

Horsham South Emerging Option

Webinar Series Summary Report – September 2020 Part 2

December 2020



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1.

Strategic Direction 1.

COORDINATED GROWTH THAT RESPECTS THE EXISTING CHARACTER OF THE AREA.

Why should we limit the
land's potential?

Aren't we trying to be
forward thinking and growing
Horsham South?

Agreed. There is growth potential for Horsham South. Based on our analysis there is a lot of zoned land supply that is not being developed. The Structure Planning process will ensure zoned land is in the best location and facilitates a consolidated and holistic co-ordinated approach to development as well as efficient use of facilities.

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Why is there a difference in approach between the Burnt Creek Industrial Estate (with a farming buffer) and the industrial estate that is planned to abut the high-density area of Haven with no apparent buffer?

Already noise and traffic reduce the amenity of the area and 24 hour industrial use is contributing white noise through our environment.

There is further investigation to be undertaken at the Structure Planning phase as to whether that zoning is appropriate and is currently industrial 1 (heavy zoned) or if a lighter industrial zone would be more appropriate. These are currently existing uses that may create conflict.

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2.

Strategic Direction 2.

APPROPRIATED INTERFACES BETWEEN LAND USES.

Comment: In the Industrial zoned area (bound by Kenny Road, Ballinger Street & Plumpton Road), Horsham Rural City Council (HRCC) should consider zoning the area to a lighter industrial use with appropriate lot sizes (2,000m² - 4,000m²) and create an earth buffer with landscaping features.

The Structure Planning process will include an industrial land review that will investigate the supply, demand and industry type in this location and within Horsham township. It will identify if the amount is sufficient to meet the rate of consumption of industrial land predicted for Horsham.

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

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Burnt Creek Industrial Estate is the primary area for heavy industrial development/ land uses. The existing farming zone provides a built-in buffer. There is not a defined measurement for the buffer, however, the Horsham Planning Scheme suggests separation distances of approximately 200m. It was noted that the participant would like to know the set number (i.e. the width of the buffer).

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Does the industrial zoning
option become a better
option on Laharum Road?
How big is the buffer and its
purpose?

WEBINAR #2

9 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 assumption of the Industrial Zone for jobs is not necessarily relevant, its core function is the key economic hub (supply and servicing) for agriculture in the region. Until the core infrastructure is determined e.g. roads, water/waste services, it is a bit premature to look at land use changes only. Infrastructure Victoria considers both aspects need to be integrated.

The industrial zone requires optimal road access.
Surely this should be a priority to consider?

Agreed. Infrastructure is an important consideration. The bypass is not finalised and cannot be meaningfully integrated into this Emerging Option Plan (as this plan is indicative). However, what we need to consider is the options for co-ordinated and sensitive development.

At this phase, it is not critically to resolve this issue as this does not necessarily relate to land use planning. This Emerging Option Plan identifies key constraints (i.e. avoiding isolated and ad hoc development) and to ensure this plan addresses land uses planning.

Comment: It is worth noting that these industrial zones already have good services and road access that provide economic basis for Horsham.

Council acknowledges that employment will remain a key strength in the area and that existing industry land uses currently provide good services and road access.

Comment: Regional Roads Victoria is currently planning the Golf Course Road / Western Freeway intersection.

Noted. Council is working closely with Regional Roads Victoria and any early design / concepts will be incorporated into draft Structure Plan.

4.

Strategic Direction 4. ACCESSIBLE SOCIAL AND COMMUNITY FACILITIES.

No comments or questions.

WEBINAR #2

9 September 2020 5:30PM - 7 PM

KEY TOPIC
POTENTIAL
CHANGE AREA

B + D

KEY TOPIC
POTENTIAL
CHANGE AREA

D

This Emerging Option Plan is indicative. Analysis of allotments indicates that this area may not be suitable for

How will the back zoning (in cell 21) affect us as landowners?

5.

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

If there was reticulated sewer within the (potential) low-density areas, the lot sizes would change. These areas are typically driven by the low-density rural character and lot sizes larger than 1ha lots are difficult to connect to reticulated sewer. The Structure Plan will need to strike the right balance between low density lots as well as larger lots to connect to reticulated sewer so people are attracted to live in Horsham and to positively contribute to the Horsham character.

Is the assumption lot size will be determined by no reticulated sewerage?

What would the scenario be if there was a long-term plan to install that infrastructure over a decade time frame?

KEY TOPIC
POTENTIAL
CHANGE AREA

A

It is important to establish wide public space setbacks between flood line and any development, not perpetuate the poor planning of the past and current residential planning. The river environment has been squandered, not sensitively planned with public use in mind. Comment particularly applies to the west.

