

# Horsham South Emerging Option

## Webinar Series Summary Report – September 2020 Part 1

December 2020



# Horsham South Emerging Option

## Webinar Series Summary Report – September 2020

December 2020

**Prepared by:**

mesh

Level 2, 299 Clarendon Street, South Melbourne, VIC 3205

phone. +61 3 9070 1166 [meshplanning.com.au](http://meshplanning.com.au)




**Copyright © Mesh Urban Planning and Design 2020**

This document is subject to copyright. The use and copying of this document in whole or in part, other than as permitted by Mesh constitutes an infringement.

### **Disclaimer**

All professional care has been taken to ensure that the content of this report is current and accurate. However, it is not purported that it is complete, and it is not guaranteed that the content of the report is free from errors. Mesh accepts no liability for error, loss, damages or other consequences arising from reliance on information contained in this report.



A photograph of a suspension bridge over a river, with a large green circular overlay on the left containing text. The bridge has a tall metal tower and cables. The river is visible in the background, and there are trees on the banks. The sky is overcast.

**This summary report captures the feedback and queries provided during the Horsham South Emerging Options Plan webinar series held online across three sessions (7 September 2020, 9 September 2020 and 10 September 2020) via Zoom.**



# Purpose of this Webinar Series Summary Report

Further written clarification has been provided to Council's responses to offer more certainty and information to questions and comments put forward by participants. Clear and direct community feedback provided through engagement has informed how the Emerging Option has evolved.

## Webinar Series Structure

The webinars were set up for participants to engage in discussion on the emerging vision, the five Strategic Directions (listed below), the Emerging Option Plan and to answer any general queries about the Horsham South Structure Plan.

Horsham Rural City Council was required to enforce the Federal and State Governments' restrictions in regards to Horsham's community needs to be physical distancing and self-isolating.

As such, Round 2 of face-to-face community consultation planned for April 2020 was postponed to September 2020 while Council transitioned to an online platform. The webinars were facilitated and hosted by Council and Mesh. In future, Council hopes to pursue meetings and workshops where people meet together in the same location. We hoped the webinars still provided a rich, more targeted and more focused learning experience.

1.

### Strategic Direction 1.

**COORDINATED GROWTH THAT RESPECTS THE EXISTING CHARACTER OF THE AREA.**

2.

### Strategic Direction 2.

**APPROPRIATED INTERFACES BETWEEN LAND USES.**

3.

### Strategic Direction 3.

**INTERCONNECTED TRANSPORT NETWORK THAT IS CONTINUOUS, SAFE AND EFFICIENT.**

4.

### Strategic Direction 4.

**ACCESSIBLE SOCIAL AND COMMUNITY FACILITIES.**

5.

### Strategic Direction 5.

**EFFICIENT USE OF EXISTING AND NEW SERVICES (WATER, SEWERAGE AND DRAINAGE).**



Each webinar commenced with a presentation outlining the background and a summary of the current status of the project along with a general discussion on the emerging vision, strategic directions and the Emerging Option Plan.

Questions and comments were recorded live via a digital workspace tool called 'MURAL' as per the MURAL Workshop Screen Shot shown in Figure 1.B. The breakdown and structure of each webinar are illustrated in Figure 1.C.

