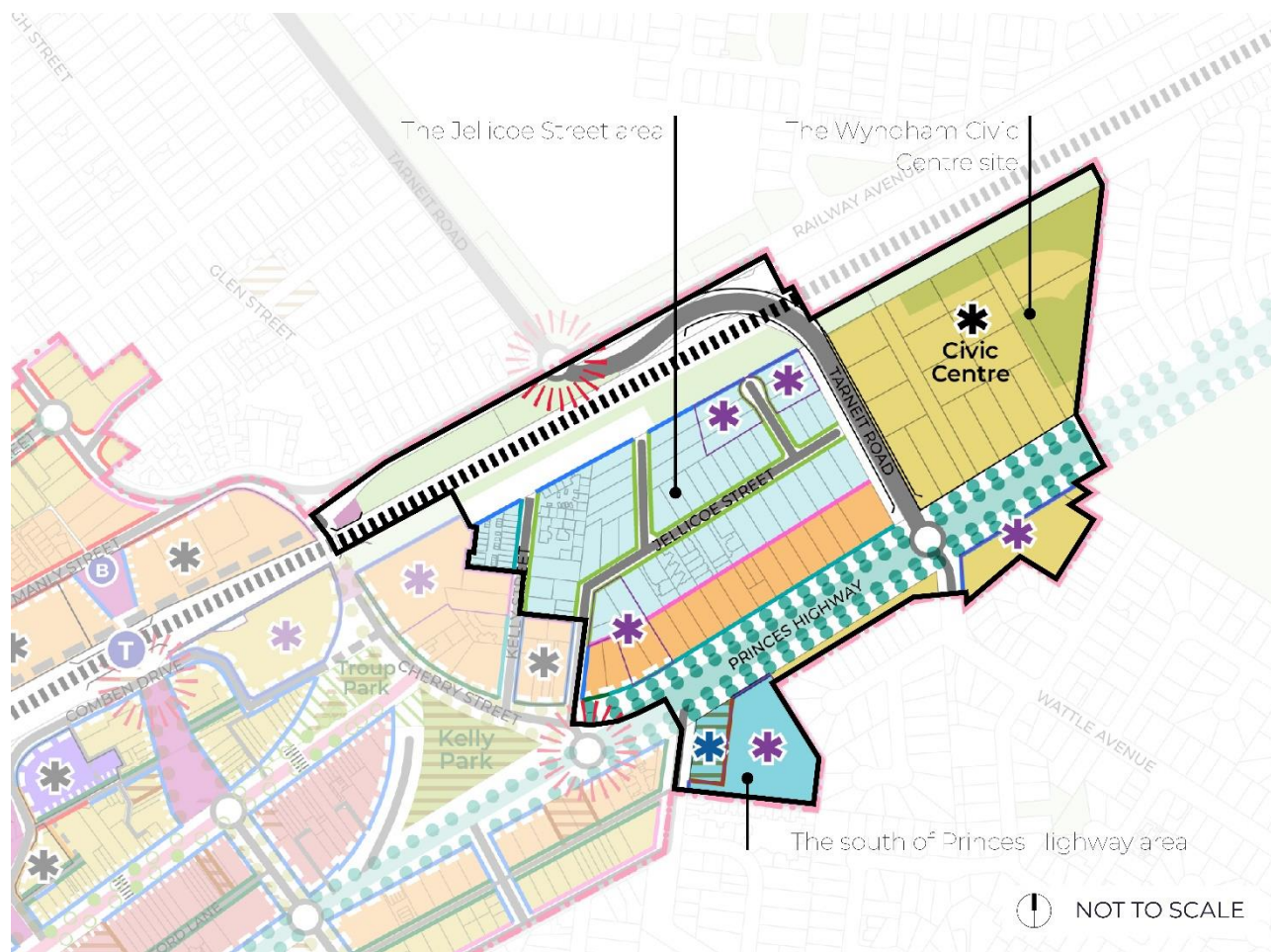
Preferred building height (overall and street wall) and setbacks (ground and above street wall) are consistent with Figure: Northern sub-precinct.

