

HORSHAM SOUTH

Issues and Opportunities Background Report October 2019



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HORSHAM SOUTH


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A scenic view of the Wimmera River. In the foreground, a wooden boardwalk made of weathered planks leads towards a gravel path. The gravel path runs along the riverbank, bordered by lush green reeds and tall grasses. Several large, mature trees with thick, textured trunks stand prominently along the path and riverbank. The river water is calm and reflects the surrounding greenery. The sky is overcast, creating a soft, diffused light. A semi-transparent purple circle is overlaid on the left side of the image, containing white text.

**The purpose of
this report is to
deliver an Issues
and Opportunities
Background report
for Horsham South.**

 Wimmera River

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PART A

Context and Background Analysis



Introduction

OVERVIEW


Horsham Rural City Council is investigating preparation of a Structure Plan for the area of Horsham South. This region, broadly extending south of the Wimmera River and through Haven, has been the natural progression of the township's growth.

Whilst the population growth rate of Horsham is low, there has been locally significant development within this Horsham South region of approximately 70 – 80 new dwellings per year. Many of these developments have been as low-density rural living style applications, reflecting the nature of this area as a transition between the suburban Horsham township and agricultural landscape. For both Horsham and this burgeoning local community, this transition character is a valued part of their identity.

In balancing the growth of the entire Horsham township, Council has recognised the potential of Horsham South and acknowledged that this recent development momentum can be leveraged for higher strategic purposes. Strategically, it is suitable as an area to deliver new housing, encourage appropriate commercial uses and strengthen existing industry.

However, development of this area has, to date, been of a relatively ad hoc nature, with limited strategic planning to guide location of land uses, delivery of infrastructure, distribution of social and community facilities and definition of preferred urban character. The ad hoc nature of development does not contribute to broader community benefit for linking communities and maximising use of infrastructure. The future Structure Plan will provide the strategic guidance for these matters and enable Council to effectively deliver a positive vision for the Horsham South community, both existing and emerging.

This Issues and Opportunities Background Report is the first step in developing that vision.



Horsham Rural City Council is investigating preparation of a Structure Plan for the area of Horsham South.

PURPOSE

The purpose of this report is to deliver an Issues and Opportunities Background report for Horsham South. It forms part of a wider process to create a Structure Plan for Horsham South.

This report is an important part of this process, as it aims to tease out the existing strategic work completed by Council, identify trends within Horsham and understand the informal aspirations for the study area held by stakeholders and combine all of this into one narrative.

The scope of the Issues, Opportunities Background report for Horsham South covers the following:

- › Seeks to understand Horsham South as a place through meaningful, collaborative analysis with a range of technical stakeholders and Council.
- › Form a comprehensive analysis and discussion on the technical issues of Horsham and Horsham South. These include the issues of Urban Form and Character, Residential Capacity, Employment, Transport and Movement, Recreation and Open Space, Community and Culture, Flooding, Services and Infrastructure.

Following consultation and review, a second report is to be prepared that sets key strategic directions for the future Structure Plan.



PART A



This report aims to identify trends within Horsham and understand the informal aspirations for the study area.

Background and Context

REGIONAL CONTEXT

The Wimmera-Southern Mallee region is located in western Victoria and is broadly bordered by the Pyrenees Shire in the east, the South Australian border in the west, the Glenelg River in the south and the township of Ouyen in the north.

As well as the Rural City of Horsham, the Wimmera includes the municipalities of Northern Grampians, West Wimmera, Hindmarsh and Yarriambiack. The Wimmera-Southern Mallee is a significant region for its rural and environmental qualities, home to the soils that produce much of the State's grain, pulses and livestock. It is also the location of some of Victoria's most iconic natural attractions, including the Grampians National Park, the Wimmera River, major deserts, wetlands and lakes, and Mt Arapiles.

There are a range of townships dotted throughout this region, with Horsham being the largest. Some of the more significant townships, and their proximity from Horsham, include Warracknabeal (approximately 58km to the north), Stawell (67km to the east), Nhill (74km to the west) and Dimboola (36km to the north-west).