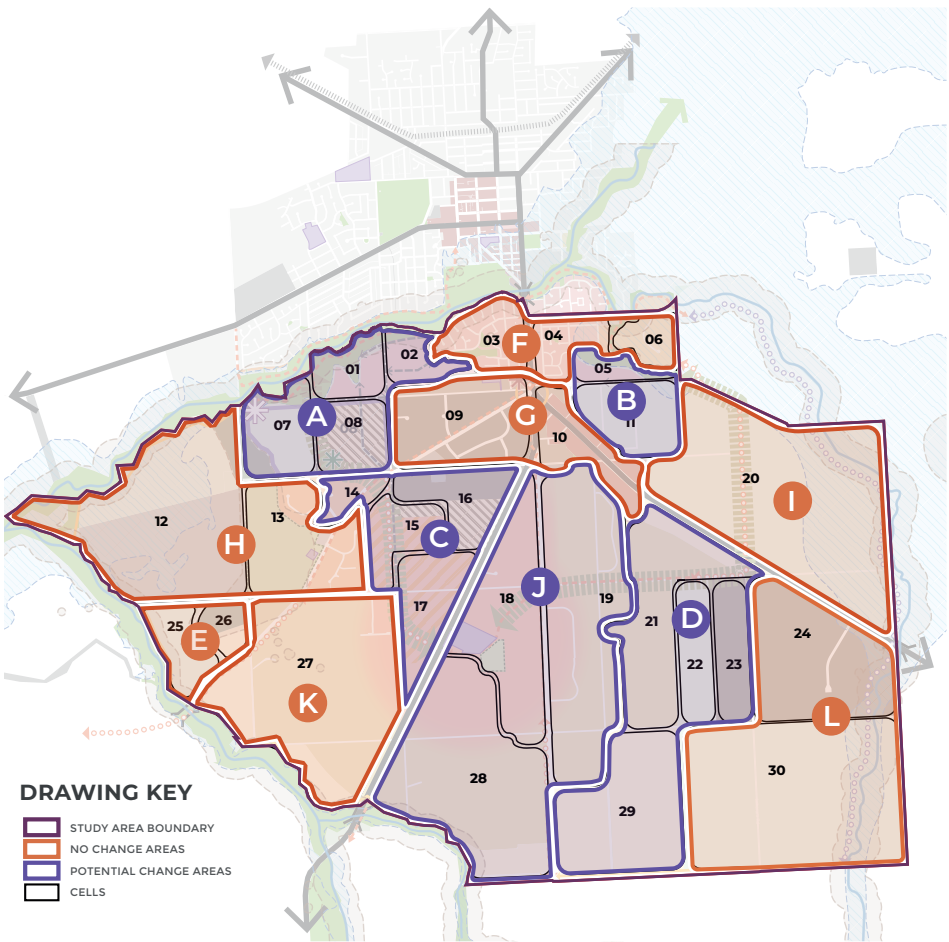


Figure 1.A New Change Area Plan

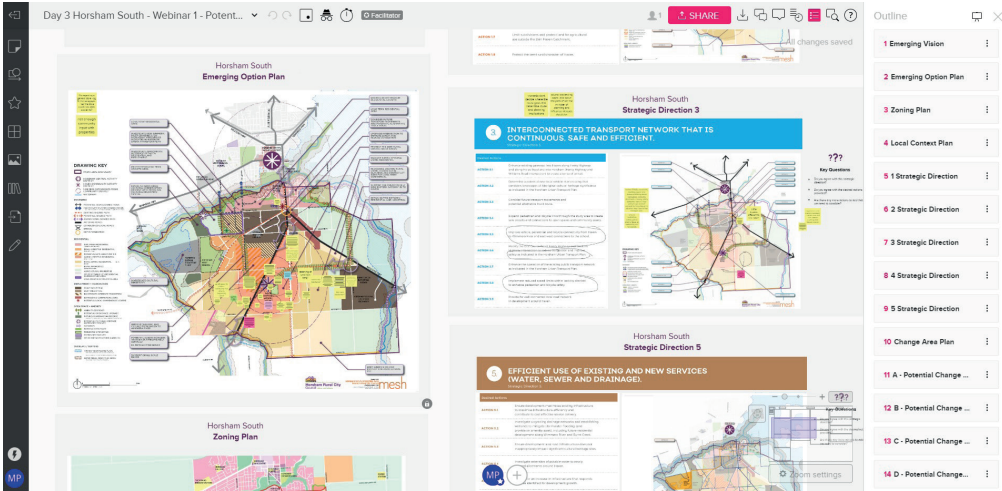


Figure 1.B MURAL Workshop Screen Shot

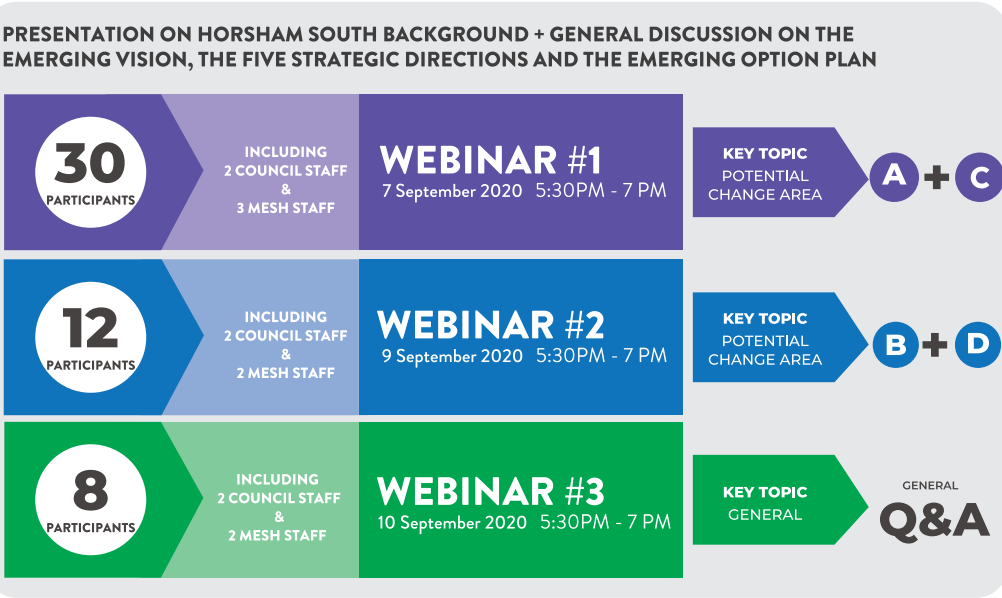


Figure 1.C Webinar Series Structure



# WEBINAR #1

7 September 2020 5:30PM - 7 PM

KEY TOPIC  
POTENTIAL  
CHANGE AREA



The Emerging Option Plan considers the Horsham West & Haven Primary School and the Recreation Reserve as an opportunity to become a community hub that can facilitate local community interaction within Haven. Small lifestyle lots are proposed within a 1km radius.

**With the decreasing importance of traditional retail, it seems illogical to establish another retail hub in Haven when the Horsham centre is under threat.**

**With Horsham Rural City Council's (HRCC) focus on strengthening Horsham City Centre, what is the logic in creating a second centre?**

**The continued expansion of Horsham from the city centre seems most logical and efficient for a small town.**

The annotated star on the Emerging Option Plan (identified as Haven Community Activity District) is not a key retail hub.



This area is to provide an attractor for the community to gather with access to small

convenience shops (e.g. small office premises, hairdressers, take away food and grocery store) that is not intended to compete with Horsham. If the population grows to a threshold where it could support shops, this site has been identified as the preferred location and will improve access for residents on the fringes of centre catchments.

**Is the Artist in Residence building still going ahead?**

There has been no progression on the Artist in Residence building.

**Comment: Some industrial blocks were developed some time ago prior to HRCC developing their own industrial precinct.**

**This is part of the ad hoc development that needs to be closely looked at before any more industries are allowed to move into the Haven area.**

Council will undertake an analysis of supply and demand of industrial land across Horsham township to determine if there is an adequate stock of zoned industrial land to meet future demand across Horsham.

