

HORSHAM SOUTH

Key Strategic Directions Discussion Paper for Community Engagement November 2019



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HORSHAM SOUTH

Key Strategic Directions Discussion Paper for Community Engagement November 2019

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Council has identified that a strategic approach to plan for future development in Horsham South, as unplanned and uncoordinated development has placed pressure on Council services and infrastructure.

Contents

| | | | | | |
|------------------------------------|-----------|---|-----------|---|----|
| Executive Summary | 1 | Key Strategic Directions | 17 | Figures | |
| Draft Vision | 3 | Direction No. 1 | | Horsham South Study Area and Context Plan | 2 |
| Key Strategic Directions | 4 | Pattern of Development and Boundaries | 17 | Study Area Boundary | 6 |
| Introduction | 5 | Key Strategic Directions | 18 | Local Context Plan | 10 |
| Overview | 7 | Direction No. 2 | | Planning Zones | 12 |
| Key Directions | 8 | Existing Community and Other Infrastructure | 19 | Planning Overlays | 12 |
| Project Progress | 8 | Key Strategic Directions | 20 | Zoned Land Capacity | 15 |
| Context | 9 | Direction No. 3 | | Existing Developed Land | 16 |
| Local Context | 9 | Interface Management | 21 | Pattern of Development Plan | 18 |
| Planning Scheme Zones and Overlays | 11 | Key Strategic Directions | 22 | Existing Community Infrastructure Plan | 20 |
| Draft Vision | 13 | Direction No. 4 | | Interfaces Plan | 22 |
| What We Found | 15 | Connected Communities | 23 | Truck Movements | 23 |
| | | Key Strategic Directions | 24 | Connected Communities Plan | 24 |
| | | Next Steps | 25 | | |
| | | | | Tables | |
| | | | | Existing Community Infrastructure | 9 |
| | | | | Community Infrastructure Thresholds | 19 |

Executive Summary

Council has identified that a strategic approach to plan for future development in Horsham South, as unplanned and uncoordinated development has placed pressure on Council services and infrastructure. The study area is south of the Wimmera River as defined by the red border on the Horsham South Study Area and Context Plan on the following page.

Horsham South and Haven are characterised by low density and rural living style residential development. Horsham South is home to the municipality's primary industrial areas, which are well located near the main roads of Henty Highway and Western Highway and provide significant employment for local residents. Protecting employment and providing rural living opportunities is of key importance to Council and the community.

A key feature of the study area in Horsham South is the Wimmera River and the open space corridor along its banks that provide a valuable asset to the community. The river and adjacent area are a landscape of Aboriginal cultural heritage significance and any future development of the area needs to have regard to protecting the cultural heritage.

While the character of this area is valued, to date, there has been limited coordinated planning of the area. The unplanned development pattern has not allowed Council to strategically plan for infrastructure needs, particularly for sewerage and water. It has also placed pressure on Council services such as road maintenance and rubbish collection.

The aim of Council is to now plan strategically for the area's growth so opportunities to maximise benefits for all the community are not lost, and development can occur in an orderly way. A Structure Plan will provide this strategic approach to ensure that it is well planned and serviced, and avoid the challenges associated with ad hoc development.

A Structure Plan sets broad expectations for development of Horsham South. It's also a strategic planning document that provides for coordination of future subdivision and development of a defined area. A Structure Plan also identifies the zoning and the layout of roads and open space for the area, as well as determining future infrastructure requirements.

DRAWING KEY

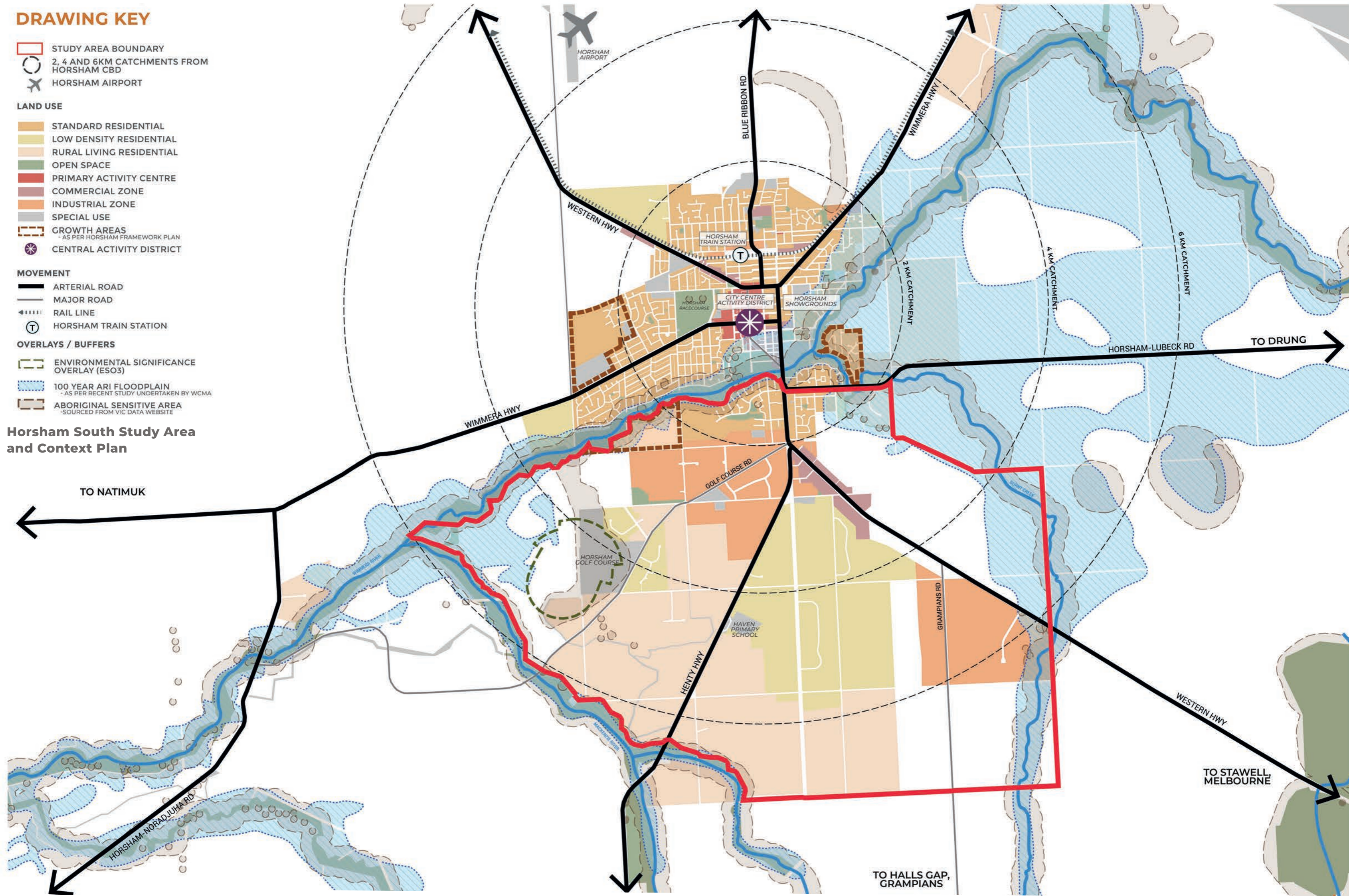
- STUDY AREA BOUNDARY
- 2, 4 AND 6KM CATCHMENTS FROM HORSHAM CBD
- HORSHAM AIRPORT

- LAND USE**
- STANDARD RESIDENTIAL
 - LOW DENSITY RESIDENTIAL
 - RURAL LIVING RESIDENTIAL
 - OPEN SPACE
 - PRIMARY ACTIVITY CENTRE
 - COMMERCIAL ZONE
 - INDUSTRIAL ZONE
 - SPECIAL USE
 - GROWTH AREAS - AS PER HORSHAM FRAMEWORK PLAN
 - CENTRAL ACTIVITY DISTRICT

- MOVEMENT**
- ARTERIAL ROAD
 - MAJOR ROAD
 - RAIL LINE
 - HORSHAM TRAIN STATION

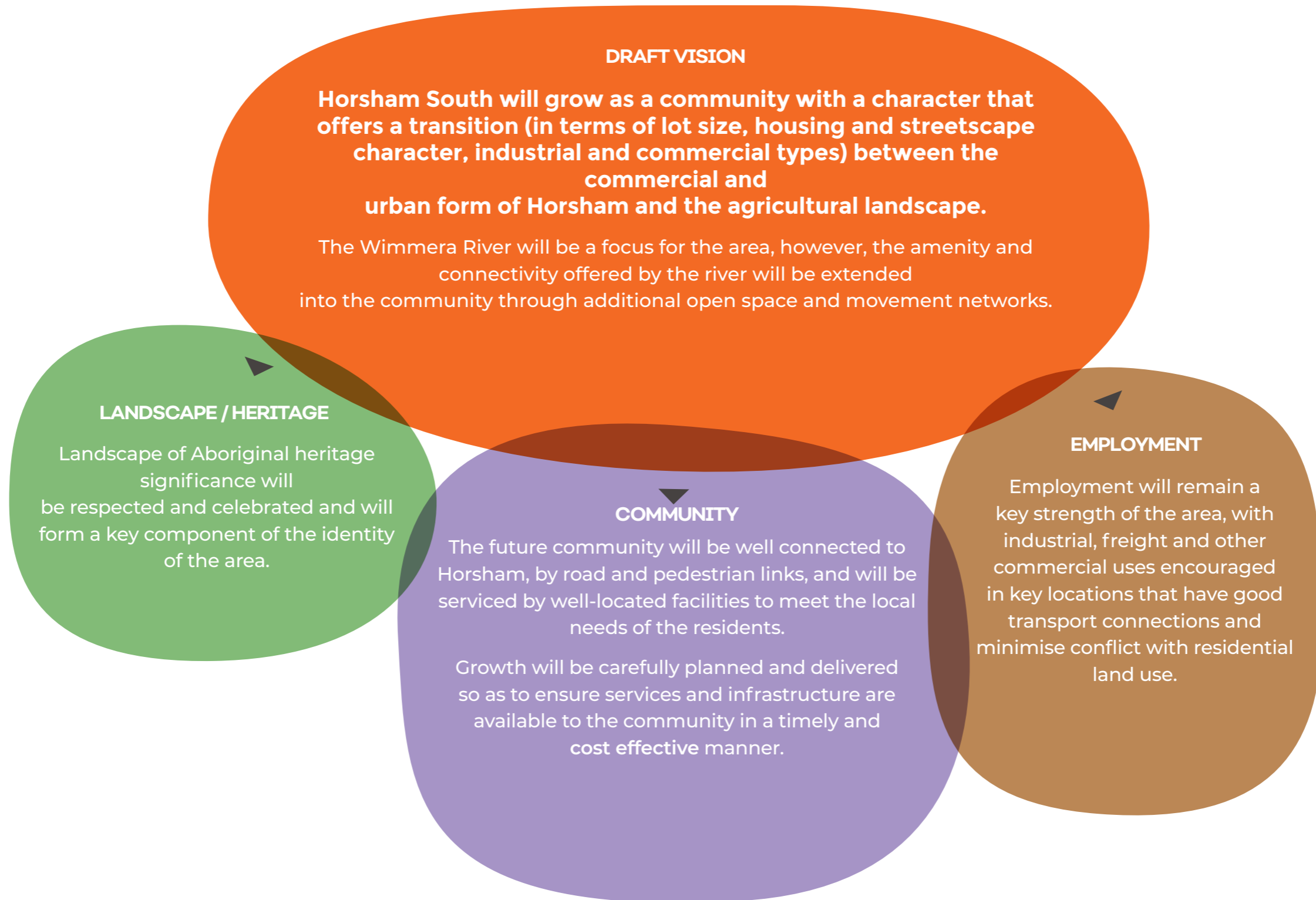
- OVERLAYS / BUFFERS**
- ENVIRONMENTAL SIGNIFICANCE OVERLAY (ESO3)
 - 100 YEAR ARI FLOODPLAIN - AS PER RECENT STUDY UNDERTAKEN BY WCMA
 - ABORIGINAL SENSITIVE AREA - SOURCED FROM VIC DATA WEBSITE

Horsham South Study Area and Context Plan



DRAFT VISION

A draft vision has been prepared that illustrates what Horsham South would look like following a strategic approach to its development:



KEY STRATEGIC DIRECTIONS

To enable the vision to become a reality, a number of key strategic directions have been identified:

1.