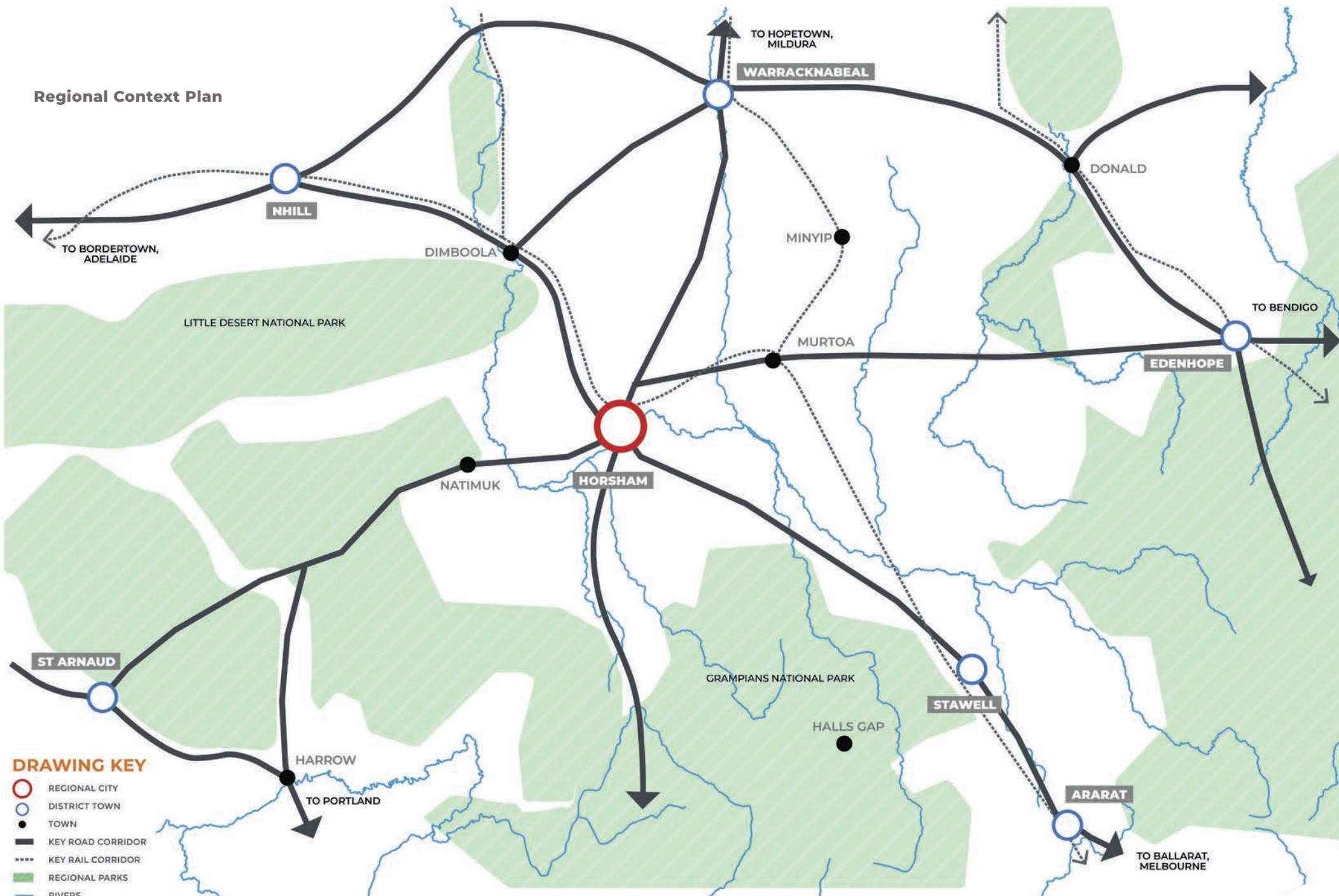
Due to its size and character, Horsham plays a fundamental role in the viability of this region. For many of the smaller townships throughout the Wimmera-Southern Mallee, Horsham is the nearest available centre for these residents to access a range of retail, health, education, commercial and civic needs and opportunities. This service-town role is an important character for Horsham and allows it to sustain a comprehensive range of services and businesses in a township population environment that may not otherwise be compatible. An example of this is the clustering of ancillary businesses that support the wider agriculture industry, network of highways that cross the town or overnight accommodation for people travelling from Adelaide to Melbourne.

For residents within Horsham, the township serves a similar function as well as a range of commercial and retail uses that aren't reliant on the service-town role. For this group, the township provides a pleasant public realm, housing options and place to live.

Some of the significant opportunities within Horsham include: the Wimmera Base hospital, a range of primary and secondary schools, a Federation University Campus, large retailers such as Coles, Woolworths, Aldi, Bunnings and Kmart, manufacturing businesses and the Council offices.

Horsham plays
a fundamental
role in the viability
of this region.

Regional Context Plan



DRAWING KEY

- REGIONAL CITY
- DISTRICT TOWN
- TOWN
- KEY ROAD CORRIDOR
- ⋯ KEY RAIL CORRIDOR
- REGIONAL PARKS
- RIVER

LOCAL CONTEXT

The Jardwa people are the traditional owners of the land. European settlement first occurred in the mid-1840s. The gold frenzy in other parts of the country connected Horsham with the rest of Victoria, where it became a stop-over point in 1851 between Adelaide and Melbourne.