6.5.5 Sub-precinct guidelines

- The opportunity for overlooking of Wyndham Park and the Werribee River from new developments along Cottrell Street should be maximised.
- New development with a boundary adjoining residential zoned land should be consistent with the setback requirements outlined in the table to this schedule.
- Light spill into the Werribee River Reserve should be minimised.
- Buildings and works within the Werribee floodplain should be designed to minimise flood risks to life, health and property.
- New development should not compromise existing or future rail operations within the railway corridor.

6.6 Sub-precinct 2B: Eastern Sub-precinct

6.6.1 Sub-precinct map



Legend

	Werribee City Centre boundary		Existing signalised intersections		Preferred building height - up to 5 storeys
	Sub-precinct boundary		Existing landmark buildings		Preferred building height - up to 7 storeys
	Cadastre lots		Key opportunity sites - Council / State-owned		Nil street setback, 4 storey street wall height, 6m upper-level setback
	Rail line		Key opportunity sites - under private ownership		3m paved/landscaped street setback, 4 storey street wall height, 6m upper-level setback
	Road / rail bridge		Existing and proposed active frontages		5m landscaped street setback
	Existing open spaces		Werribee City Centre gateway opportunity		8m street setback (3 Tower Road) / setback along rail line (2 Watton Street), 4 storey street wall height, 6m upper-level setback
	Existing plazas		Post-Contact heritage (HO - Heritage Overlay)		Interface with residential zones (GRZ1 and RGZ) - varying treatments required (3m street setback where separated by road)
	Existing roads (movement focus)		Preferred building height - up to 3 storeys		
	Existing roads		Preferred building height - up to 4 storeys		
	Proposed roads				
	Green Boulevard (part 40km/h)				
	Proposed Green Boulevard - Synnot Street and Princes Highway				

Figure 9 Eastern sub-precinct

6.6.2 Sub-precinct statement of desired future character

The Eastern Sub-precinct is a mixed use, higher density residential area comprising three parts:

1. The Jellicoe Street area
2. The Wyndham Civic Centre site
3. The south of Princes Highway area.

The Jellicoe Street area comprises detached and medium density dwellings. Lots fronting the Princes Highway are in the Activity Centre Zone, while those properties central to this area are in the Residential Growth Zone.

The residential zone area has a disconnected, narrow street pattern and smaller fragmented lots characterised by single and double storey detached dwellings. Higher density residential development is encouraged up to 3 storeys in height within this area to provide for a greater diversity of housing options. A 5m building setback from the street is encouraged to provide for useable, private open space integrated with main living areas. Individual pedestrian entries to dwellings are encouraged direct from the street. Small scale, non-residential uses providing for the day to day and lifestyle needs of local residents are appropriate and are encouraged to be located near activate public spaces such as the railway carpark for activation and passive surveillance.

The land zoned ACZ has high visibility from Princes Highway. Access to these lots is provided via the Princes Highway service lane which also provides existing parking. Development with frontages to the Princes Highway are to have a front setback of 3m to soften the transition to existing buildings and allow for high quality landscaped areas.

The Wyndham Civic Centre is a key community and civic asset for the City Centre. For the foreseeable future, it is intended that the site retain this role. Should the civic centre be considered for relocation to another, more centrally located part of the City Centre, the site may become suited for coordinated redevelopment as a new medium and high density residential part of the City Centre.

The south of Princes Highway area comprises the landmark Werribee Water Tower and large, vacant sites. The water tower is to be retained and celebrated, including as a canvas for artwork. The large sites are generally suited to higher density residential uses, subject to:

- Retaining the landmark status and visibility of the water tower
- Acceptable access and traffic impacts on the Prince Highway
- Acceptable amenity impact on adjoining residential areas located outside of the City Centre.