PATTERN OF DEVELOPMENT AND BOUNDARIES *Land Use Planning Directions*

For consolidating low density residential development in key areas such as central Haven.

2.

EXISTING COMMUNITY AND OTHER INFRASTRUCTURE *Infrastructure Needs*

For sewerage, water and community infrastructure such as schools and kindergartens.

3.

INTERFACE MANAGEMENT *Interfaces Between Industry and Residential Areas*

To manage conflict of land uses that create problems for the community.

4.

CONNECTED COMMUNITIES *Transport Requirements*

Such as an alternative truck route and a new vehicle crossing of the river to connect Horsham Central and Horsham South.

Council is seeking community feedback on the key strategic directions and the vision for the future development of Horsham South.

These key directions will be updated following community feedback and the next step will be to prepare development scenarios that will be tested with the community.

Following feedback from the community on the development scenarios, they will be updated.

The development scenarios and the key strategic directions will lead to the preparation of a Draft Structure Plan.

The Draft Structure Plan will undergo a further round of community consultation and will be finalised following feedback.



Introduction

Horsham Rural City Council is in the first stages of the preparation of a Structure Plan for the area of Horsham South.

Horsham South broadly extends south of the Wimmera River and through Haven. The pace of population growth in Horsham overall is low at between 0.2% and 0.5% per annum. Low population growth is a key consideration in determining the strategic directions of the Structure Plan.

Clear strategic planning for Horsham South is needed to ensure the area grows and changes in a way that has positive outcomes for the municipality as a whole, as well as for the Horsham South community. A Structure Plan is a means of doing that.

A Structure Plan is a strategic planning document which provides for the coordination of the future subdivision and development of a defined area. A Structure Plan identifies the zoning and the layout of roads and open space for the area, as well as determining future infrastructure requirements.

Following an analysis of the current issues and opportunities in Horsham South, four key strategic directions that form the basis of a future structure plan have been identified and Council is seeking community feedback on these directions.

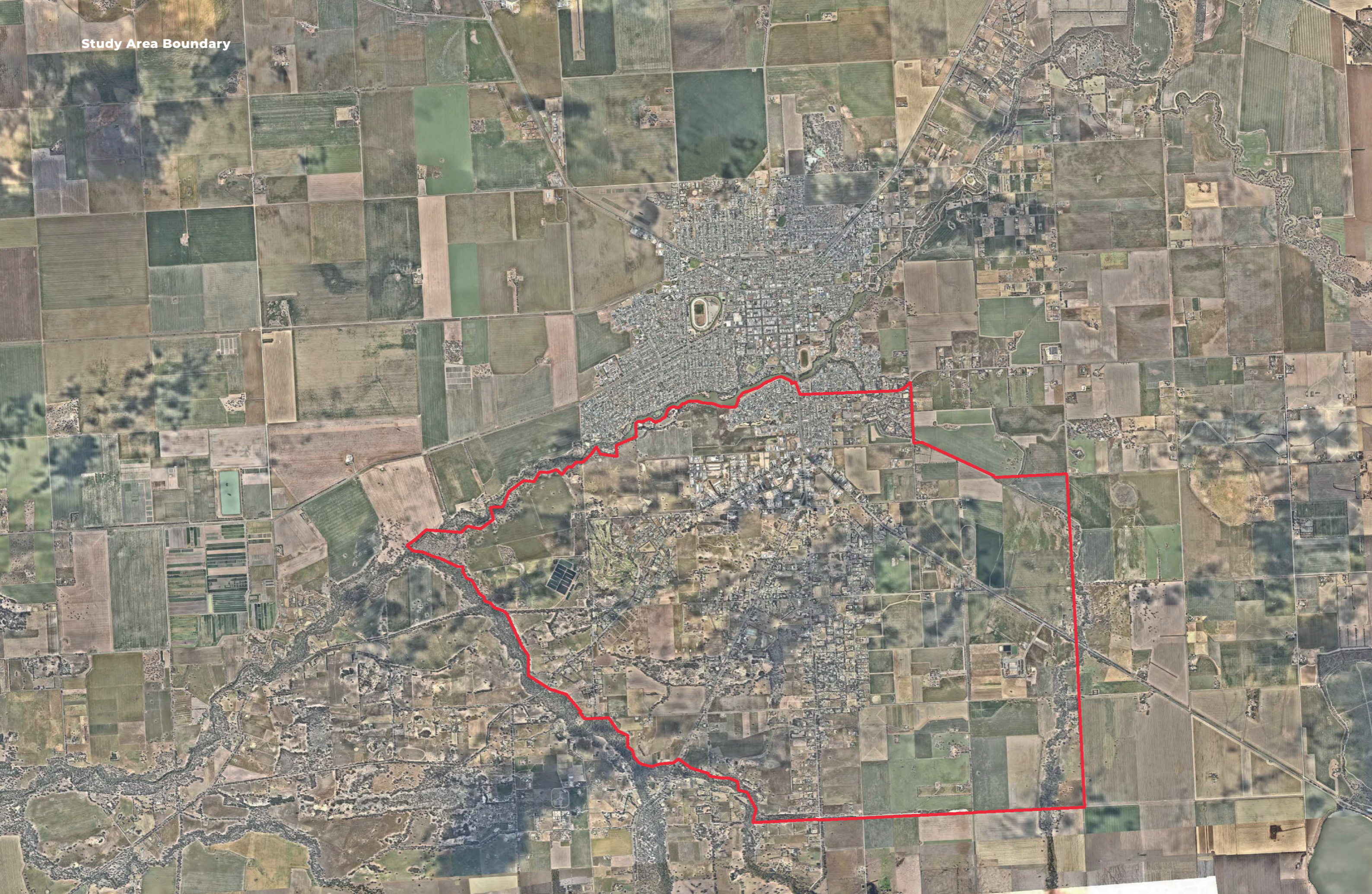
Once feedback is received and reviewed by Council, the views of the community will be considered in preparing the draft structure plan. A second round of engagement with the community will occur at the draft Structure Plan stage.

The Study Area for the Structure Plan is shown on the following page.



Wimmera River

Study Area Boundary



Overview

This first stage of the process in preparing a Structure Plan, involved a detailed background analysis of existing conditions and a review of previous studies to understand the issues in Horsham South.

The key strategic issues that have emerged so far are that:

- + Horsham's Central Activity District (CAD) and associated services and facilities and the majority of established residential areas, are located to the north of the Wimmera River.
- + The established residential areas have capacity to accommodate additional infill development (and there is modest demand for new housing).
- + Land in Horsham South comprises an extensive area of zoned land that has been partially developed for low density and rural living, employment and other specific uses such as:
 - Horsham Golf Course
 - Horsham Church of Christ
 - Horsham Islamic Centre
 - Haven Primary School
 - Haven Recreation Reserve
 - Waste Transfer Station
 - Sewerage Treatment Plant
- + Land in Horsham South has been developed in a relatively uncoordinated way with access provided in the existing network of road reserves.
- + Horsham South lacks the benefits of having a defined centre or heart, however the presence of the lifestyle living in Horsham South (whilst being reliant on other parts of Horsham for a range of services and facilities) is valued.
- + There is uncertainty regarding the need for retention of land that is already zoned for employment purposes and there are various interface issues between residential and employment uses.
- + The primary connection between Horsham and Horsham South is via the Henty Highway and other options, including pedestrian and cycle access are lacking.
- + The amount of zoned land supply for low density and rural living well exceeds projected demand for the foreseeable future.

The important issues that require careful consideration in response to the strategic issues are:

- + How can the lifestyle growth in Horsham South be directed to achieve more coordinated development outcomes and net community benefit?
- + How can the presence of valued assets be fully utilised and enhanced? - these include valued assets like landscapes of Aboriginal cultural heritage significance, the Wimmera River and its walking and cycling trails and the rural living environment around Haven, the Horsham Golf Course, the Horsham Church of Christ, the Haven Primary School and Recreation Reserve.
- + How can improved connectivity be achieved?
- + How can interface issues be more effectively managed or resolved with certainty (and balanced with the need to continue to facilitate economic growth and employment in industrial areas)?



Horsham Golf Course

KEY DIRECTIONS

The following key directions for the Structure Plan seek to address these strategic issues in a deliberate way and are outlined in detail in the next sections of this report:

- 1. PATTERN OF DEVELOPMENT AND BOUNDARIES**
Land Use Planning Directions

For consolidating low density residential development in key areas such as central Haven.
- 2. EXISTING COMMUNITY AND OTHER INFRASTRUCTURE**
Infrastructure Needs

For sewerage, water and community infrastructure such as schools and kindergartens.
- 3. INTERFACE MANAGEMENT**
Interfaces Between Industry and Residential Areas

To manage conflict of land uses that create problems for the community.
- 4. CONNECTED COMMUNITIES**
Transport Requirements

Such as an alternative truck route and a new vehicle crossing of the river to connect Horsham Central and Horsham South.

PROJECT PROGRESS

A series of issues and opportunities workshops have been undertaken with a technical working group, as part of Phase 1 of the stakeholder engagement process, in preparing the background report.

In addition, technical analysis was completed with regard to demographic data, a review of existing policies, and a technical traffic and infrastructure assessment.

See Background Report for further information (<https://www.hrcc.vic.gov.au/Have-Your-Say/Transforming-Horsham/Horsham-South-Structure-Plan>).

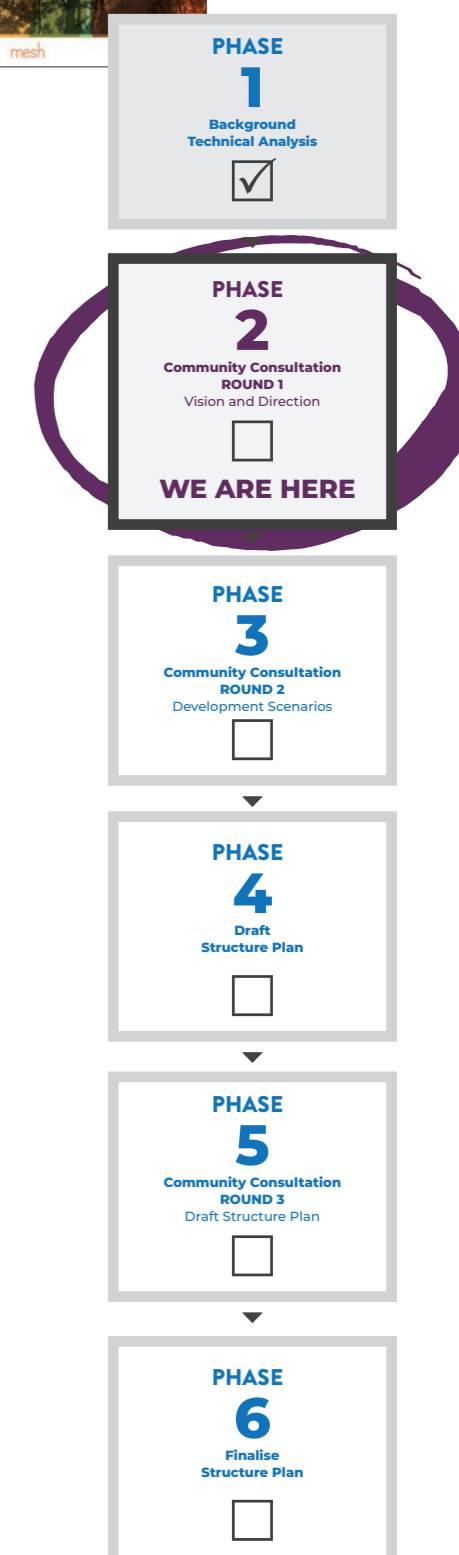
The Background Report outlines the issues and opportunities in greater detail.