Flood prone areas provide an opportunity to be part of public assets. The Structure Planning process will ensure residential development is appropriately setback whereby it does not compromise the flood function of the river whilst achieving a community open space contribution.

KEY TOPIC
POTENTIAL
CHANGE AREA

B

Derry Parade can be a great connecting link between Cameron's Road and Western Highway.

Noted. The Structure Plan will include strategies to increase the links within

open spaces for both pedestrians and bicycles, as well as links between open spaces and subdivision developments.

low density as it is land locked and lacks in connectivity. The Structure Planning process will outline what will be required in that space and will also be driven by the market demand in terms of lot sizes. Council welcomes a conversation with the landowners to understand their proposal and how they would determine connectivity for their subdivision.

We need more low-density zoned land and not the other way. People are looking for low density sized allotments running out of land. Don't change it and hopefully the price of land goes up.

The residential population of Horsham is ageing and the overall population is steadily increasing. These are important trends to recognise as people's preferences and needs change throughout their lifetime. The Horsham Structure Plan will seek to ensure there is a diversity of lot sizes and housing to respond to different needs of the community.

It is also important to note that there is currently ample zoned land supply, however infrastructure delivery can make subdivision infeasible. The Horsham South Structure Plan will seek to ensure land supply is developed in a co-ordinated way with infrastructure and services.

Looking at Cell 29, 2ha size lots is ample. 10ha lots is not what buyers want. A viable farm land size is 5000 acres. As Horsham grows, we will need to rezone the farming land. Retain Cell 21 as is and rezone Cell 29 to 2ha allotment sizes.

The development pattern in Horsham South has been fragmented and subdivision sizes are inconsistent and do not always comply with the requirements of the Horsham Planning Scheme.

Council acknowledges the need to provide more 2ha allotments. This will be provided in other areas of the Structure Plan area to reduce land fragmentation caused by inappropriate subdivision, to ensure that newly subdivided lots are supported by appropriate infrastructure, to maintain the productive capacity of the land and to protect and enhance the rural character of Horsham South at key gateways and locations.

WEBINAR #3

10 September 2020 5:30PM - 7 PM

KEY TOPIC
GENERAL



The annotated star (identified as Haven Community Activity District) is not proposed as developing into a key retail hub. Its purpose is to fulfil a local convenience role and maximise its role as a key destination (school, community and sports facilities) and activity generator in Horsham South.

What is happening to the Horsham Community Hub and Recreation Reserve in terms of shops? Is it changing to retail?

The Community Activity District is to provide an attractor for the community to gather with access to small shops (café, take away food, newsagent and other convenience uses) that is not intended to compete with Horsham nor support significance retail provision.

This proposed location for convenience shops would be supported by its central location within the structure plan area, existing connections and accessibility, and activity from the surrounding community facilities. The location is a convenience walkable distance for residents to access local services and basic daily goods thereby potentially reducing short car trips / generate local multi-purpose trips.

If the population grows to a threshold where it could support shops (i.e. a general store opposed to an IGA), then this is considered to be the preferred location. No precise location has been explored as yet, however, this will be determined in the Structure Planning phase.

Local convenience shopping in within this location would generally consist of a relatively small area of retail floor space (less than 1,000m²) and would play a supporting role in Horsham's town centre hierarchy.

Can we utilise Crown Land for buildings?

Accessing Crown Land is challenging and lengthy process, however, this can be explored.

The grey boxes of each Strategic Direction summarises suggestions put forward in the community consultation submissions.

The Emerging Option Plan notes a preferred location for local convenience shopping nearby the existing Horsham West & Haven Primary School and the Horsham Recreation Reserve. The Emerging Option Plan annotates this with a star and is referred to as the Haven Community Activity District.

Comment: The idea of the Recreation Reserve is to replace the old Haven Hall with a Community Centre. This leaves the Hall space vacant. An opportunity exists for a childcare/kindergarten facility for young families.

The future use of the Haven Hall will be explored through the Structure Plan process.

Community infrastructure, the buildings and spaces that provide services and activities, will be an integral part of the land use planning process for Horsham South in meeting the needs of the existing and future community.

Comment: The Bushland Reserve is land locked and a bushfire hazard. Houses are being developed close to this area and is a risk.

The Structure Plan process will explore various design and planning mechanisms such as the application of a Bushfire Management Overlay (BMO) or a potential buffer to mitigate the risk to residents and surrounding properties. It is also important to note that Country Fire Authority (CFA) will be consulted during the structure planning process.