For all parts of the sub-precinct:

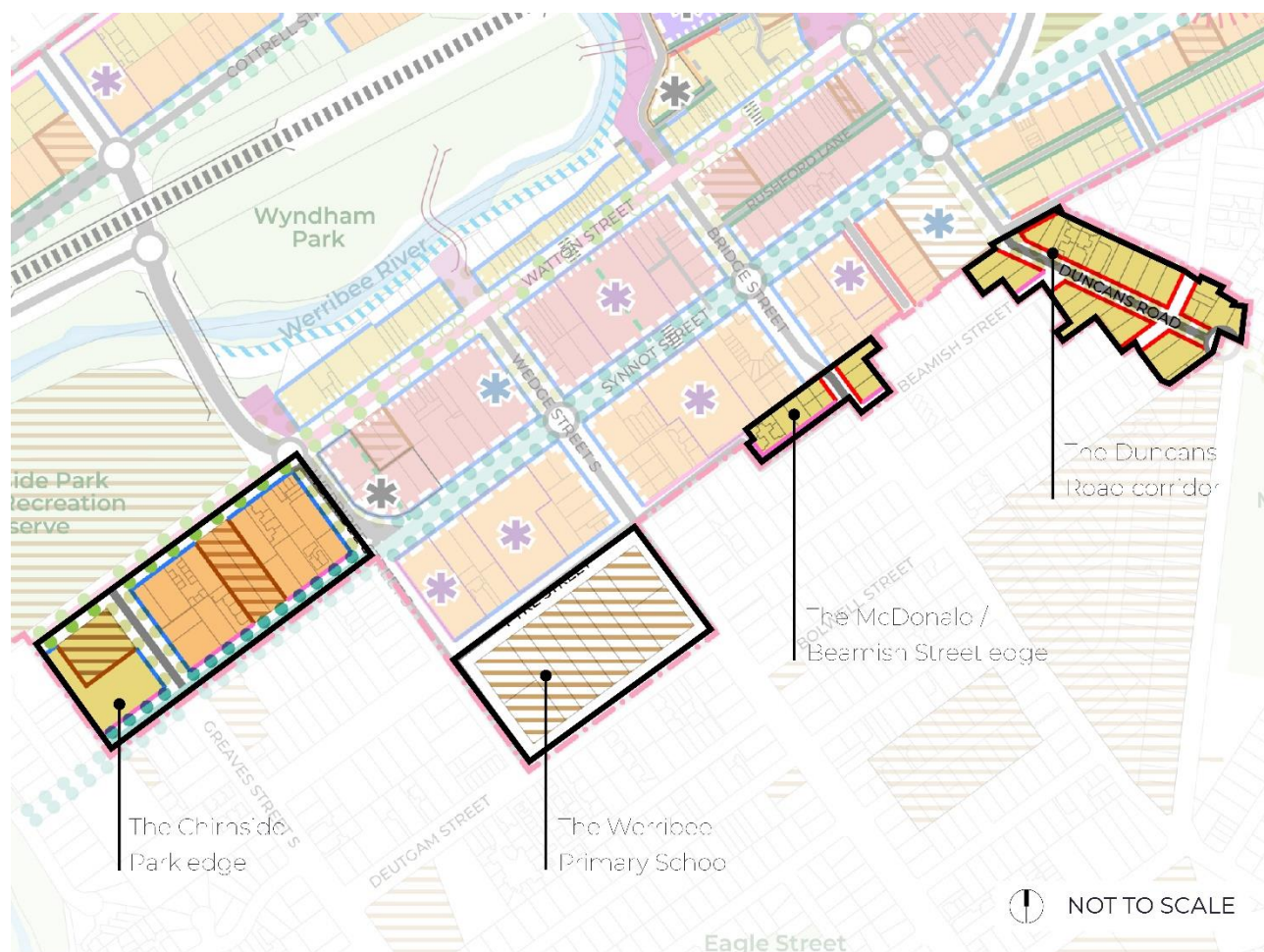
- Where adjoining established residential areas located outside the City Centre, buildings are to minimise amenity impacts through appropriate layout and design measures, including through setbacks and landscaped open space.
- Development in proximity to the rail line is not to compromise existing or future rail operations.
- Development in proximity to the rail line, Tarneit Road overpass or Princes Highway is to appropriately manage amenity considerations, including noise and vibration.