Horsham has developed primarily on the northern side of the Wimmera River. This river has influenced the growth of the township, with the town centre and first waves of housing (that have since become the 'inner' core) being constructed on the northern side. Over time, from the upgrading of the bridge and a slowly increasing desirability of the land on the other side of the Wimmera River, development began to occur on the southern banks. There are different characteristics to each side of the township, described below.

The township on the **northern side** of the river is generally formed on a more tightly gridded network. The retail town centre is located here and is an attractive spreading network of streets made of both historic gold-era buildings and more modern shopfronts. There is a generally consistent awning coverage across these shops offering relief from summer heat. Pockets of landscaping with trees, shrubs and grasses highlight street intersections and the pedestrian amenity of the area.

Housing is primarily smaller weatherboard and brick single-storey dwellings, with large yards framed by mature trees. There are some more historic and period homes within this area.

The subdivision sizes vary, with some examples of smaller lots and local density.

The streets on the **southern side** of the river often have a similar style of housing but are structured around a less grid-like pattern of subdivision. Flanking the southern river bank are a few streets of more glamorous modern housing developments with larger properties.

Moving further to the south the area becomes Haven, where the Haven Primary School acts as somewhat of a central landmark for the area. The character of Haven is distinct to the more suburban feel of Horsham, with a strong rural-influence with typically larger lots. Much of this land is zoned for rural residential and farming zone, with many of the existing housing projects having developed under this zone. Industry is located adjacent to the Henty Highway and the Western Highway and is commonly made of various types of manufacturing and commercial uses connected to agriculture.

For Horsham it appears logical to plan for further growth into this Horsham South region. One reason for this is from population growth, which whilst we note is slow at approximately 0.2% to 0.5% per annum, still appears to be consistent year-on-year. There also appear to be locally significant rates of low-density rural living applications within Haven, which seem wise for Council to capitalise on. This development is the natural continuation of Horsham, as the township on the northern side of the river has begun to reach a natural limit.

Presently it appears that much of Horsham South's growth is ad-hoc and without foundational strategic reasoning. Much of the housing development has been along the main roads, with large areas of land set behind these properties currently sitting vacant. The Haven Primary School has become the central landmark for these styles of developments.

For Council, these represent potentially strategic locations to encourage further infill housing. Responding to growth in this regard, rather than the present ad-hoc nature, allows for the identity of Horsham South to be captured. Recognising the desire for Horsham South to retain its rural-character allows this to be balanced in planning policy and strategy against Horsham's desire for further housing growth. These values are not necessarily at odds, which the process of planning, and ultimately this project, seeks to mediate.

PART A

STUDY AREA BOUNDARY

The study area was refined in conjunction with Council and was defined by waterways and flooding extent for the northern, eastern and western boundaries. The southern boundary at Clynes Road was determined to be the limit, as going further south would be too far from Horsham Central.

The study area for Horsham South is bound by the Wimmera River in the north, the Mackenzie River and Bungalally Creek in the west, Clynes and Rodda Road in the south and Burnt Creek (loosely) to the east. The Western and Henty Highway bisect the study area, with other arterial roads passing through.

Generally, land in the north of the study area is associated with the standard residential zone (GRZ1), farming zone (FZ) and industrial zoned uses (IN1Z and IN3Z). Moving further south, the centre of the study area transitions into low density residential and rural living residential with a wedge of industrial zoned land to the east. Finally, in the south of the study boundary, the land use becomes rural living residential and farming zone. This pattern reflects the broad transition from Horsham as a more clustered and defined regional city, into Haven as a rural area with an open-space country feel.

The study area was refined in conjunction with Council and was defined by waterways and flooding extent for the northern, eastern and western boundaries.