The assessment will include an investigation of the location of industrial land, noting that industry will benefit from being in closer proximity to Horsham CAD, and will review site suitability, access to transport networks and industry types more suitably located in Wimmera Intermodal Freight Terminal (WIFT) Precinct.

**Comment: There are significant vacancies in the industrial centre.**

**There is currently no industrial land available for sale.**

**We are hitting a brick wall as there is a lack of commercial land.**

**We need half an acre and 1ha industrial land now and not in five years.**

Council acknowledges this and understands that there is a need to undertake an assessment of supply and demand of industrial land. The assessment will be prepared as part of the structure planning process.



**Does the Emerging Option Plan for Horsham South identify development within Area J as high density?**

Area J is currently zoned Low Density Residential Zone (minimum subdivision size 0.4ha) and Rural Living Zone (minimum subdivision size 2 ha). The Emerging Option Plan notes Area J for Large Lifestyle Lots (minimum subdivision size 1ha-2ha) and Rural Living Residential (minimum subdivision size 2ha-10ha).

Area J is located within the Structure Plan area and is subject to this strategic planning project.

**Why is Area J not included in the study area when integral to the study's aims?**

The Emerging Option plan promotes the creation of a community hub around the existing Horsham West & Haven Primary School and Recreation Reserve.

**Are there lots less than 1ha in Area J near the Haven community centre?**

At this point in time, nothing is set in stone and therefore there is scope to consider your feedback and to edit this plan before the Structure Plan process (see Figure 2).

The Emerging Option plan promotes the creation of a community hub around the existing Horsham West & Haven Primary School and Recreation Reserve. It is important to note that this Emerging Option Plan is indicative and not property specific.

**The northern end of Area J contains many of the amenities as well as being close to Horsham with access roads to Horsham.**

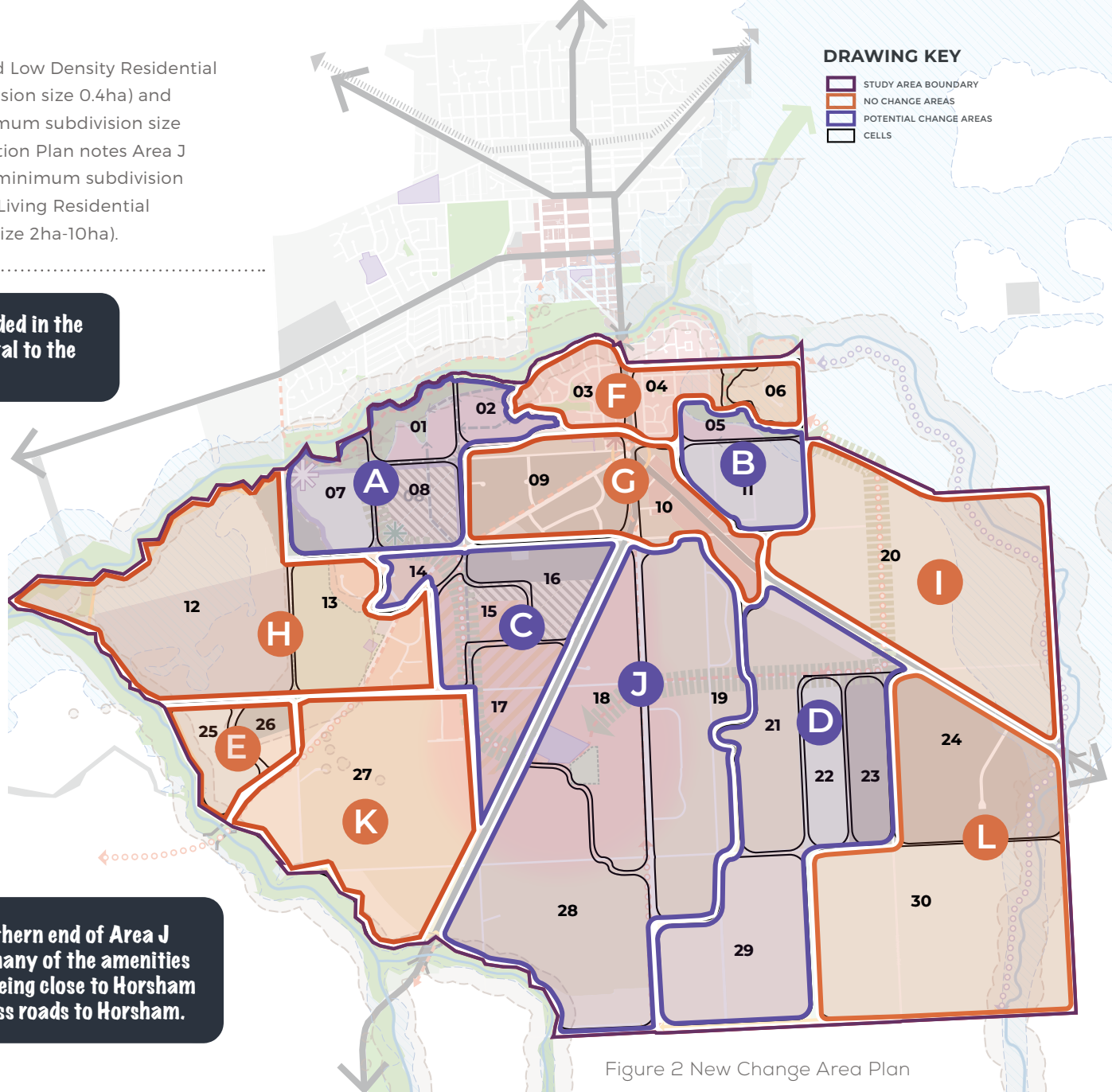


Figure 2 New Change Area Plan

Note: Area J will now be classified a potential change area. Targeted consultation with these land owners will be pursued early on into the structure planning process.