The technical analysis in the background study and the workshops formed the basis of the key strategic directions outlined in detail in Section 4 of this report, upon which we are seeking feedback from the community as part of Phase 2 of the engagement process.

Following community feedback, changes will be made to the key strategic directions, development scenarios for precincts within the study area will be prepared and further consultation will occur with the community (Phase 3).

These stages of the process will lead to the preparation of a Structure Plan for defining land use, infrastructure and transport issues in greater detail. The draft Structure Plan will also undergo a further round of community consultation.

The phases of the project are summarised here.



Context

LOCAL CONTEXT

Horsham is located mid-way between Adelaide and Melbourne and serves an important rural service centre role.

The Horsham Town Centre is the principal activity centre and accommodates supermarkets, hotels, specialty retail, cafes and restaurants. A large bulky goods retail centre is also located within the town centre. Council's policy is for the centre to remain the principal activity centre and not allow retail activity to sprawl. There is however a significant area of bulky goods retail located on the Western and Henty Highways, but there is no significant retail centre in Horsham South. The Town Centre is a significant size for a small local population of almost 20,000 people. The relative size of the centre is a reflection of the broader service centre role and is a significant asset.

The majority of the existing community infrastructure is located within Horsham Central and is shown in the table below. Only Haven Primary School is located in Horsham South.

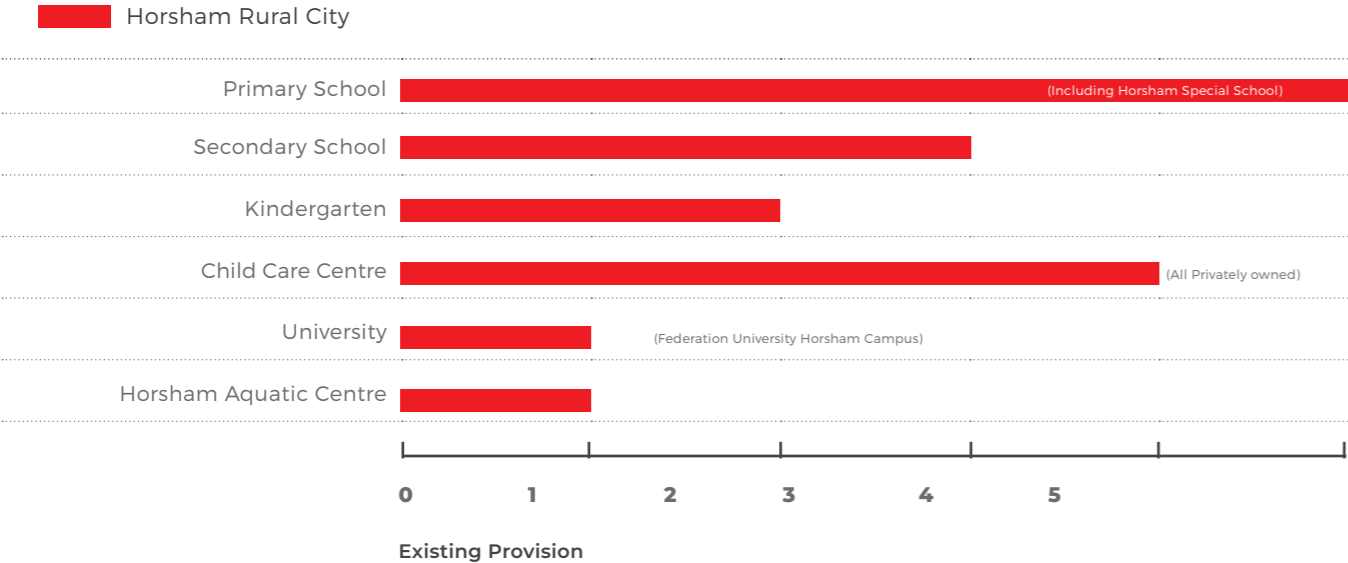
Whilst there is no immediate pressure to increase the provision of community infrastructure due to the slow pace of growth in Horsham overall, future needs including the upgrading and consolidation of community infrastructure, must be considered in preparing the Structure Plan for Horsham South and balanced against what is already existing.

Growth has clearly been directed to the north of the Wimmera River reflecting the high level of service provision. The housing character to the north is older and smaller housing types, mostly detached houses, whilst the south of the river contains large scale modern homes and rural living is the dominant housing form around Haven.

Whilst they are two distinct communities, residents and businesses to the north and south of the Wimmera River need to be connected to facilitate business and community relationships and for Horsham South residents to access community services. These two distinct communities can be seen in the Local Context Plan on the following page.

Horsham Central is characterised by a road network that provides a north, south, east and west grid in Central Horsham with radial connections focussed on Horsham Town Centre. There is an openness and rural character in Horsham that continues into Horsham South. The Wimmera River provides the greatest open space network asset for the Horsham Rural City that is highly valued by the community.

Existing Community Infrastructure



DRAWING KEY

- STUDY AREA BOUNDARY
- 2, 4 AND 6KM CATCHMENTS FROM HORSHAM CBD
- HORSHAM AIRPORT

LAND USE

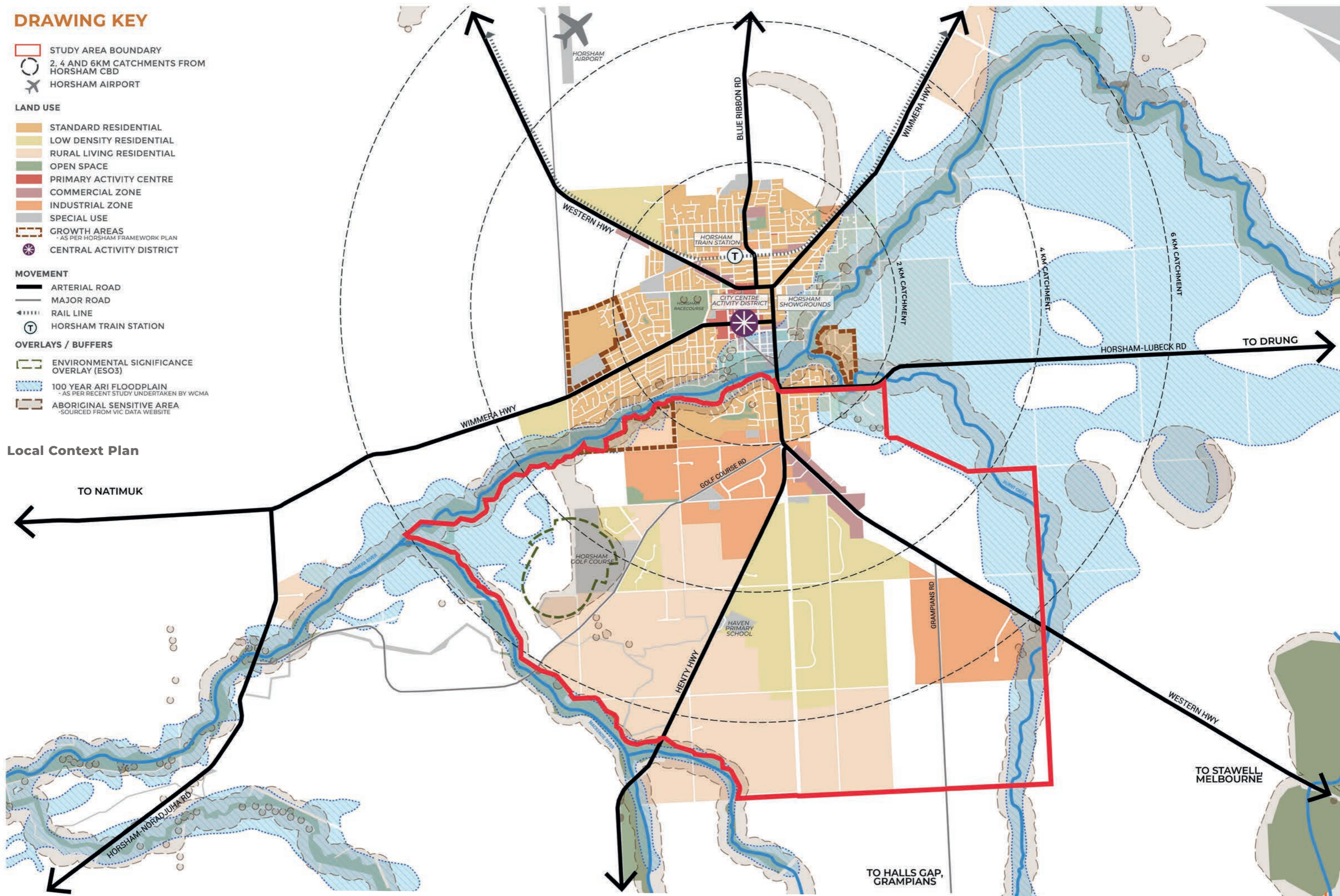
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OVERLAYS / BUFFERS

- ENVIRONMENTAL SIGNIFICANCE OVERLAY (ESO3)
- 100 YEAR ARI FLOODPLAIN - AS PER RECENT STUDY UNDERTAKEN BY WCMA
- ABORIGINAL SENSITIVE AREA - SOURCED FROM VIC DATA WEBSITE



Local Context Plan

TO NATIMUK

TO DRUNG

TO STAWELL, MELBOURNE

TO HALLS GAP, GRAMPAINS

PLANNING SCHEME ZONES AND OVERLAYS

The Planning Zones and Planning Overlays plans over the next two pages show the distribution in land use zones and overlays that have influenced the pattern of development to some extent.

Industrial 1 zoning for the majority of the industrial areas has led to heavier industry locating near residential areas and creating an interface conflict with the dwellings located within the Rural Living Zone.

The Low Density Residential Zone has subdivision limits in the schedule to the zone which have not been adhered to in some subdivision approvals resulting in smaller and ad hoc subdivisions that have created pressure on Council to provide services and has eroded connectivity through the creation of informal loop roads to access properties.