Local Context and Boundary

DRAWING KEY

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

LAND USE

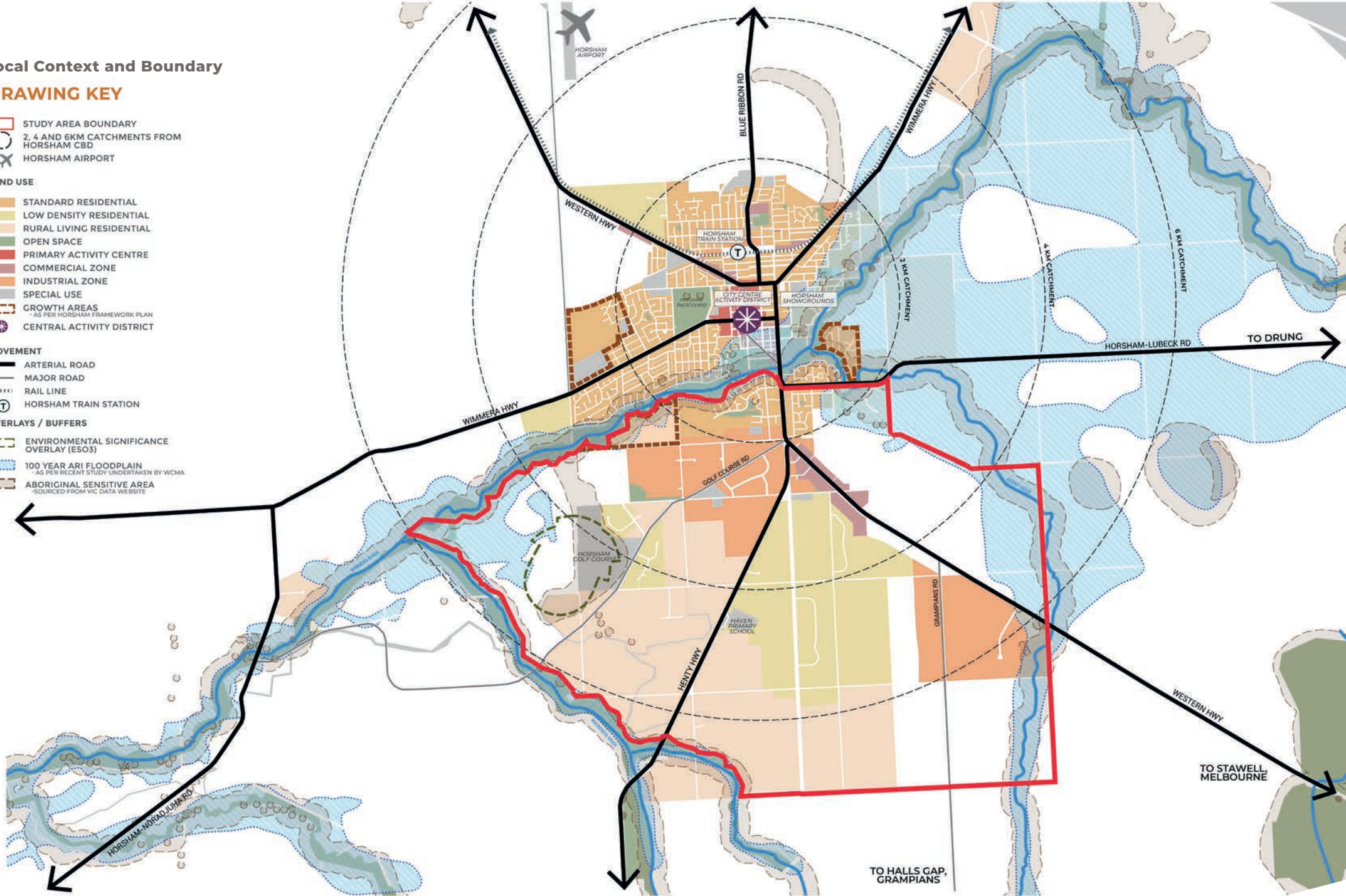
- STANDARD RESIDENTIAL
- LOW DENSITY RESIDENTIAL
- RURAL LIVING RESIDENTIAL
- OPEN SPACE
- PRIMARY ACTIVITY CENTRE
- COMMERCIAL ZONE
- INDUSTRIAL ZONE
- SPECIAL USE
- GROWTH AREAS
- AS PER HORSHAM FRAMEWORK PLAN
- CENTRAL ACTIVITY DISTRICT

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



PART A

The gold frenzy in other parts of the country connected Horsham with the rest of Victoria, where it became a stop-over point in 1851 between Adelaide and Melbourne.