# WEBINAR #1

7 September 2020 5:30PM - 7 PM

KEY TOPIC  
POTENTIAL  
CHANGE AREA



What does rezoning  
do to rates?

What are the  
implications for  
current ratepayers?

In regards to land rezoning and landholders who  
have purchased properties on the basis of future  
development in accordance to the current zones,  
who fits the bill with capital decrease if the land is  
devalued from its current state?

Will Council compensate the landholders?

What is the impact of changes  
on current ratepayers in these  
change areas?

Over the next 50 years?

A Cultural Heritage Impact Assessment has not been undertaken, however, key investigations and background studies, including the preparation of an Aboriginal Cultural Heritage Impact Assessment, will be part of the structure planning process.

Has a Cultural Heritage  
Impact Assessment  
been prepared for the  
area?

## Comment: There needs to be more subdivision of land as Horsham is running out of land.

There is ample zoned land supply. We understand the key issue is that the more easily developable land supply (i.e. along major roads) has been largely consumed and now the less accessible and more cost intensive land is required to be developed.

The Horsham South Structure Plan will ensure land supply is developed in a co-ordinated way with infrastructure and services.

Rates are based on the property value relative to the value and recent sales history of other properties in the area. Any rezoning that may arise from the structure plan could potentially affect land values, however, it would be difficult to determine what impact it will have given the myriad of other matters that impact land value.

Property values are affected by macro-economic factors (such as interest rates, the availability of credit, and taxation policies), micro-economic and location factors (such as the location of the property, access to facilities, topography, planning requirements, and council policies and guidelines), and socio-economic and lifestyle factors (such as urban consolidation, and land use preferences).

Implications may vary, however, we are in the early stages of the project and are yet to determine any changes to existing land use zones in Horsham South. All landowners will be consulted on any proposed rezoning of land.

Compensation is generally payable for land that will be compulsorily acquired for future public use (such as open space, conservation and roads) under the provisions of the Planning and Environment Act 1987.



# 1.

## Strategic Direction 1. COORDINATED GROWTH THAT RESPECTS THE EXISTING CHARACTER OF THE AREA.

The area around the existing industrial land is still to be further investigated. The Emerging Option Plan indicatively shows the land south of the industrial land as potential allotments of less than 1ha with the interface transitions to be investigated.

There will also be consideration towards visual and sound buffer treatments such as tree screening and/or earth mounds.

How can dense residential development around the Haven Hall to maintain the rural feel for that area?

Large Lifestyle Lots (1ha-2ha) are proposed/ to be retained around the Haven Community Centre to preserve the character of the area.

The character of this area is very low density (spaciousness, large setbacks, low site coverage, vegetation and canopy trees) that enable long distance views along streets.

There is a large parcel of Industrial land for sale just north of the Haven Store.

With the increased number of young families moving into this area, and the issue with noise pollution and heavy vehicle movement, would it more appropriate to re-zone the industrial land back to residential?

### DRAWING KEY

- STUDY AREA BOUNDARY
- HORSHAM CENTRAL ACTIVITY DISTRICT
- HAVEN COMMUNITY ACTIVITY DISTRICT
- 1KM/2KM CATCHMENTS FROM COMMUNITY DISTRICT
- WATERWAY
- BRIDGE
- RESIDENTIAL
  - SUBURBAN RESIDENTIAL (LESS THAN 100M<sup>2</sup>)
  - SMALL LIFESTYLE RESIDENTIAL (1000M<sup>2</sup> - 1HA)
  - POTENTIAL LOTS LESS THAN 1HA
  - LARGE LIFESTYLE RESIDENTIAL (1HA - 2HA)
  - RURAL LIVING RESIDENTIAL (2HA - 10HA)
  - RURAL PROPERTIES (10HA OR MORE)
- OPEN SPACE + AMENITY
  - PERCEIVED OPEN SPACE
  - COMMUNITY FACILITY