6.6.3 Sub-precinct requirements

Preferred building height (overall and street wall) and setbacks (ground and above street wall) are consistent with Figure: Eastern Sub-precinct.

6.7 Sub-precinct 2C: Southern Sub-precinct

6.7.1 Sub-precinct map



Legend

 	Werribee City Centre boundary	 	Preferred building height - up to 5 storeys
 	Sub-precinct boundary	 	Preferred building height - up to 7 storeys
 	Cadastre lots		Nil street setback, 4 storey street wall height, 6m upper-level setback
	Existing roads		2m street setback, 4 storey street wall height, 6m upper-level setback
	Green Boulevard (part 40km/h)		Interface with residential zones (GRZ1 and RGZ) - varying treatments required (3m street setback where separated by road)
●●●	Proposed Green Boulevard - Synnot Street and Princes Highway		
●●●	Proposed trees - Watton Street		
●●●	Proposed trees - North-south streets		
	Post-Contact heritage (HO - Heritage Overlay)		

Figure 10 Southern sub-precinct

6.7.2 Sub-precinct statement of desired future character

The Southern Sub-precinct is a mixed use, higher density residential area comprising three parts:

1. The Duncans Road corridor
2. The Werribee Primary School
3. The Chirnside Park edge.
4. The McDonald/Beamish Street Edge.

The Duncans Road corridor is intended to provide a high quality gateway to the City Centre from the south, providing for a mixed use in buildings up to 5 storeys with a 2m street boundary setback and active frontages.

The Chirnside Park edge is intended for higher density residential uses with active frontages on the street facing ground level that can engage with and activate Chirnside Park and benefit from the high levels of amenity provided by the park. Renewal of the Masonic Lodge site may be appropriate while protecting its heritage values and significance.