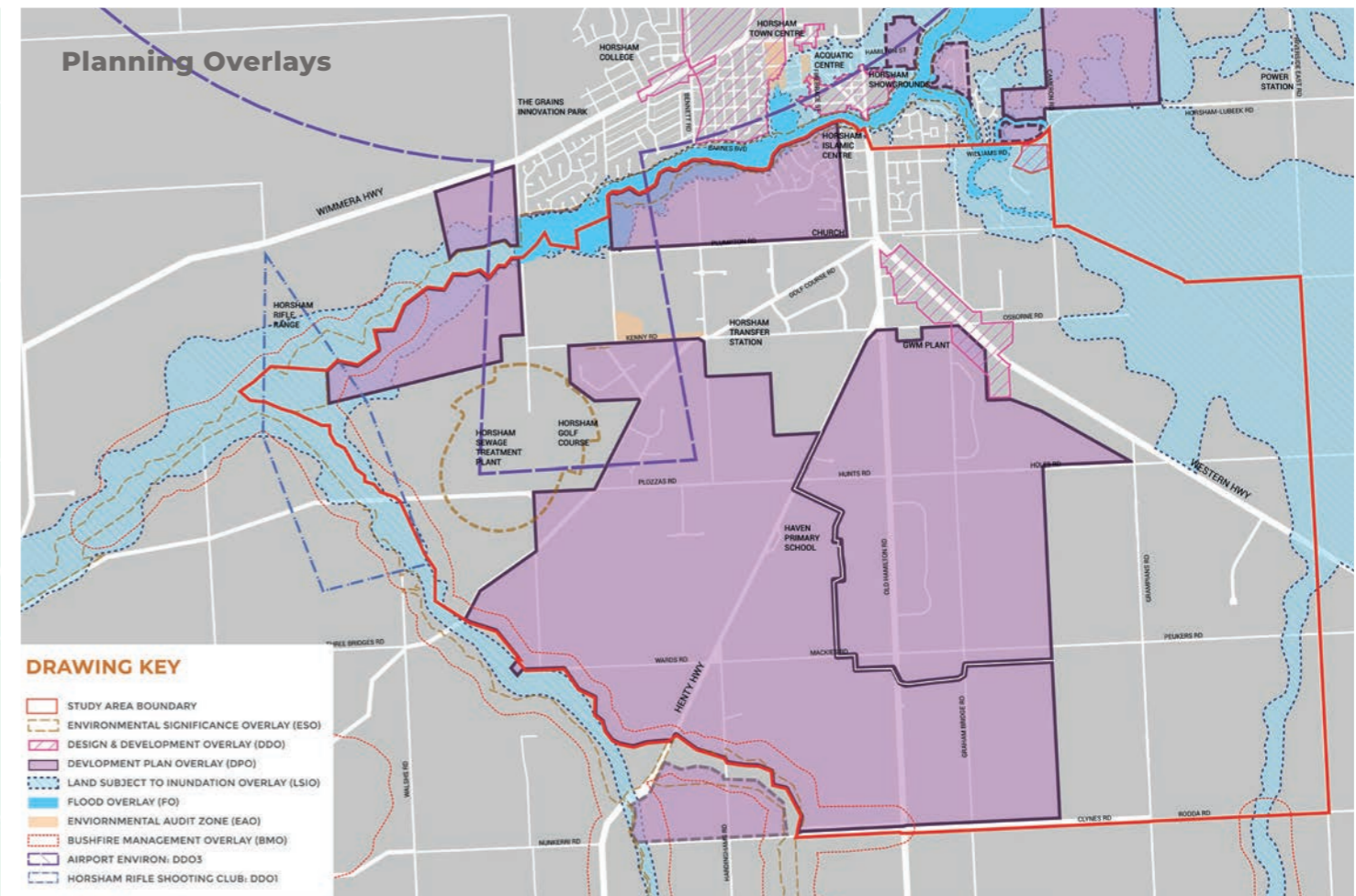
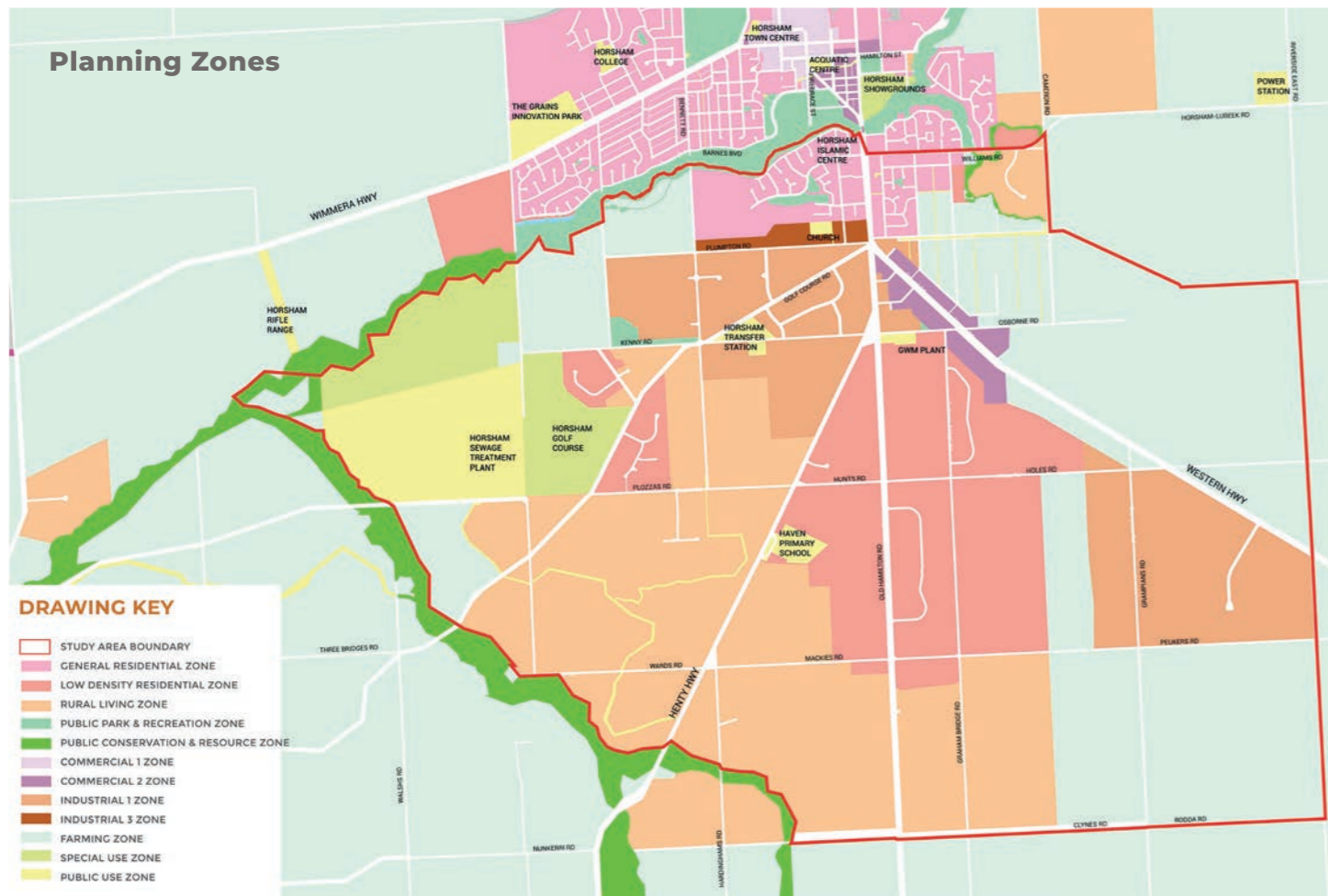
The current minimum subdivision sizes for Low Density Residential zoned land are:

- › **0.4ha** where not connected to reticulated sewerage
- › **0.2ha** where connected to reticulated sewerage

The Rural Living Zone has specified minimum subdivision requirements that vary depending on the area, from 1 to 4 hectares. Again, subdivision approvals have been granted that do not accord with the requirements of the current zone schedules.

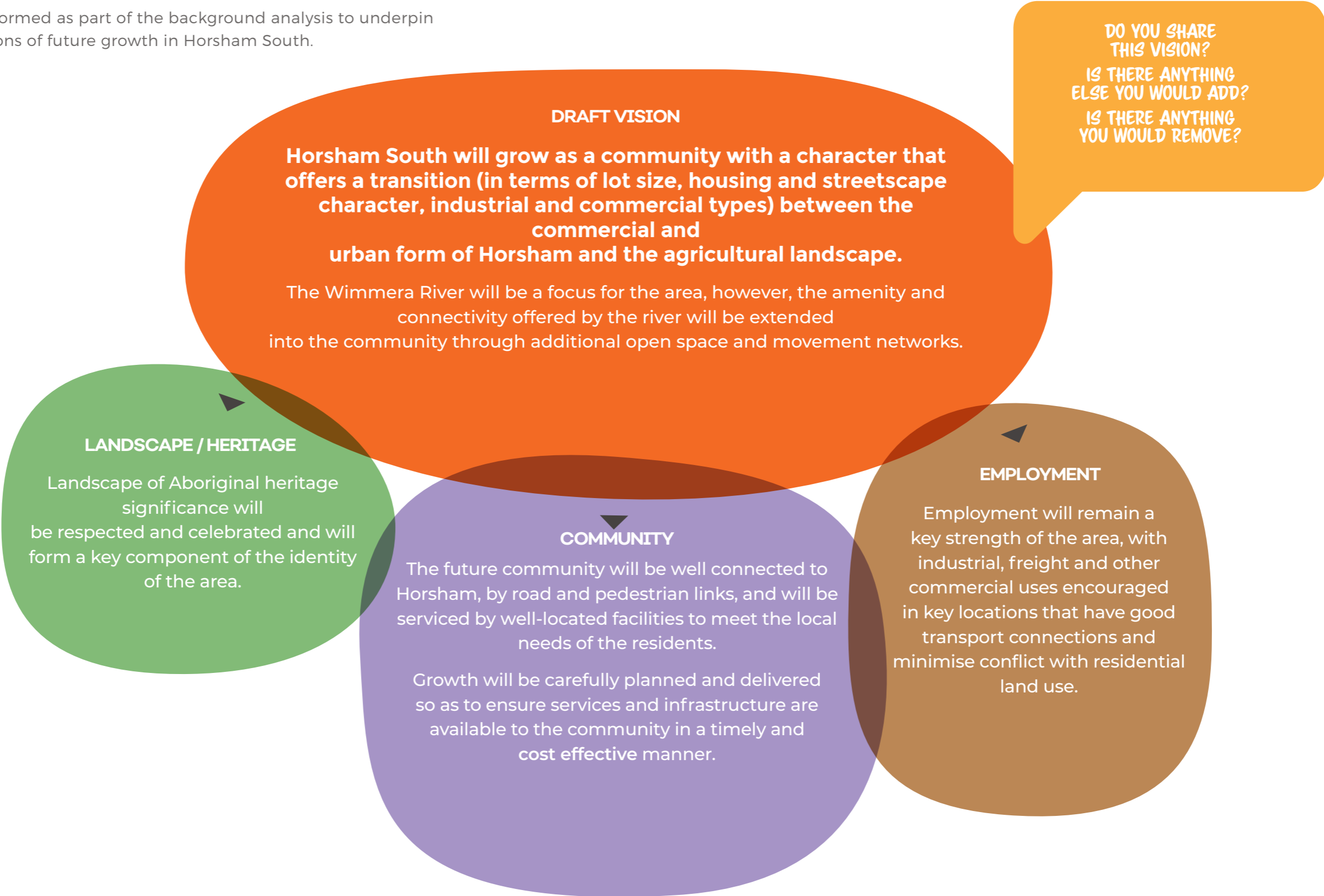
A range of overlays apply to the study area, the most significant of which are the Environmental Significance Overlay and the Floodway Overlay. The Floodway Overlay restricts development of land within those areas and some existing development that has occurred is subject to flooding in the 1 in 100 year flood event due to the lack of strategic guidance for approval of development applications made at the time.

A number of Development Plan Overlays also apply; however, development plans have not been prepared as they rely on the individual landowner to initiate. The Structure Plan will create coordinated and strategically based development outcomes and the Development Plan Overlay will likely no longer be required.



Draft Vision

A draft vision has been formed as part of the background analysis to underpin the key strategic directions of future growth in Horsham South.