 Wetlands Boardwalk

TOWNSHIP SNAPSHOT

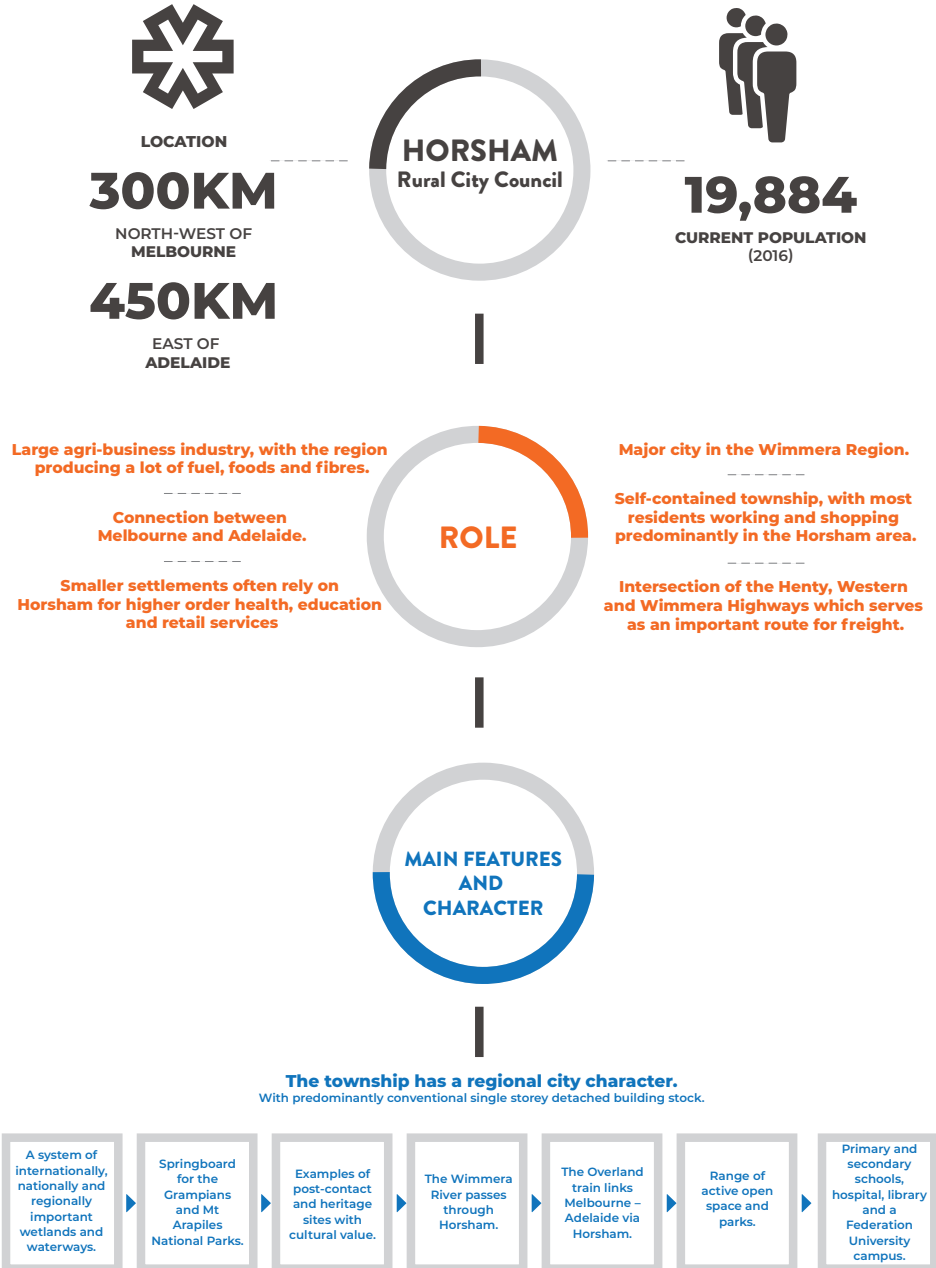
Horsham is the major regional centre in the Wimmera Region. It is located approximately 300km north-west of Melbourne and 450km east of Adelaide, on the Wimmera river.

The natural environment is an important part of Horsham’s identity, as it is in the vicinity of the Grampians and Mount Arapiles National Parks, and much of the industry within this region revolves around agri-business with a range of different fibres, foods and fuels being produced. These products are often transported across Australia with heavy vehicles, using the local Intermodal Freight Terminal and travelling along the network of highways (The Wimmera, Western and Henty highway) that pass through the Horsham area. Horsham is not insulated from change, with the nature of this primary economy shifting as different industries diversify their technologies and practices in response to movements in outside climatic and economic forces. The make-up of the local community is also slowly changing, with the population ageing proportionally.

It is important that Council continue to respond to these opportunities and build them into their future actions, priorities and decision making. A snapshot of the township can be seen in the Township Snapshot.

Horsham is not insulated from change, with the primary economy shifting as different industries diversify their technologies.

Township Snapshot



PART A

DEMOGRAPHIC CONTEXT FOR HORSHAM

POPULATION AND AGE STRUCTURE

It is clear from State and Local Planning Policies that Horsham is predicted to grow, albeit at a slow pace.