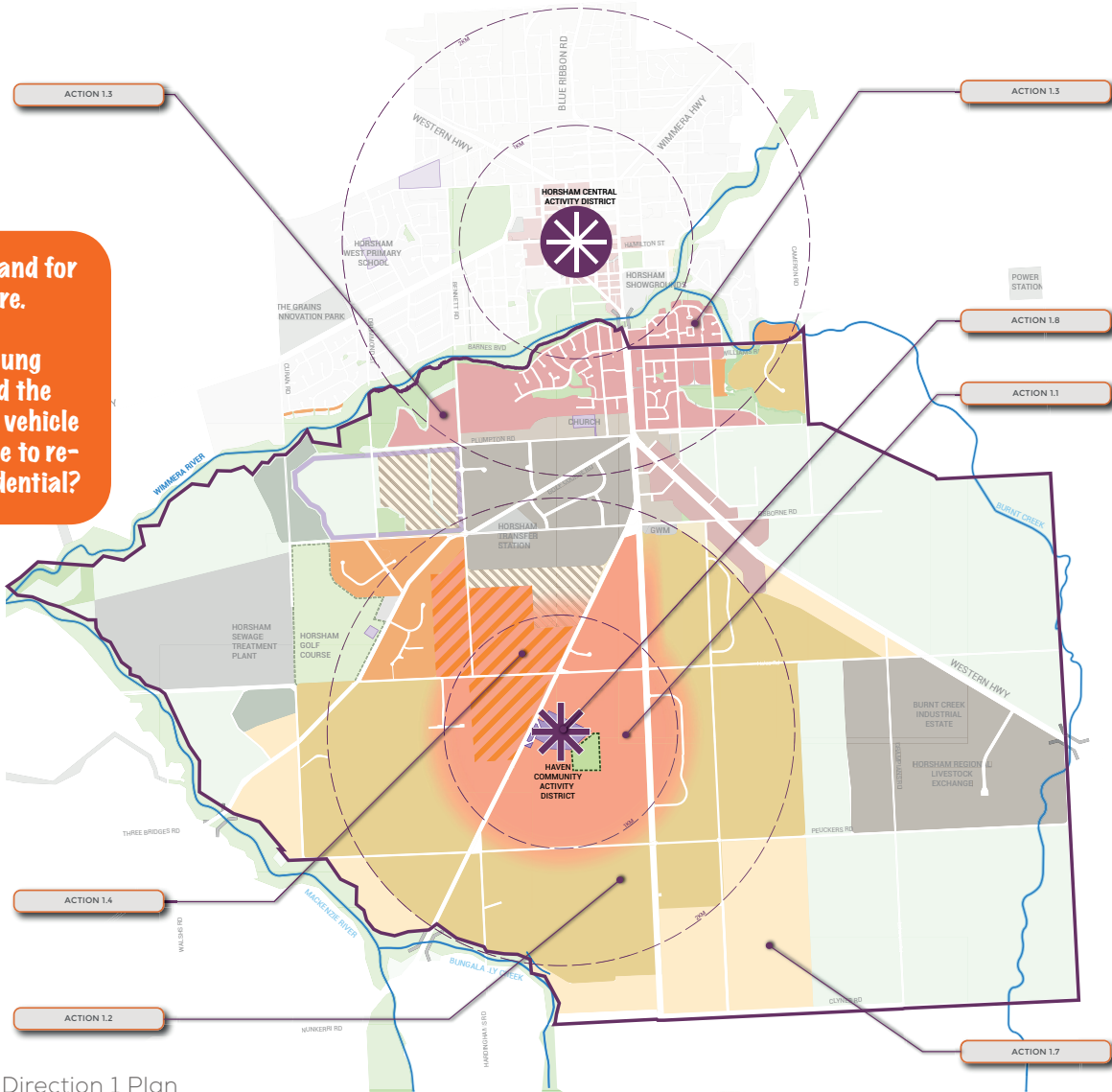


Figure 3 Strategic Direction 1 Plan

# 2.

## Strategic Direction 2. APPROPRIATED INTERFACES BETWEEN LAND USES. No comments or questions.

# WEBINAR #1

7 September 2020 5:30PM - 7 PM

KEY TOPIC  
POTENTIAL  
CHANGE AREA

A + C

3.

## Strategic Direction 3.

INTERCONNECTED TRANSPORT NETWORK  
THAT IS CONTINUOUS, SAFE AND EFFICIENT.

How do you propose  
crossing Golf Course  
Road with these  
green pathways?

How much land  
is involved in the  
shared path?