What We Found

Through the analysis, it was determined that the development pattern in Horsham South has been sporadic, fragmented and dispersed throughout the Rural Living and Low Density Residential Zones. The subdivision sizes are inconsistent and do not always comply with the requirements of the current Horsham Planning Scheme.

The pattern of development can be seen in the Existing Developed Land plan on the following page with the coloured areas denoting built areas and the white areas in between depicting vacant land. The population and lot development shown is for Horsham South only (within the study area boundary). There are only 70 to 80 dwellings per year developed in Horsham overall and approximately 15 to 20 would be in Horsham South.

There are currently 1,574 lots in the study area, but not all of them have a constructed dwelling. As can be seen in the Zoned Land Capacity visual, if the existing number of lots were to be developed for housing, it would create a population of 4,321 people.

There are 2,576 potential lots within existing zoned land for housing, and if all were developed, there would be a population of 5,926 people. This is based on the existing subdivision limits in all residential zones (taking into consideration likely encumbrances and allowing for new road infrastructure) within the Horsham Planning Scheme. Hypothetically if 20 dwellings were constructed each year in Horsham South this translates to approximately **65 years of residential land supply**.

Zoned Land Capacity

CURRENT POPULATION

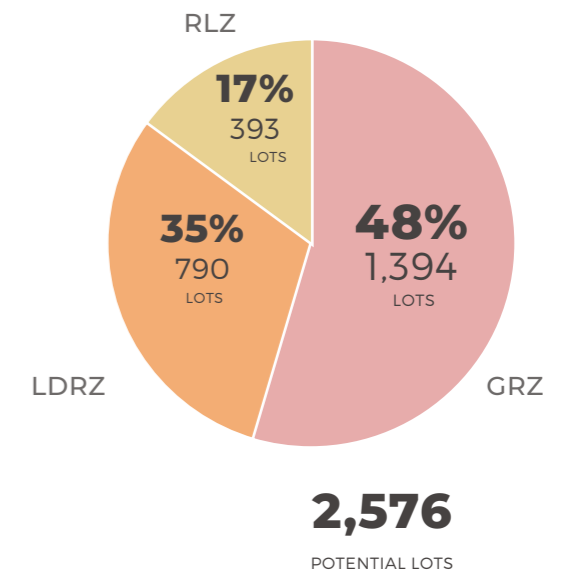
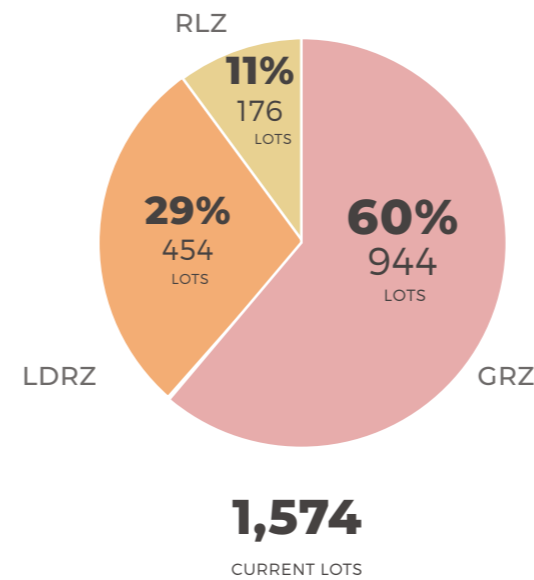
2,551 PEOPLE

IF EVERY CURRENT LOT HAD A HOME

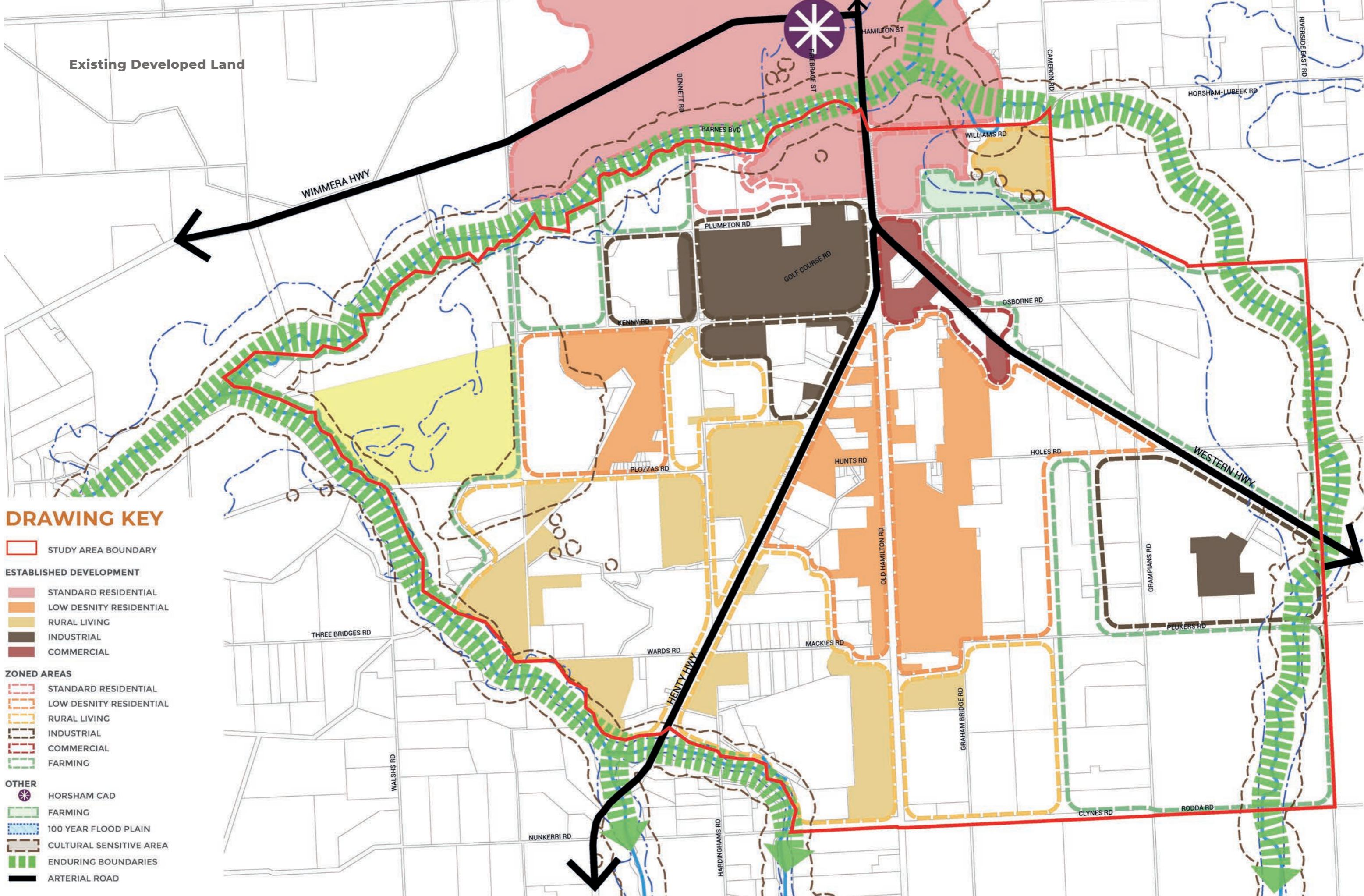
4,321 PEOPLE

IF EVERY ZONE WAS FULLY DEVELOPED

5,926 PEOPLE



Existing Developed Land



DRAWING KEY

- STUDY AREA BOUNDARY
- ESTABLISHED DEVELOPMENT
 - STANDARD RESIDENTIAL
 - LOW DENSITY RESIDENTIAL
 - RURAL LIVING
 - INDUSTRIAL
 - COMMERCIAL
- ZONED AREAS
 - STANDARD RESIDENTIAL
 - LOW DENSITY RESIDENTIAL
 - RURAL LIVING
 - INDUSTRIAL
 - COMMERCIAL
 - FARMING
- OTHER
 - HORSHAM CAD
 - FARMING
 - 100 YEAR FLOOD PLAIN
 - CULTURAL SENSITIVE AREA
 - ENDURING BOUNDARIES
 - ARTERIAL ROAD

Key Strategic Directions

1.

PATTERN OF DEVELOPMENT AND BOUNDARIES *Land Use Planning Directions*

Horsham Central is where the majority of Horsham Council's 20,000 population resides and contains all the goods and services required for households.

Transport, sewerage and drainage infrastructure is also concentrated in Horsham Central. With a low rate of land development for residential purposes and the subsequent low rate of between 0.2% and 0.5% increase per annum in population, it makes sense to consolidate growth to minimise servicing costs.

Horsham Central should continue to provide the higher density residential land development due to proximity of goods and services and transport connections and Horsham South should play a complementary role that provides lifestyle choice in a rural living character setting that is highly prized by many.

Key questions to address for the pattern of development and boundaries are:

1. How can lifestyle growth potential in Horsham South be effectively planned and directed to achieve more coordinated outcomes and net community benefit?
2. Is the land in Horsham South better utilised for residential or other purposes?
3. What is the role of Horsham South relative to Horsham Central?
4. Should Haven and Horsham Central grow as two distinct communities?

The Pattern of Development Plan shows two distinct, 2 km catchments around the industrial precinct that forms the boundary between Horsham Central and Horsham South. The double headed arrow shows that the two 2 km catchment areas meet at the industrial area which can be said is the transition point between Horsham and Horsham South. The Pattern of Development Plan also shows the potential direction of growth that reflects concentrating low density residential development around Haven to capitalise and maximise existing and future infrastructure provision.

It also shows the natural extension to the east and west of the established higher density residential area south of the Wimmera River.

The directions of growth strike a balance between consolidating residential development around key points and providing sufficient area for rural living as a valued and preferred lifestyle choice.

Appropriate water supply infrastructure needs to be extended and improved as the quantum of growth becomes defined. Appropriate sewer infrastructure also needs to be extended, integrated and improved.

WHAT DO YOU THINK ARE THE PRIMARY ROLES THAT HORSHAM CENTRAL AND HORSHAM SOUTH PLAY?

DO YOU AGREE THAT THERE IS A DISTINCTIVE CHARACTER BETWEEN HORSHAM CENTRAL, THE ESTABLISHED AREA OF HORSHAM SOUTH TO PLUMPTON ROAD, AND THE LESS DEVELOPED AREA SOUTH OF PLUMPTON ROAD?

Pattern of Development Plan

WHAT KEY ELEMENTS DO WE NEED TO CONSIDER FOR DETERMINING HOW MUCH DEVELOPMENT OCCURS IN HORSHAM SOUTH?

ARE THERE ANY PARTICULAR CHARACTER TRAITS YOU WOULD LIKE TO IDENTIFY FOR THE STUDY AREA?