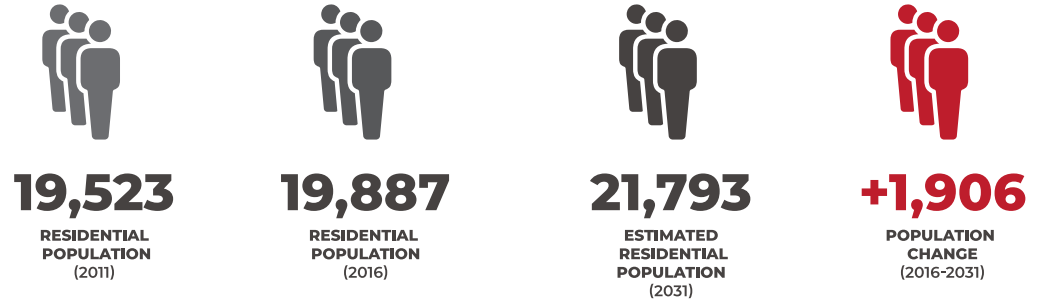
The population change between 2011 – 2016 can be seen in the table below, and the trends are extrapolated into the future (taken from *Victoria in Future 2016*, DELWP).

The 2016 demographic breakdown for Horsham compared against the averages for the State of Victoria can be seen in the Age Structure table. The Horsham population is typically older than the State average, with more residents in the older persons categories, 60 and above. On a regional level, this will continue to influence the way that Horsham develops, and at the local community level, this will influence the priorities for infrastructure and service needs.

The findings can be summarised as:

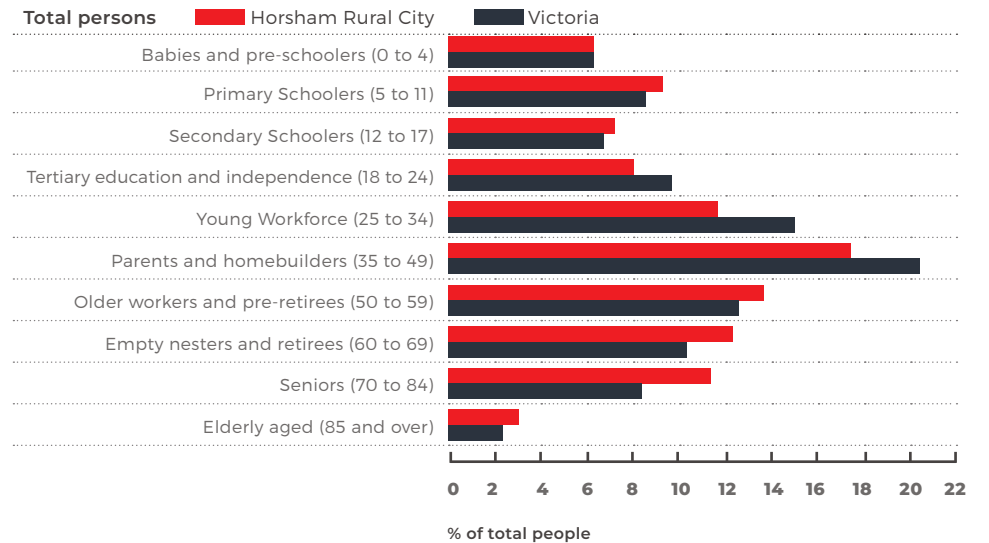
- › Less residents of a young workforce age (18 to 24 and 25 to 34) compared to the State of Victoria
- › Less residents of the parents and homebuilders age (35 to 49) compared to the State of Victoria
- › Consistently higher rates of older workers, retirees and seniors age groups (60 to 69, 70 to 84 and 85+) compared to the State of Victoria

Population



Age Structure

AGE STRUCTURE - SERVICE AGE GROUPS 2016



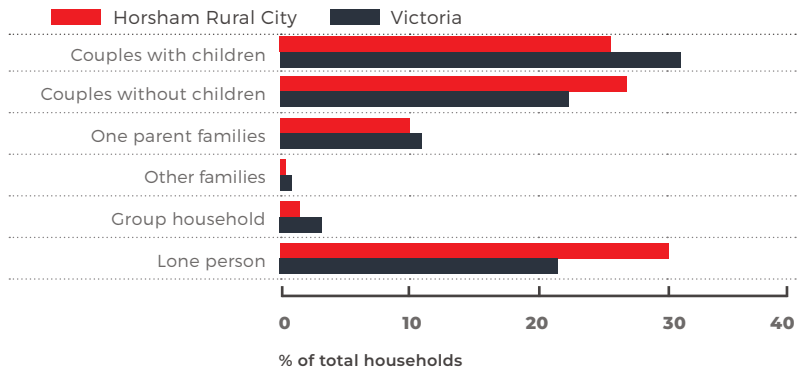
DEMOGRAPHICS HOUSEHOLD TYPES

Within Horsham, there is a greater percentage of couples without children and lone person households, and less couples with children than the State of Victoria, with an average household size of 2.29 people.

This is reflecting the trends described above, where Horsham has a comparatively more 'aged' population. This is important to recognise in the type of developments that Council encourage, as there is a greater need for housing diversity, smaller housing and for properties where people can comfortably age in place.