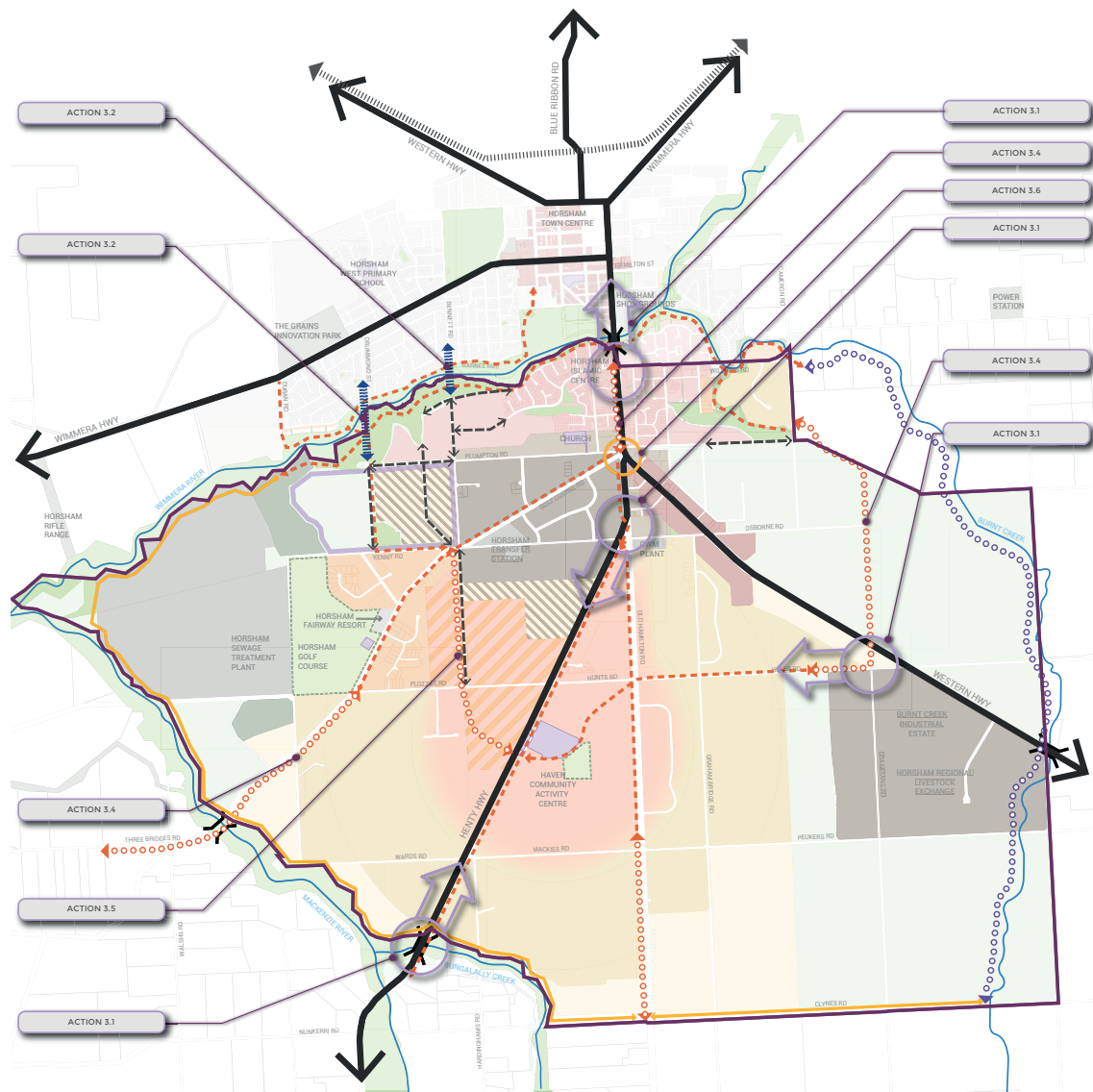


Figure 4 Strategic Direction 3 Plan

An off-road shared path would typically be 3m in width however, that level of detail will be determined in the preparation of the structure plan.

Overall, these green links are to enable people to move around in a safe, convenient and co-ordinated way. Careful consideration, planning and detailing of future road crossings and green pathways will occur at the Structure Planning phase.

**Comment: Families will be looking for bike tracks that do not interface with large vehicles.**

The Structure Plan process will investigate the suitability of on-road bicycle lanes and explore ways to reduce conflicts between trucks and bicycles.

**Comment: Once the VicRoads Bypass is decided on (currently Option D is/was their priority), I would image if that goes ahead it would seem appropriate for industrial land to develop near the bypass which would/could free up land for residential south of the river.**

The Horsham Urban Transport Plan endorsed by Council in January 2020 reviews key priorities for developing a transport system and the possibility of relocating certain industries and heavy vehicles. The Emerging Option Plan is high-level and details of this will be further explored in the structure planning phase.



# WEBINAR #1

7 September 2020 5:30PM - 7 PM

KEY TOPIC  
POTENTIAL  
CHANGE AREA

A + C

3.

Strategic Direction 3.  
INTERCONNECTED TRANSPORT NETWORK  
THAT IS CONTINUOUS, SAFE AND EFFICIENT.

## AMENITY CORRIDOR

The amenity corridor (the green arrow) shown in the Emerging Option Plan is indicative at this point. An amenity corridor can connect and utilise various features such as parks, irrigation channels and/or a chain of open spaces delivered as part of development.

Can the land be compulsory acquired for a shared path?

It would be challenging to acquire shared paths through a compulsory process. In general, we will be looking to seek the delivery of shared paths through the subdivision and development process. However, there may be some parts of the network that will require alternative approaches, either due to the pace of development, or paths extending through land that has no potential for subdivision. Further investigation will be required in terms of shared paths across private property and this will be explored in the Structure Planning phase.

### DRAWING KEY

- STUDY AREA BOUNDARY
  - HORSHAM CENTRAL ACTIVITY DISTRICT
  - HAVEN COMMUNITY ACTIVITY DISTRICT
  - 1KM/2KM CATCHMENTS FROM COMMUNITY DISTRICT
  - WATERWAY
- MOVEMENT**
- POTENTIAL ROAD CONNECTIONS
  - INVESTIGATE FUTURE CONNECTIONS
  - EXISTING SHARED PATH
  - POTENTIAL SHARED PATH
  - ASPIRATIONAL SHARED PATH
  - ARTERIAL ROADS
  - ESTABLISHED LOCAL ROADS
  - BRIDGE
  - KEY INTERSECTION
- RESIDENTIAL**
- SUBURBAN RESIDENTIAL (LESS THAN 1000M<sup>2</sup>)
  - SMALL LIFESTYLE RESIDENTIAL (1000M<sup>2</sup> - 1HA)
  - POTENTIAL LOTS LESS THAN 1HA
  - LARGE LIFESTYLE RESIDENTIAL (1HA - 2HA)
  - RURAL LIVING RESIDENTIAL (2HA - 10HA)
  - RURAL PROPERTIES (10HA OR MORE)
  - AGRICULTURAL PROPERTIES
  - OTHER ESTABLISHED RESIDENTIAL OUTSIDE STUDY AREA
  - LONG TERM INVESTIGATION AREA
- EMPLOYMENT + AGRICULTURE**
- HEAVY INDUSTRIAL
  - LIGHT INDUSTRIAL
  - INVESTIGATE INTERFACE TRANSITION
  - ESTABLISHED COMMERCIAL ZONE
  - POTENTIAL LOCAL CONVENIENCE CENTRE
- OPEN SPACE + AMENITY**
- AMENITY CORRIDOR
  - POTENTIAL OPEN SPACE UPGRADE
  - FUTURE CONSERVATION RESERVE
  - POTENTIAL CULTURAL HERITAGE
  - COMMUNITY FACILITY
  - GATEWAYS
  - EXISTING OPEN SPACE
  - PERCEIVED OPEN SPACE
  - COMMUNITY FACILITY
  - OTHER INFRASTRUCTURE (LABELED)
- OVERLAYS / BUFFERS**
- 1 IN 100 YEAR FLOODPLAIN
  - 100 YEAR AVERAGE FREQUENCY FLOOD
  - AS PER RECENT STUDY UNDERTAKEN BY WCA
  - ABORIGINAL SENSITIVE AREA
  - QUICKLY FROM THE GARDEN