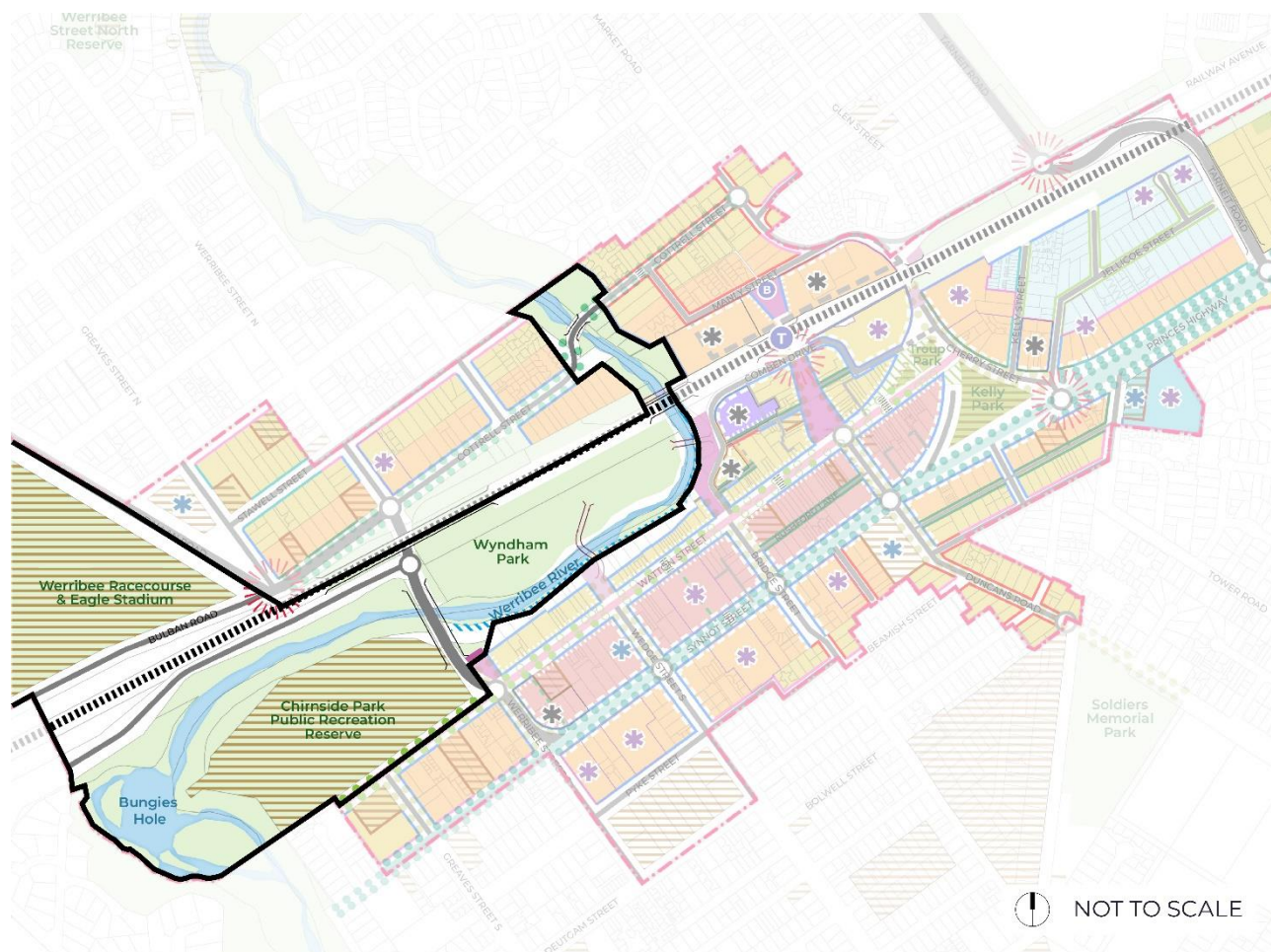
The McDonald/Beamish Street Edge is a small area intended to act as a residential transition between the Activity Centre and the surrounding lower density residential area. Higher density developments of up to 5 storeys are encouraged with appropriate interface treatment to the surrounding GRZ area. All development is to achieve acceptable amenity impact on adjoining residential areas located outside of the City Centre. New development with a boundary the abuts residential zoned land should be consistent with the setback requirements outlined in the table to this schedule.

6.7.3 Sub-precinct requirements

Preferred building height (overall and street wall) and setbacks (ground and above street wall) are consistent with Figure: Southern Sub-precinct.

6.8 Precinct 3: River Park & Recreation Precinct

6.8.1 Precinct map



Legend

	Werribee City Centre boundary		Proposed trees - Watton Street
	The River, Park and Recreation Precinct		Proposed plazas
	Cadastre lots		Existing roads (movement focus)
	Werribee River		Existing roads
	Rail line		Main Street (40km/h)
	Road / rail bridge		Existing signalised intersections
	Pedestrian bridge		Werribee City Centre gateway opportunity
	Existing open spaces		Post-Contact heritage (HO - Heritage Overlay)

Figure 11 River & Park Precinct

6.8.2 Precinct statement of desired future character

The primary intent for the River, Park and Recreation Precinct is a natural and recreation heart for the City Centre, providing for diverse opportunities for passive and active recreation in high quality settings.

The River and Park Precinct comprises three parts:

1. Wyndham Park
2. Chirnside Park
3. Werribee Racecourse and Eagle Stadium.

Wyndham Park is to be retained and strengthened as the City Centre's premier park, providing a diverse range of high quality, natural and recreation spaces that can be utilised for major events in an attractive, comfortable and safe setting along the river.