A question was raised in relation to page 19, paragraph 3 (key messages from the community section) of the Emerging Option Discussion Paper:

Many suggested activation ideas for the Haven Community Activity District including converting the existing general store into a local activity centre/hub and developing a multi-use indoor facility for sports and recreation at Haven that connects to Horsham.

Has the store owner been contacted?

WEBINAR #3

10 September 2020 5:30PM 7 PM

KEY TOPIC
GENERAL



If the primary school was to expand, where does it expand to? Does it take up the soccer field?

We have commenced initial engagement with Department of Education and Training (DET). DET will be consulted again during the structuring planning process and Council will aim to have DET more actively involved to provide recommendations and/or potential options in relation to location, size and access of land.

Comment: Water and drainage needs to be better managed along the amenity link and around the Recreation Reserve.

Drainage will be considered in a holistic way, however, this can be quite challenging and is an intensive process. The structure planning process will review various options and ways to manage drainage in a co-ordinated way including drainage constraints, considerations and opportunities such as the Special Building Overlay (SBO), introduction of drainage assets and by controlling housing densities.

Council noted that drainage modelling has been prepared by the Wimmera CMA which looks at stormwater and flooding in that area.

Comment: It is important that DET is part of the structure planning process. There were 54 students in 2009 and now 130 students in 2020. This is a big jump in numbers and in particular with many young families in the area.

The block behind the primary school which is currently a greenfield site has been earmarked for the extension of the school.

The next step is to start drafting the structure plan and all key stakeholders and agencies including DET will be involved and consulted. As stated previously, DET will be consulted again during the structure planning process and Council will aim to have DET more actively involved to provide recommendations and/or potential options in relation to location, size and access of land.

Comment: Amenity link/walking track should go north-south connecting to Plozzas Road instead of cutting across private properties.

The alignment is indicative and consultation with landowners will take place in determining the precise details during the structure planning process.

Comment: Hunts Road, Plozzas Road, Osbourne Road and Graham Bridge Road should have their own bike lane/paths on the actual road for safety issues. These bike lanes should all be linked.

Council supports the notions of connected bicycle and pedestrian paths and trials that will lead to key destinations within and outside the Structure Plan area. The Structure Plan process will investigate the suitability of on-road bicycle lanes and the provision of paths such as shared paths, on-road paths and separated bicycle path options.

Comment: The priority should be for the bypass to be developed and built before anything is developed.

This strategic planning project is to co-ordinate land use and reduce the ad hoc manner of development / subdivision that is presently occurring within Haven. The bypass option has been put on hold by VicRoads and it may be some time until further work progresses on a new alignment option. Planning for Haven needs to progress to facilitate improved outcomes for the area.

How has the design of the Golf Course Road, Western Highway and Henty Road intersection incorporate pedestrian friendly crossings?

VicRoads has progressed with a design option for this intersection that prioritises pedestrian and cyclist access. 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.

WEBINAR #3

10 September 2020 5:30PM - 7 PM

KEY TOPIC
GENERAL



The structure planning process will prioritise pedestrian and cyclist safety and there will be a strong focus on walkability.

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There are safety concerns with the roundabout.

How are kids going to cross safely?

Comment: The Haven Hall has been used approximately 600 times within one year. Although the building is old, dilapidated and needs replacing, it is the only community facility that we have. We are passionate about upgrading the facility and the community has been waiting for this area to be developed into a sports hub.

Council acknowledges this and understands the need to plan for additional community facilities as the population grows. It is important to note that planning for community facilities needs to consider the best arrangement of facilities (design and function of the community hub – spatial implications) and whether new facilities will be required following an assessment of infrastructure needs.

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What would it take to develop / improve the oval?

The provision of recreation facilities and infrastructure can be costly. It is important that the standard is set to the use and population. Haven is a small settlement, and we need investigate what facilities can best service the Haven community as well as the associated costs. This will be considered as part of the structure planning process.

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We are currently at phase 3. The next stage is to draft the Structure Plan (phase 4), consult the community (phase 5) then finalise the Structure Plan (phase 6). Following phase 6 is the Planning Scheme Amendment process. This is where Council puts forward the proposed rezoning. The timeframe is dependent on the complexity of issues raised in submissions as issues need to be resolved via an independent panel. This process could take a couple of years or more.

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With the rezoning of and, how long does it generally take?

Comment: Participants felt that other community members may be disadvantaged and/or not informed from current format (i.e. not being able to use Zoom).

Due to COVID-19 restrictions we were sadly unable to meet in person through community drop-in sessions. We will endeavour to undertake in person consultation as part of the preparation of a Structure Plan for Horsham South as well as reaching out through different mediums.

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