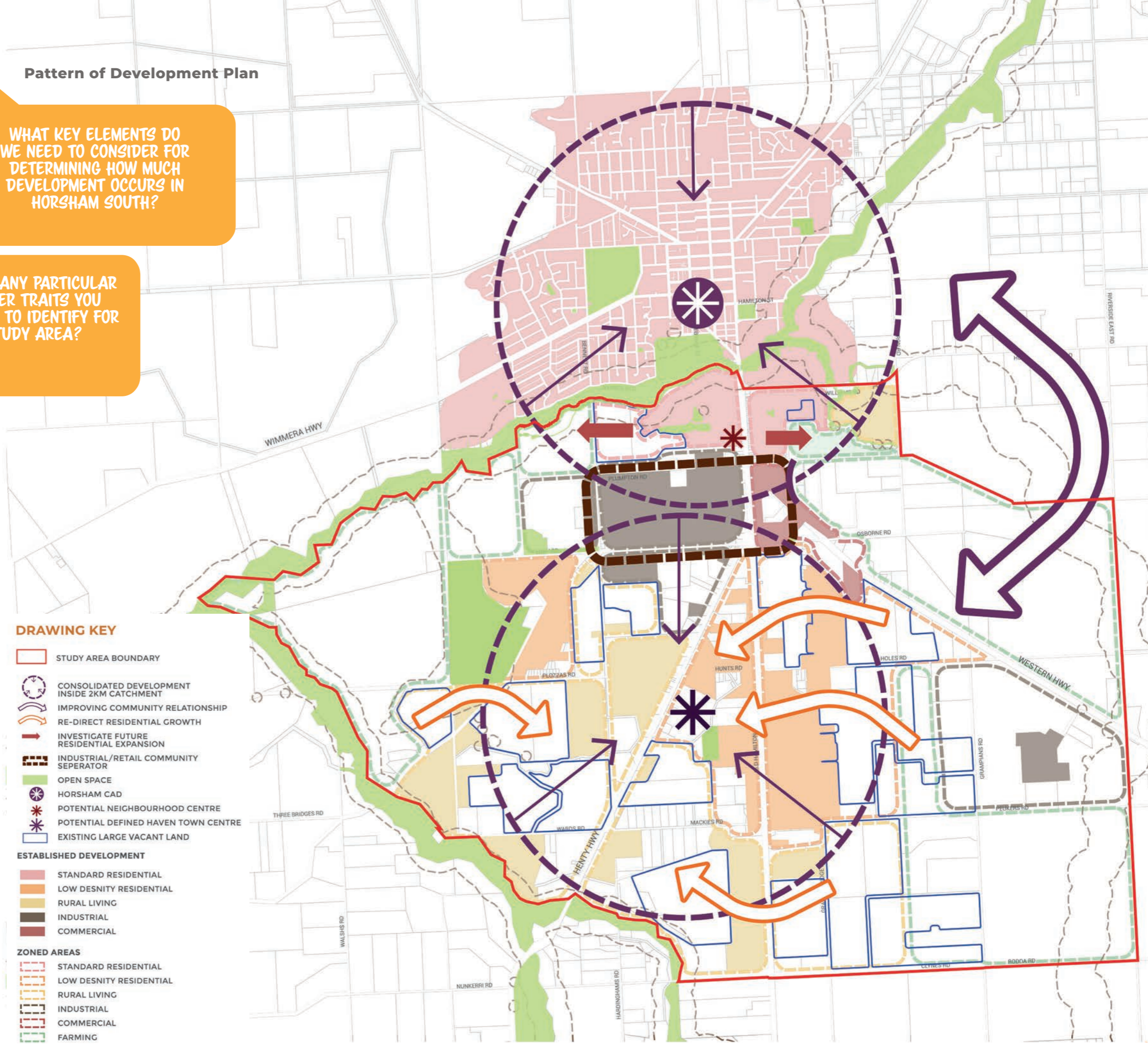
KEY STRATEGIC DIRECTIONS

The response to the pattern of development issues can be summarised into the following key strategic directions for the Structure Plan.

- › Consolidate low density housing development around Haven.
- › Extend residential development in the Wimmera River precinct.
- › Encourage and facilitate growth within 2 km of the Haven settlement and around the Wimmera River adjacent to the existing General Residential Zone (at Stawell Road)
- › Rationalise residential land supply in Low Density Residential and Rural Living Zones.

DRAWING KEY

- STUDY AREA BOUNDARY
- CONSOLIDATED DEVELOPMENT INSIDE 2KM CATCHMENT
- IMPROVING COMMUNITY RELATIONSHIP
- RE-DIRECT RESIDENTIAL GROWTH
- INVESTIGATE FUTURE RESIDENTIAL EXPANSION
- INDUSTRIAL/RETAIL COMMUNITY SEPERATOR
- OPEN SPACE
- HORSHAM CAD
- POTENTIAL NEIGHBOURHOOD CENTRE
- POTENTIAL DEFINED HAVEN TOWN CENTRE
- EXISTING LARGE VACANT LAND
- ESTABLISHED DEVELOPMENT**
- STANDARD RESIDENTIAL
- LOW DESNITY RESIDENTIAL
- RURAL LIVING
- INDUSTRIAL
- COMMERCIAL
- ZONED AREAS**
- STANDARD RESIDENTIAL
- LOW DESNITY RESIDENTIAL
- RURAL LIVING
- INDUSTRIAL
- COMMERCIAL
- FARMING



2.

EXISTING COMMUNITY AND OTHER INFRASTRUCTURE Infrastructure Needs

Valued community assets include landscapes of Aboriginal cultural heritage significance, the Wimmera River and its walking and cycling trails and the rural living environment around Haven, the Horsham Golf Course, the Horsham Church of Christ, the Haven Primary School and Recreation Reserve.

The community in Horsham South is small at 2,500 people and therefore a high level of infrastructure provision is not justified based on standard population thresholds for the provision of community infrastructure and close proximity to Horsham’s CAD. The standard population thresholds for community infrastructure shown in the table below denote that the thresholds for Horsham South are well under the number required for requiring new community infrastructure, however as the area grows in the long term (albeit slowly), the requirements need to be considered in preparing the Structure Plan. The thresholds for a population up to 10,000 are shown in the Community Infrastructure Thresholds table below.

| GROUP | INFRASTRUCTURE ITEM | INDICATIVE PROVISION RATES FOR GROWTH AREAS (POPULATION) | INDICATIVE LAND REQUIREMENT - EACH (HA) |
|--------------------------------------|--|--|---|
| Level 1 (Up to 10,000 people) | | | |
| Community | Multi-purpose Community Centre | 8,000 | 0.8 * |
| Youth | Youth Space / Facility | 8,000 | 0.00 |
| Arts and Culture | Community Arts Space | 8,000 | 0.00 |
| Early Childhood | Pre-school / 3 Year Old Activity Group | 10,000 | 0.25 |
| Early Childhood | Playgroups | 5,000 | 0.00 |
| Early Childhood | Childcare Centre | 9,000 | 0.25 |
| Education | Government Primary School | 9,000 | 3.50 |
| Passive | Local Park | 1,000 | 0.85 |
| Outdoor Active | District Sports Facility | 9,000 | 8.00 |

Source: Planning for Community Infrastructure in Growth Areas, ASR Research 2008

Key questions to address for community and other infrastructure are:

1. How can valued assets be maximised?
2. What additional community infrastructure is needed for Haven?
3. How can the existing servicing infrastructure be fully utilised and enhanced?
4. What are the limitations and constraints of servicing infrastructure?

The community assets in Horsham Central are of equal value to the residents of Horsham South. It is recognised that the community highly value the Haven Primary School precinct as the focal point for the community and take great pride in school related events that involve the general local population. It’s also recognised that the Horsham Church of Christ provides a service to the whole community and not just members of the congregation. It’s a community asset that provides high quality function rooms and meeting rooms for local businesses as well as residents. These two assets fall within the two distinct communities denoted by a 2 km radius shown in the Existing Community Infrastructure Plan.

Taking into account that Horsham South and areas of Horsham adjoining and north of the Wimmera River have different characteristics, there is a need for residential development to respond differently. For areas of Horsham adjoining and north of the Wimmera River - an established standard residential area and for much of Horsham South a rural living community centred around Haven, it’s important to resolve how these communities can best grow and maximise services. A strategic approach to growth in the right places, through the preparation of a Structure Plan will assist in delivering planned growth and not ad hoc development to make the most of existing infrastructure.

Horsham Central and the northern part of the study area are well serviced by water and sewerage infrastructure, however there is limited supply south of the industrial precinct.

The open space network along the Wimmera River is a prized asset for the community in both Horsham Central and Horsham South. Flooding around the Wimmera and other waterways is however an issue due to the inadequacy of stormwater management systems and development within the floodplain.

Existing Community Infrastructure Plan

DO YOU AGREE THAT DEVELOPMENT SHOULD BE RESTRICTED TO AREAS THAT ARE SERVICED WITH WATER AND SEWERAGE INFRASTRUCTURE?

DO YOU AGREE THAT THE OPEN SPACE ALONG THE WIMMERA RIVER IS A VALUED COMMUNITY ASSET?

DO YOU SUPPORT THE CONCENTRATION OF FUTURE LOW-DENSITY RESIDENTIAL HOUSING AROUND CENTRAL HAVEN TO SUPPORT THE PROVISION OF FUTURE COMMUNITY INFRASTRUCTURE AND MAXIMISE ITS USE?

HOW WOULD YOU LIKE TO SEE THE ABORIGINAL CULTURAL HERITAGE HIGHLIGHTED IN HORSHAM SOUTH?

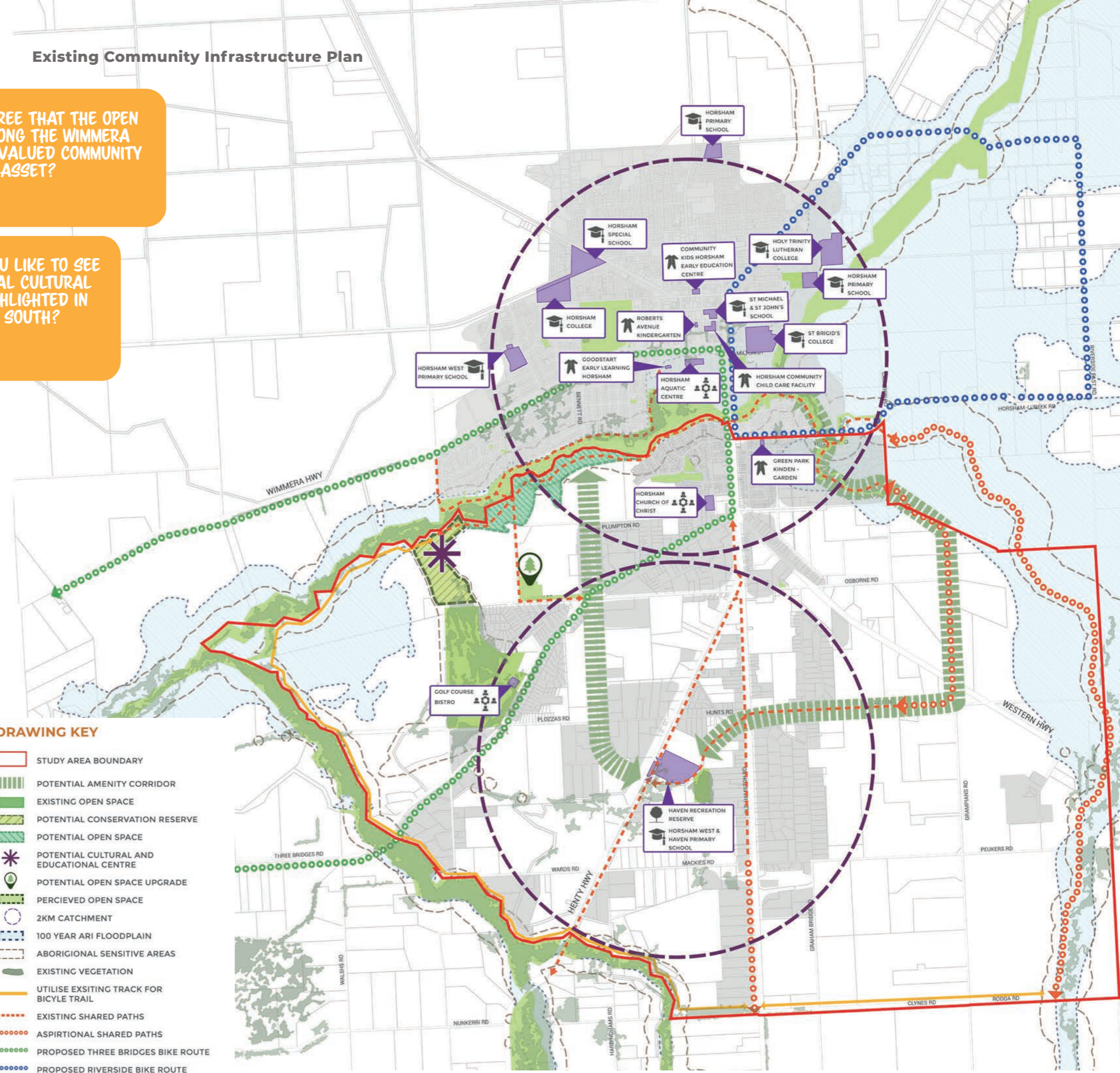
KEY STRATEGIC DIRECTIONS

The response to the pattern of development issues can be summarised into the following key strategic directions for the Structure Plan.