Chirnside Park is to be retained and strengthened as the City Centre's premier sporting location, catering for a variety of sports and activities in indoor and outdoor spaces including State level AFL and being capable of hosting major sporting events.

Adjoining Chirnside Park is the Werribee Racecourse and International Horse Centre and the Werribee Indoor Sports Centre. Werribee Racecourse and Eagle Stadium provide regional level sporting and recreational facilities.

Eagle Stadium provides a high quality, major regional multi-sport facility., catering for indoor court sports such as basketball, and includes an outdoor netball centre and indoor gym.

7.0 Application requirements

In addition to the application requirements set out at Clause 37.08-7 an application to construct a building or carry out works should be accompanied by the following information, as appropriate, to the satisfaction of the responsible authority:

- Illustrations of sightlines from balcony edges.
- Sections of the proposed building at appropriate intervals.
- A three-dimensional coloured artist's impression showing the proposed development in the context of surrounding development.
- A Waste Management Plan.
- A Construction Management Plan which sets out the principal construction issues and how the anticipated process will be managed. The Construction Management Plan should address local amenity issues and make provision for:
 - Measures to protect the amenity of surrounding areas through the construction period against dust, noise, stormwater control and security lighting.
 - The management of construction worker vehicles.
 - The delivery and storage of materials on the site.
 - A schedule of hours of work during the working week.
 - A procedure to seek out of hours work for special construction requirements.
- Construction access to the site.
- An Environmentally Sustainable Design Report which outlines the ESD initiatives included within the proposal and addresses the ESD provisions in Clause 4.4.
- An application which exceeds any of the Preferred Building Heights or Preferred Building Setbacks outlined in the relevant precinct requirements must be accompanied by a Design Response and Urban Context Report, and an Environmentally Sustainable Design Report

- An application for a development in Precincts 4, 5 or 6 within 30 metres of residential zoned land must be accompanied by an Urban Context Report and Design Response which demonstrate an appropriate built-form transition to the adjoining residential zoned land through the height, setback, massing and detail of the development.
- An application for development in Precincts 3, 5 or 6 within 50 metres of Public Use Zone 4 land must be accompanied by an Adverse Amenity Impacts Report, which considers the impacts of airborne noise and vibration emissions from the operation of the railway and station on the amenity of sensitive land uses and specifies the proposed mitigation measures after seeking the views of Public Transport Victoria.
- An application for a permit on public land by a person other than the relevant public land manager must be accompanied by the written consent of the public land manager, indicating that the public land manager consents generally or conditionally either:
 - To the application for permit being made, or
 - To the application for permit being made and to the proposed use or development
- An application for development on a site that has a boundary with land in the heritage overlay must be accompanied by an Urban Context Report and Design Response prepared by a suitably qualified and experienced person which demonstrates how the relevant objectives of this schedule are achieved.

The responsible authority may waive or reduce any of the application requirements detailed above, for works that are minor in nature or of a specific type where the requirements are not considered relevant or appropriate.

8.0 Notice and review

An application to construct a building or carry out works is not exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act if it exceeds the preferred building heights or does not meet other precinct requirements contained within Clause 5 of this schedule.

9.0 Decision guidelines

Before deciding on an application, in addition to the decision guidelines in Clause 65 and Clause 37.08-9, the responsible authority must consider the views of Public Transport Victoria for all applications for use, subdivision and buildings and works within 50 metres of Public Use Zone 4 land.

Before deciding on an application, the responsible authority must consider how it responds to the Werribee City Centre Streetscape Framework (Wyndham City Council).

10.0 Signs

None specified.

11.0 Other provisions of the scheme

None specified.

12.0 Background documents

Werribee City Centre Structure Plan (Wyndham City Council, 2024) as amended from time to time.

Werribee City Centre Parking Strategy (Wyndham City Council, 2024) as amended from time to time.