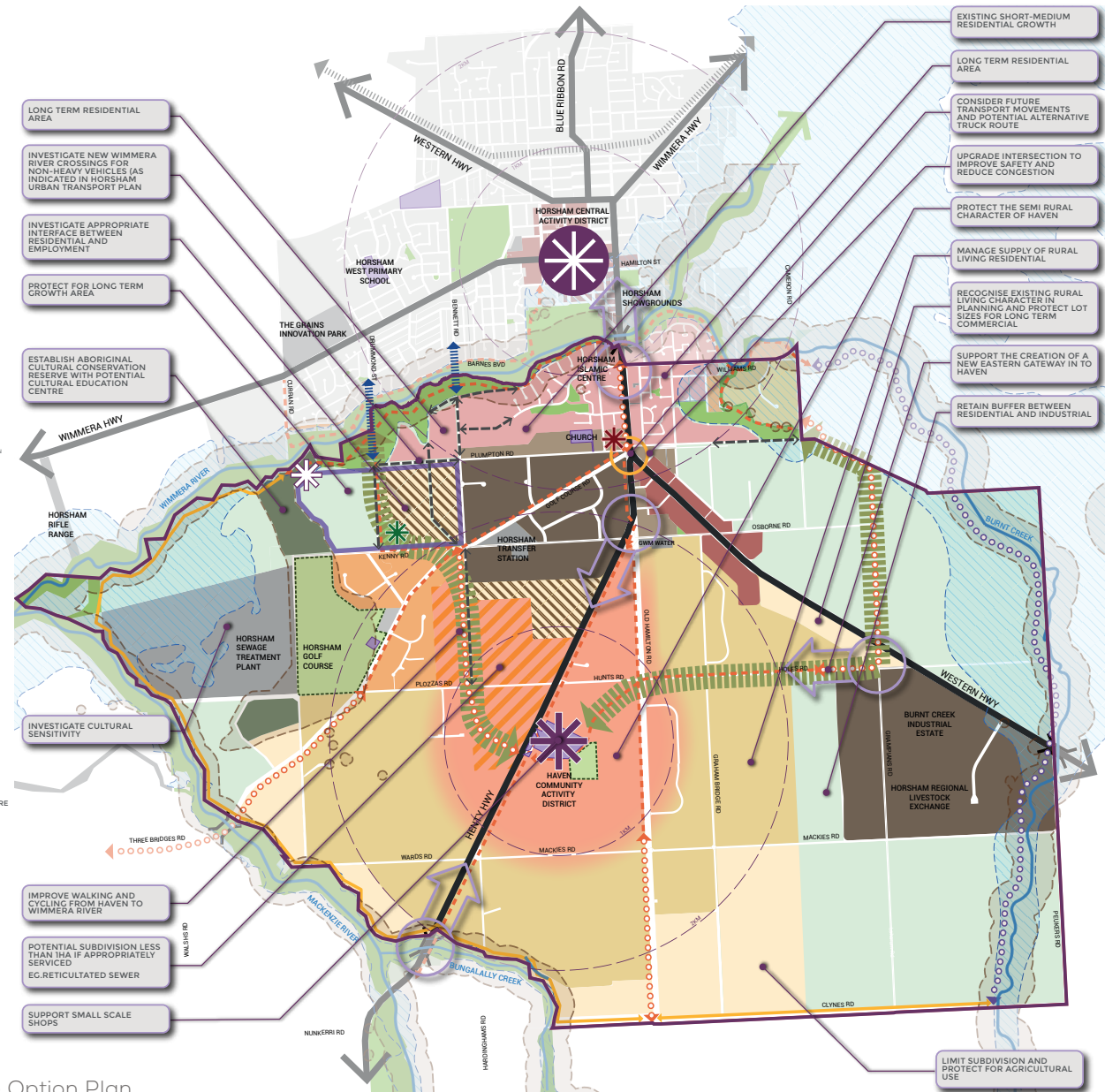


Figure 4 Emerging Option Plan

# WEBINAR #1

7 September 2020 5:30PM - 7 PM

KEY TOPIC  
POTENTIAL  
CHANGE AREA



3.

## Strategic Direction 3. INTERCONNECTED TRANSPORT NETWORK THAT IS CONTINUOUS, SAFE AND EFFICIENT.

The Horsham Urban Transport Plan endorsed by Council in January 2020 reviews transport needs and the possibility of relocating industry and vehicles in Horsham. Local river crossing, bridge locations and ensuring development does not impact the cultural heritage site will be further explored in the Structure Planning phase.

**At what stage of the strategy does river crossings and bridge locations be considered?**

**If a large roundabout is developed at the corner of Golf Course Road with the Western Highway, there are safety concerns with young people riding their bicycles into Horsham**

**- will there be a pedestrian overpass?**

The Horsham Urban Transport Plan endorsed by Council in January 2020 reviews key priorities for developing a transport system in Horsham. The document notes that the intersection design will provide dedicated and safe crossings for pedestrians and cyclists. Details of this will be further explored in the Structure Planning phase.

HRCC will continue to advocate for better design and signage outcomes to improve safety and experience for cyclists (of all capabilities) and pedestrians with VicRoads.

**With the growth of the Haven Primary School and the community in general, there is 23 acres of recreation reserve ready to be developed into community facilities.**

**We have been waiting since 1993 for this to be developed.**

Part of the structure plan process will be to identify what community infrastructure and open space (sports reserves and local parks) is needed to support the growing community in Horsham South, in particular how to maximise and improve existing facilities such as the those located in Haven.

The Emerging Option Plan is indicative only and will be further refined. The gateway refers to a key entrance into Haven that will enhance both resident and visitor sense of arrival that leads to the Haven and Horsham South community.

The proposed gateway will utilise landscaping to reinforce the landscape character of the area and foster a sense of arrival. Details of this will be further explored in the Structure Planning phase.

**With the proposed gateway into Haven, does this refer to a walking track only or upgrades to roads as well? Some of these pathways are going through private property.**

**Comment: One key to success for the structure plan is people wanting to live in Haven. One of the most likely reasons people will not relocate to Haven is the lack of transparency from the HRCC in regards to using Golf Course Road as a Ring Road to move heavy transport from Stawell Road and McPherson Street. The HRCC needs to be upfront with their intentions. An increase in heavy trucks does not equal the semi-rural character of Haven.**

We acknowledge the current conflict between residential and industrial areas due to truck movements. The structure plan process will be transparent in investigating how to mitigate / address amenity issues for residents including any potential alternative truck routes discussed.