Household Type

HOUSEHOLD TYPE 2016



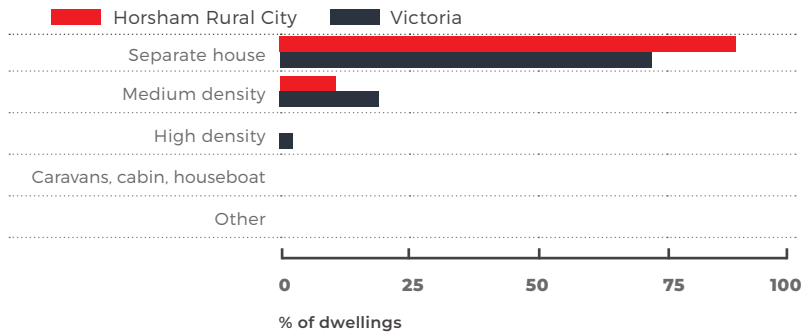
DEMOGRAPHICS DWELLING TYPE

The predominant dwelling structure across Horsham is separate housing, which comprised approximately 87% of the total stock of housing in 2016.

This is higher than the Victorian average, but not entirely unexpected given Horsham's identity as a regional city which is often associated with low density, rural living. This can be seen in the Dwelling Structure table below.

Dwelling Structure

DWELLING STRUCTURE 2016



PART A

HORSHAM PLANNING SCHEME PLANNING POLICIES

The Horsham Planning Scheme provides guidance on how growth and change are predicted to occur throughout this region.

The key planning issues, and Council's vision for how to respond to these, are established throughout the Municipal Strategic Statement (MSS) and Local Planning Policy Framework (LPPF). A summary of the MSS and LPPF's clauses relevant to the Horsham South area are outlined below:

MUNICIPAL STRATEGIC STATEMENT CLAUSE

21.02-1: Settlement – Horsham Framework for Managing Growth

IMPACT

Ensures that Horsham develops as a distinct regional city, with renowned natural landscapes, lifestyle and recreational attributes.

As part of Further Strategic Work, Council has an objective to prepare a Precinct Structure Plan for Horsham South.

21.02-8: Settlement – Rural Living

Acknowledges that most of the Rural Living Zone is to the south of Horsham, in and around the area of Haven. Development between these two regions have merged, however Haven is currently yet to have been developed to its full potential so there is a need to consider the future demand for infrastructure and service provision.

21.10-4: Infrastructure – Community and Cultural Facilities

Acknowledges that there is a need to build an early learning centre in Horsham South over the next 10 – 15 years.

LOCAL PLANNING POLICY CLAUSE

22.01: Commercial Development Policy

Seeks to encourage well planned commercial development throughout the municipality.

22.02: Resource Protection Policy

Provides the Council the freedom to contact the relevant Land and Water authorities in applications that potentially interact with these resources.

22.03: Small Lot Subdivision in the Farming Zone Policy

Seeks to reduce land fragmentation caused by inappropriate subdivision and maintain the productive capacity of the land.

22.04: Dam Policy

Seeks to control all aspects of new dam development.

22.08: Controlling Low Density and Rural Living Development

Seeks to encourage development within identified Preferred Sewered Development areas, provided that reticulated water and sewer is available to these lots.

Ad hoc subdivision development within the LDRZ is discouraged.