- › Investigate upgrading drainage networks and establishing wetlands to mitigate stormwater flooding (and provide an amenity asset)
- › Protect and acknowledge Aboriginal heritage and other cultural and environmental sites
- › Create a cultural and educational centre near the Wimmera River
- › Consolidate housing around Haven to facilitate sufficient demand to justify a hub of community services, commensurate with need (development around Haven to create a hub, would require an extension to the urban drinking water pipelines)
- › Provide for an increase in infrastructure that responds to areas identified for development growth with an equitable funding arrangement
- › Provide high quality public open space around the Wimmera River as well as within new subdivisions.

DRAWING KEY

- STUDY AREA BOUNDARY
- POTENTIAL AMENITY CORRIDOR
- EXISTING OPEN SPACE
- POTENTIAL CONSERVATION RESERVE
- POTENTIAL OPEN SPACE
- POTENTIAL CULTURAL AND EDUCATIONAL CENTRE
- POTENTIAL OPEN SPACE UPGRADE
- PERCEIVED OPEN SPACE
- 2KM CATCHMENT
- 100 YEAR ARI FLOODPLAIN
- ABORIGINAL SENSITIVE AREAS
- EXISTING VEGETATION
- UTILISE EXSITING TRACK FOR BICYCLE TRAIL
- EXISTING SHARED PATHS
- ASPIRITIONAL SHARED PATHS
- PROPOSED THREE BRIDGES BIKE ROUTE
- PROPOSED RIVERSIDE BIKE ROUTE



3.

INTERFACE MANAGEMENT

Interfaces Between Industry and Residential Areas

The ad hoc and uncoordinated pattern of development has meant that housing has located close to industry, causing amenity conflict due to noise and pollution with low density housing being located across the road from heavy industry.

The need for a buffer between industry and residential land uses is of paramount importance.

There is also an oversupply of industrial land as the yearly take up is slow and the vacant industrial land provides an opportunity for an alternative land use.

Key questions to address for community and other infrastructure are:

1. How can interface issues be more effectively managed or resolved with certainty?
2. How can amenity impacts (noise, odour, freight movements) be managed?
3. What role should industry continue to play in growth of Horsham South?

There are a number of interfaces delineated in the Interfaces Plan that depict changes in land use zone and provide an opportunity to treat some interfaces that could create potential land use conflict.

The interface between the industrial land and the residential land to the south is the most significant existing conflict point. Noise and industry pollution and heavy vehicle movements cause issues with adjacent rural and low density residential development.

There is an opportunity to address and somewhat mitigate some of the conflict by creating interface treatments and potentially relocating industries with heavy vehicle movements to the Wimmera Intermodal Freight Terminal.

The potential rezoning of some of the vacant industrial land is also a means to avoid future conflict.



Horsham South Industry



Horsham South Farmland

DO YOU SUPPORT POTENTIAL ZONING CHANGES TO BUFFER RESIDENTIAL AREAS FROM THE EXISTING INTENSIVE INDUSTRIAL AREAS?

DO TRUCK MOVEMENTS FROM INDUSTRY CREATE AMENITY ISSUES FOR YOU, AND IF SO, WHAT ARE THE PROBLEMS CAUSED?

ARE THERE ANY OTHER ISSUES YOU WOULD LIKE TO HIGHLIGHT?

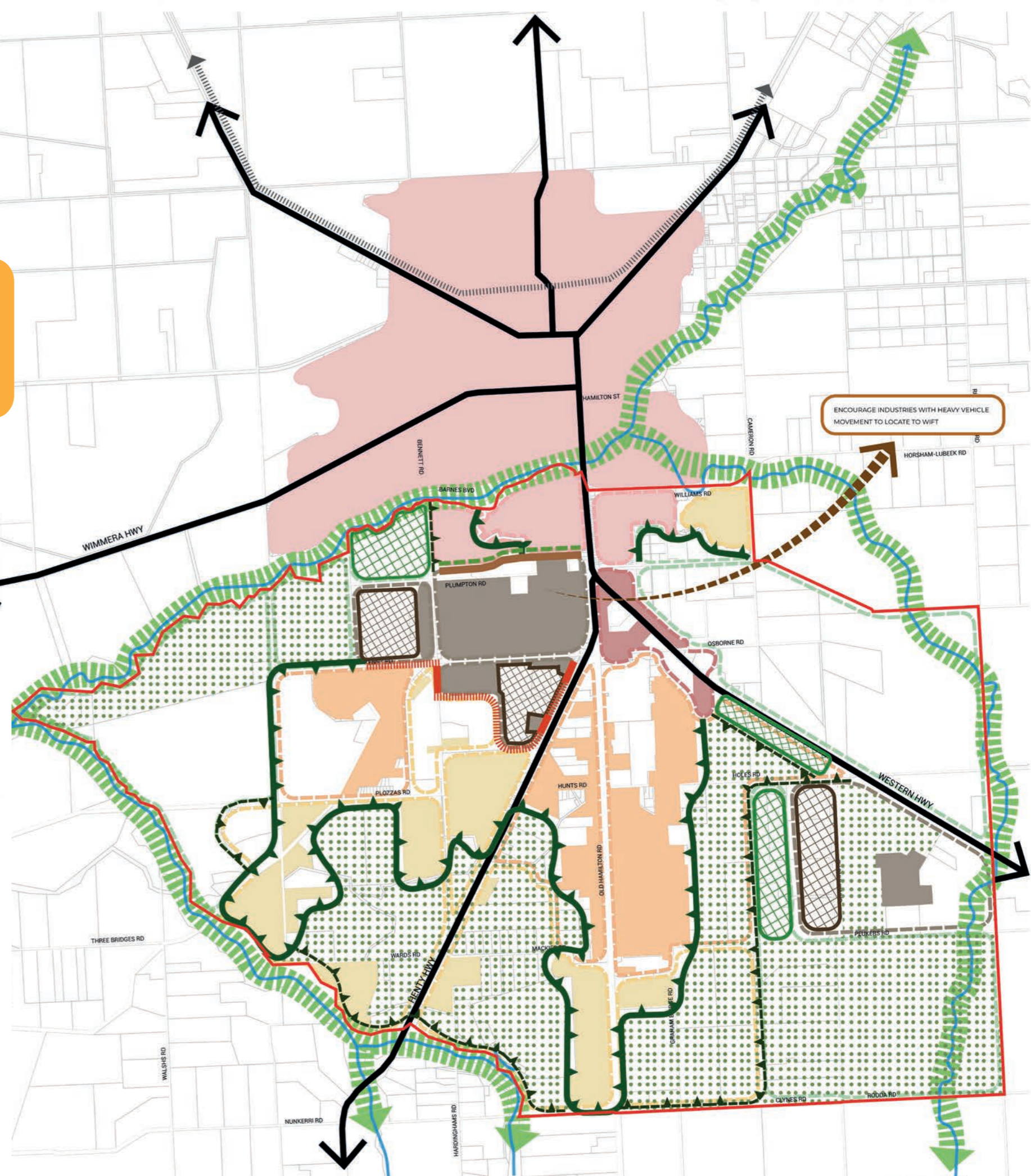
KEY STRATEGIC DIRECTIONS

The response to managing interface issues can be summarised into the following key strategic directions for the Structure Plan.

- › Rezone Industrial 1 Zoned land (used for manufacturing, storage and distribution of goods) to an Industrial 3 Zone to create buffers between industry and residential uses
- › Provide interface treatments where there is an identified future potential conflict as shown on the plan
- › Encourage industries with heavy vehicle movements to locate to the Wimmera Intermodal Freight Terminal (WIFT) Industrial Precinct where there are potentially up to 20 industrial lots on 100 hectares of land
- › Provide alternative truck routes to lessen impact on the residential areas

Interfaces Plan

- DRAWING KEY**
- STUDY AREA BOUNDARY
 - INTERFACE**
 - POTENTIAL INTERFACE CONFLICT - INDUSTRIAL 1 ZONE & RESIDENTIAL
 - EXISTING INTERFACE CONFLICT - INDUSTRIAL 1 ZONE & RESIDENTIAL
 - EXISTING VEGETATION SCREEN
 - INDUSTRIAL 3 TRANSITIONAL INTERFACE
 - EXISTING RESIDENTIAL INTERFACE TO RURAL LAND
 - PLANNED RESIDENTIAL INTERFACE TO RURAL LAND
 - OPPORTUNITY TO MODIFY INDUSTRIAL INTERFACE
 - CONSTRAINED FARMING ZONE AREA
 - CURRENTLY AGRICULTURE LAND
 - WATERWAY ENDURING BOUNDARY
 - MAIN ROAD ENDURING BOUNDARY
 - ESTABLISHED DEVELOPMENT**
 - STANDARD RESIDENTIAL
 - LOW DENSITY RESIDENTIAL
 - RURAL LIVING
 - INDUSTRIAL
 - COMMERCIAL
 - ZONED AREAS**
 - STANDARD RESIDENTIAL
 - LOW DENSITY RESIDENTIAL
 - RURAL LIVING
 - INDUSTRIAL
 - COMMERCIAL
 - FARMING



4.

CONNECTED COMMUNITIES Transport Requirements

Horsham being located between Adelaide and Melbourne means that there are high levels of truck movements for goods and Horsham is used as a stopover by the drivers and is also an interchange point for drivers. Movement numbers are shown in the Truck Movements diagram below.

The industry located in Horsham South also creates truck movements that create noise and pollution and put pressure on road maintenance. The Western and Henty Highways are the two primary arterials for truck movements. There is a need for an alternative truck route to be considered.

The other major issue is that there is only one vehicle crossing and one pedestrian/cycling footbridge crossing at the Wimmera River which doesn't assist in connecting the two distinct communities (Horsham Central and Horsham South).

Bicycle and pedestrian infrastructure are limited, and public transport options currently consist of a route 4 and 6 bus service that operate with a limited frequency of eight services a week. Active transport and public transport need to be part of any future Structure Plan where growth fronts are depicted.

Key questions to address for transport infrastructure are:

1. How can improved connectivity be achieved?
2. What are the main issues we are trying to solve?
3. What is the primary purpose for connecting Horsham and Horsham South?