4.

## Strategic Direction 4. ACCESSIBLE SOCIAL AND COMMUNITY FACILITIES.

**No comments or questions.**



# WEBINAR #1

7 September 2020 5:30PM - 7 PM

5.

## Strategic Direction 5. EFFICIENT USE OF EXISTING AND NEW SERVICES (WATER, SEWERAGE AND DRAINAGE).

### KEY TOPIC POTENTIAL CHANGE AREA

A

Does the location of the Cultural heritage site at the end of Kenny Road prohibit development of this site and a transport route in this direction?

Cultural heritage is a key consideration in determining any route options. Protection of sites with high cultural significance will be an important element addressed in the structure planning process. The Wimmera River is associated with significant cultural values (both tangible and intangible). It will be subject to further technical investigation (studies) and meaningfully incorporated into the design of the future urban structure.

Has GWM Water been asked when it plans to do something with their sewerage treatment plant, which is out of date and smells at times.

The structure plan process will ensure servicing is managed in a safe and efficient manner (including the investigation of odor as GWM Water will ensure standards and protocols are in place).

### KEY TOPIC POTENTIAL CHANGE AREA

C

Why is the point of Cell 17 not included in higher density?

The intention of the Potential Change Area Plan was to show potential changes to preferred lot sizes – not to reflect proposed zoning. The existing lot within the lower portion of Cell 17 was not designated as 'potential lots less than 1ha' as the current size of the lot will prevent it from being further subdivided. The future zone of the land, however, will need to be considered through implementation of the Structure Plan in the next stages of the project.

**Comment: There is clear potential demand for smaller allotments immediately adjacent to the golf course in Cell 14 for retired people or new employees/workers coming to Horsham.**

Council understands that the make-up of the local community is also slowly changing, with the population ageing proportionally. The Structure Plan will encourage smaller allotments within the Horsham South area to accommodate this demand.

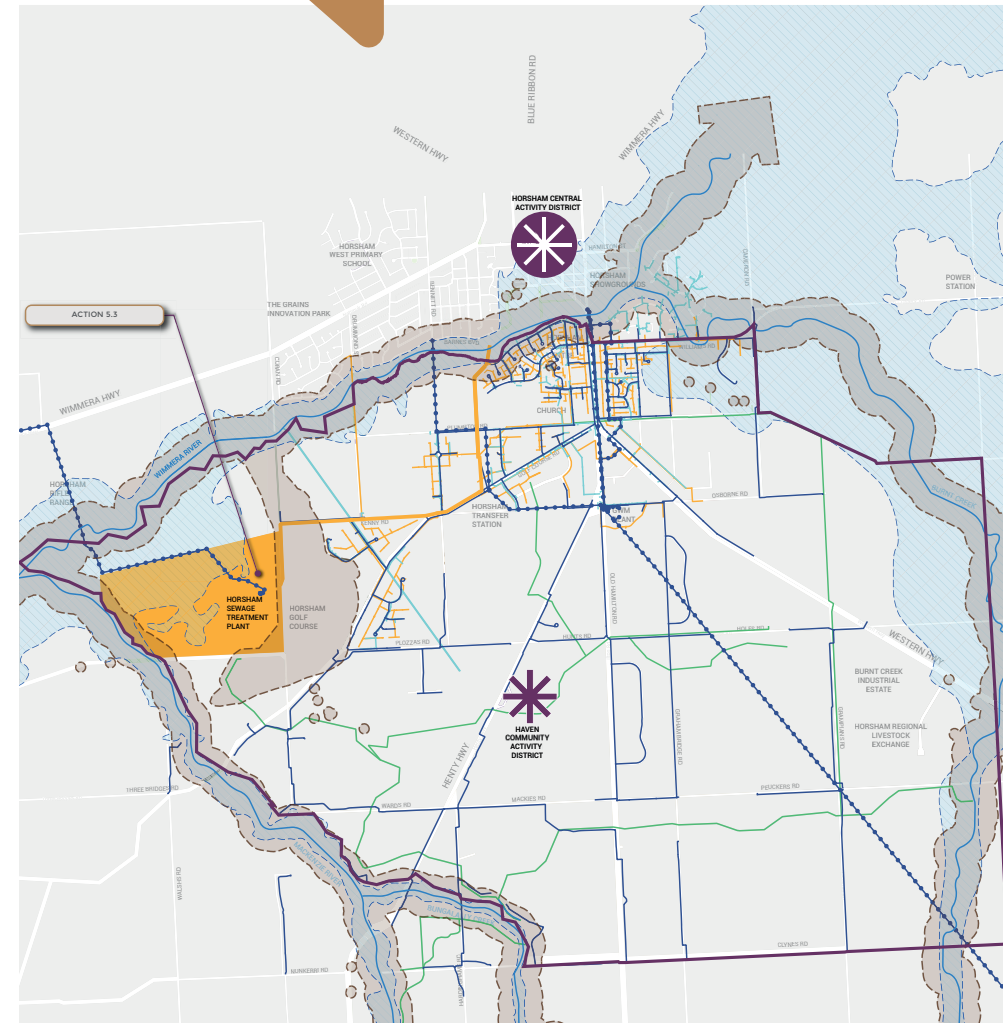


Figure 5 Strategic Direction 5 Plan





Prepared by:

mesh

Level 2, 299 Clarendon Street, South Melbourne, VIC 3205

phone. +61 3 9070 1166 website. [meshplanning.com.au](http://meshplanning.com.au)