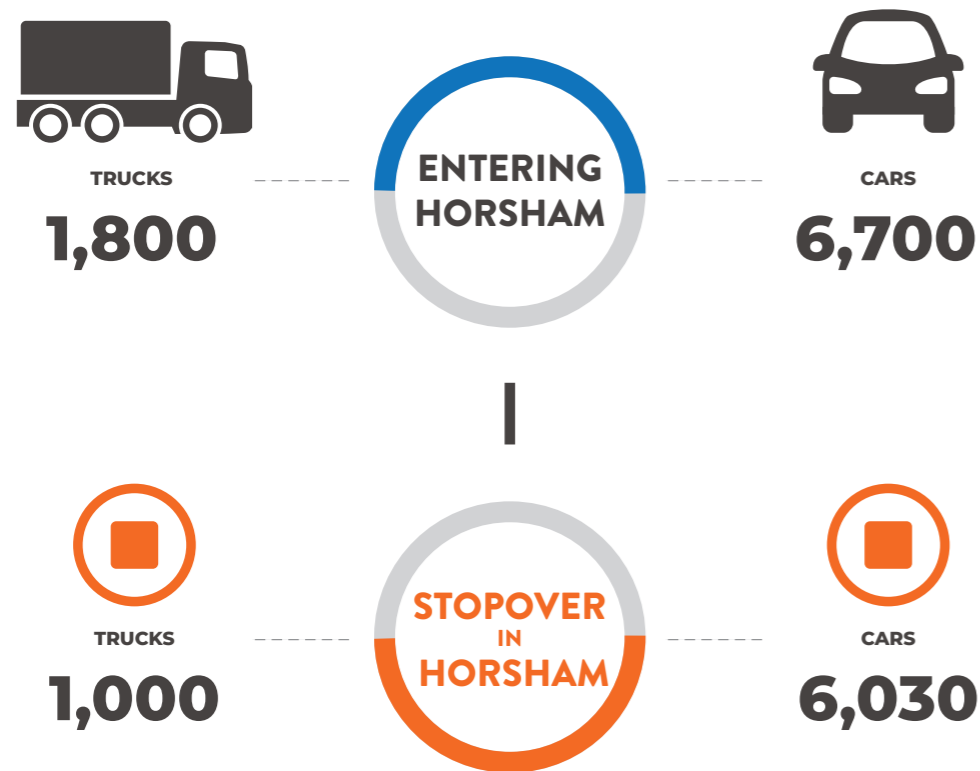
The Connected Communities Plan on the next page shows some indicative river crossings. A very important consideration is any impact on the Aboriginal cultural heritage site of any river crossing and consideration of river flood levels.

The plan also shows two unsignalised intersections that require a design solution to improve traffic flow. Intersection design, location of a new river crossing, an alternative truck route and a detailed assessment and provision of the new road, cycling and pedestrian networks is required in the preparation of the Structure Plan.

To assist the movement network, better cycling and pedestrian paths are also required to link residents and local workers based in Horsham South with the northern part of Horsham to access goods and services.

The key strategic directions for the Structure Plan are shown below.

Truck Movements



Connected Communities Plan

DO YOU THINK THAT AN ALTERNATIVE TRUCK ROUTE IS NEEDED AND WHY?

WOULD YOU LIKE TO SEE BETTER PEDESTRIAN AND CYCLING CONNECTIONS?

ARE THERE ANY OTHER TRANSPORT RELATED ISSUES YOU WOULD LIKE TO RAISE?

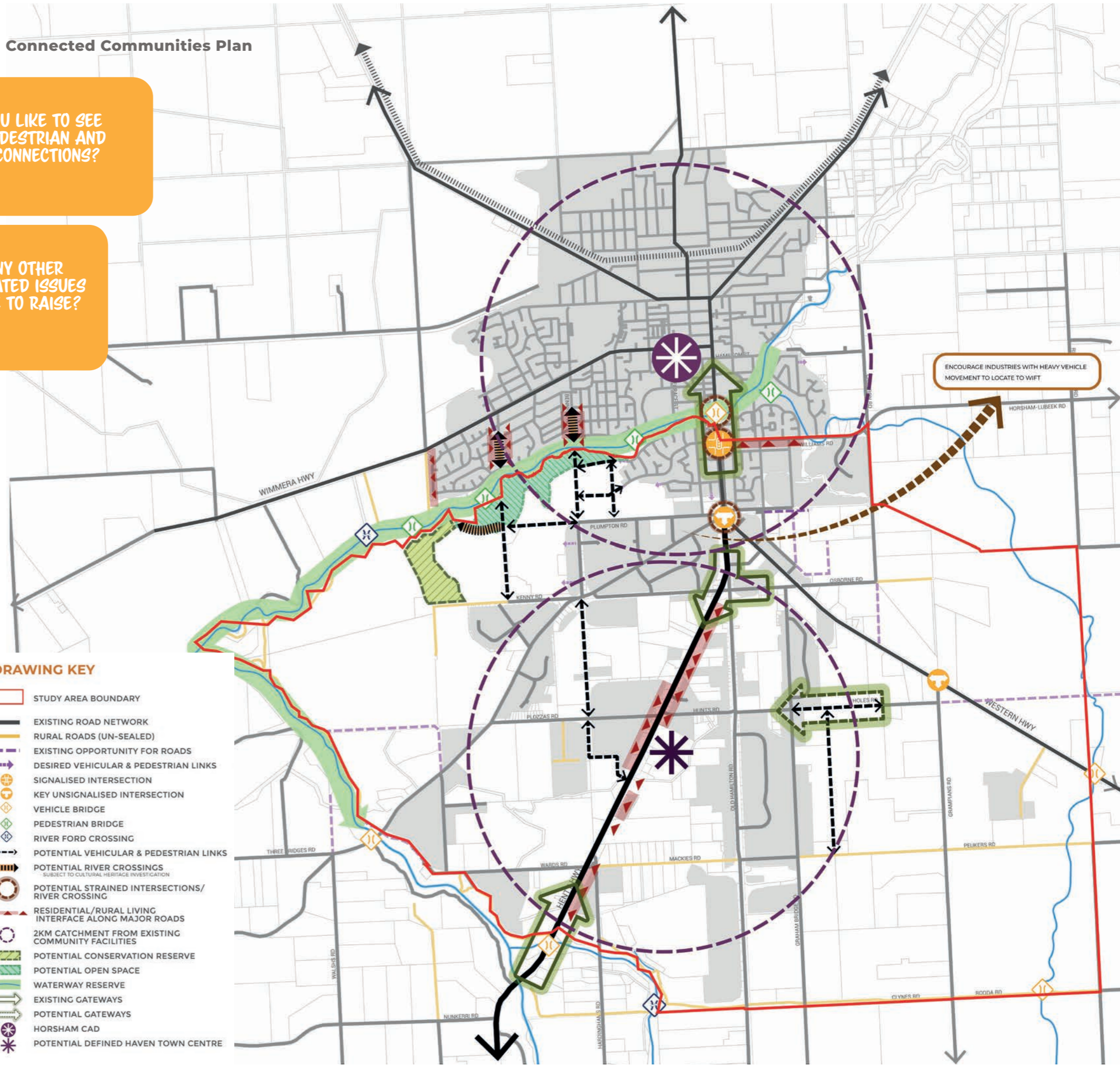
KEY STRATEGIC DIRECTIONS

The response to managing connectivity issues can be summarised into the following key strategic directions for the Structure Plan.

- › Determine the best location for an alternative truck route.
- › Determine a new vehicle river crossing that considers landscapes of Aboriginal cultural heritage significance.
- › Expand bicycle and pedestrian infrastructure to create circuits and connections to environment and community assets.
- › Create a gateway into Haven.

DRAWING KEY

- STUDY AREA BOUNDARY
- EXISTING ROAD NETWORK
- RURAL ROADS (UN-SEALED)
- EXISTING OPPORTUNITY FOR ROADS
- DESIRED VEHICULAR & PEDESTRIAN LINKS
- SIGNALISED INTERSECTION
- KEY UNSIGNALISED INTERSECTION
- VEHICLE BRIDGE
- PEDESTRIAN BRIDGE
- RIVER FORD CROSSING
- POTENTIAL VEHICULAR & PEDESTRIAN LINKS
- POTENTIAL RIVER CROSSINGS (SUBJECT TO CULTURAL HERITAGE INVESTIGATION)
- POTENTIAL STRAINED INTERSECTIONS/ RIVER CROSSING
- RESIDENTIAL/RURAL LIVING INTERFACE ALONG MAJOR ROADS
- 2KM CATCHMENT FROM EXISTING COMMUNITY FACILITIES
- POTENTIAL CONSERVATION RESERVE
- POTENTIAL OPEN SPACE
- WATERWAY RESERVE
- EXISTING GATEWAYS
- POTENTIAL GATEWAYS
- HORSHAM CAD
- POTENTIAL DEFINED HAVEN TOWN CENTRE



Next Steps

Your feedback to the questions asked (and any other general comments) will assist Council in working with the community to ensure concerns and aspirations are reflected in the key strategic directions to the greatest extent possible.

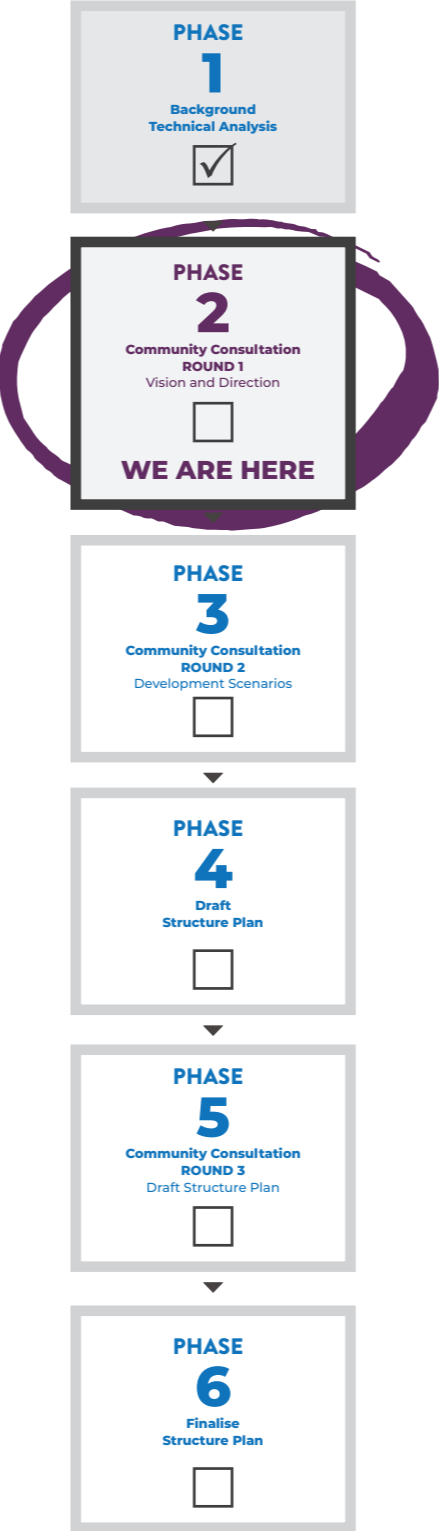
The goal of seeking feedback from the community as part of Phase 2 is to work with the public to make sure that concerns and aspirations are considered and understood.

Following the update of the key strategic directions, the next stage will be to begin the preparation of a series of development scenarios for precincts within the study area.

Draft development scenarios will be prepared in conjunction with Council staff and a briefing to Councillors will also be provided. Following in principle support from Council, these development scenario will be tested with the community for feedback. The feedback will be considered in the final phase of the project, which is the preparation of the Structure Plan.

The Structure Plan will among other things, define in more detail land use, road network, statutory implementation (e.g. zoning and overlay changes) and address the issues of a river crossing and an alternative truck route.

Another round of engagement with the community will occur when the draft Structure Plan is approved by Council and will be finalised post feedback.





KEEP OFF
NO SWIMMING OR BOATING
NO WALKING ON THE DAM

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