22.10: Floodplain Management Policy

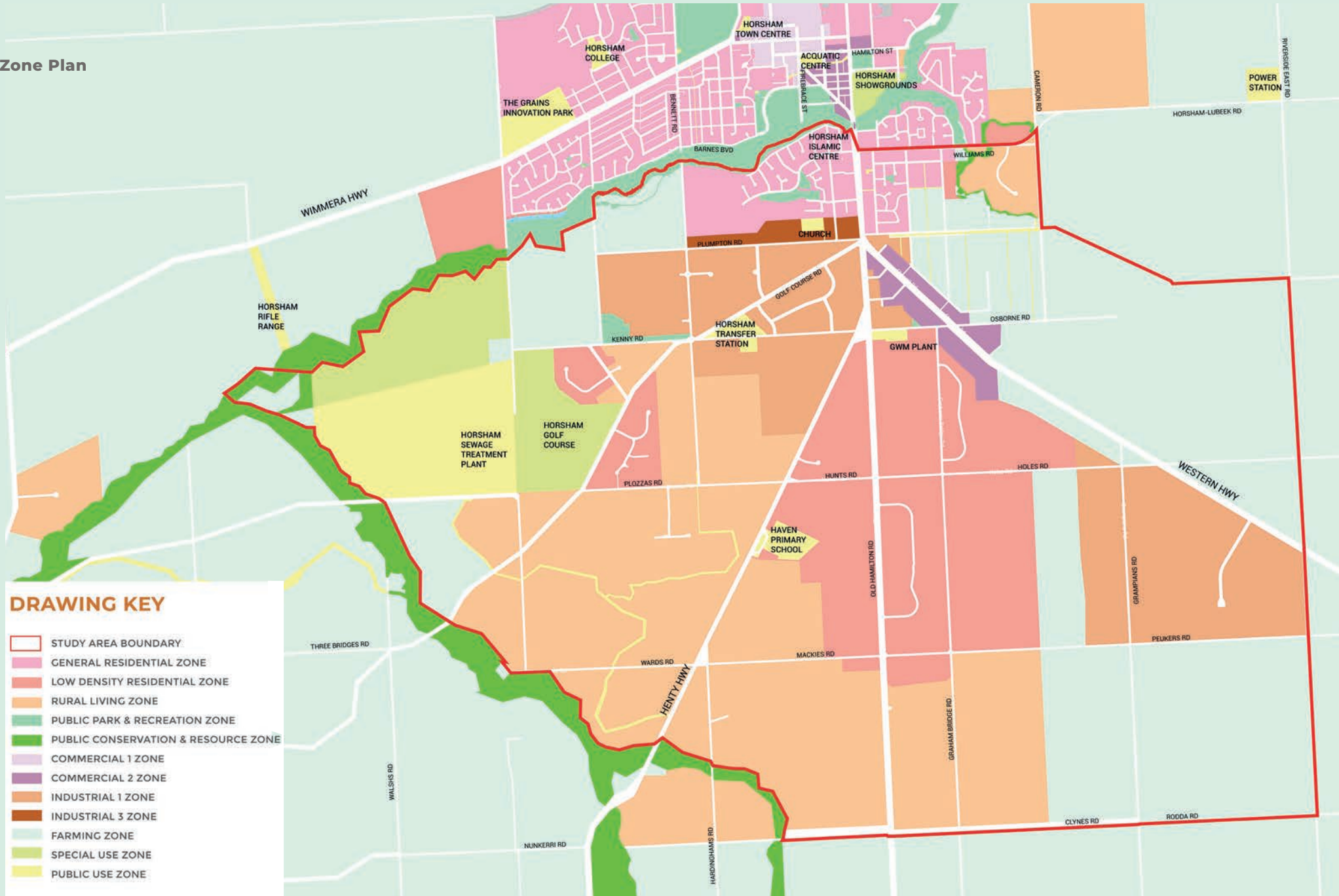
Seeks to minimise the impact that flooding will have on new developments by discouraging developments in areas prone to flooding.

HORSHAM PLANNING SCHEME PLANNING POLICIES

Planning zones within the study area are reflected in the table below, outlining their objectives and relevant application requirements:

ZONE	OBJECTIVE	APPLICATION REQUIREMENTS
General Residential Zone 1 (GRZ1)	To encourage development that respects the neighbourhood character of the area. To encourage a diversity of housing types and housing growth particularly in locations offering good access to services and transport.	
Low Density Residential Zone (LDRZ)	To provide for low-density residential development on lots which, in the absence of reticulated sewerage, can treat and retain all wastewater	Minimum Subdivision Requirements: › 0.4ha where not connected to reticulated sewerage › 0.2ha where connected to reticulated sewerage
Rural Living Zone (RLZ)	To provide for residential use in a rural environment	Minimum Subdivision Requirements: › Between 1 – 4 hectares
Farming Zone (FZ) (note: There is no map to correlate between FZ and the schedule (FZ1). Because of this you can only use the parent clause, which has the minimum subdivision size at 40ha)		
Special Use Zone 1 (SUZ1)	To provide for the use of the Horsham Golf Club	
Special Use Zone 6 (SUZ6)	To provide for the use of land for the earth and energy resource industry.	
Special Use Zone 8 (SUZ8)	To facilitate the development of a Horsham Artist in Residence.	The minimum subdivision size is 60ha.
Public Conservation and Resource Zone (PCRZ)	To protect and conserve the natural environment and natural processes for their historic, scientific, landscape, habitat or cultural values.	
Commercial 2 Zone (C2Z)	To encourage commercial areas for offices, appropriate manufacturing and industries, bulky goods retailing, other retail uses, and associated business and commercial services.	
Industrial 3 Zone (I3Z)	To provide for industries and associated uses in specific areas where special consideration of the nature and impacts of industrial uses is required or to avoid inter-industry conflict	
Industrial 1 Zone (I1Z)	To provide for manufacturing industry, the storage and distribution of goods and associated uses in a manner which does not affect the safety and amenity of local communities.	
Road Zone 1 (RDZ1)	To identify significant existing roads.	

Zone Plan



DRAWING KEY

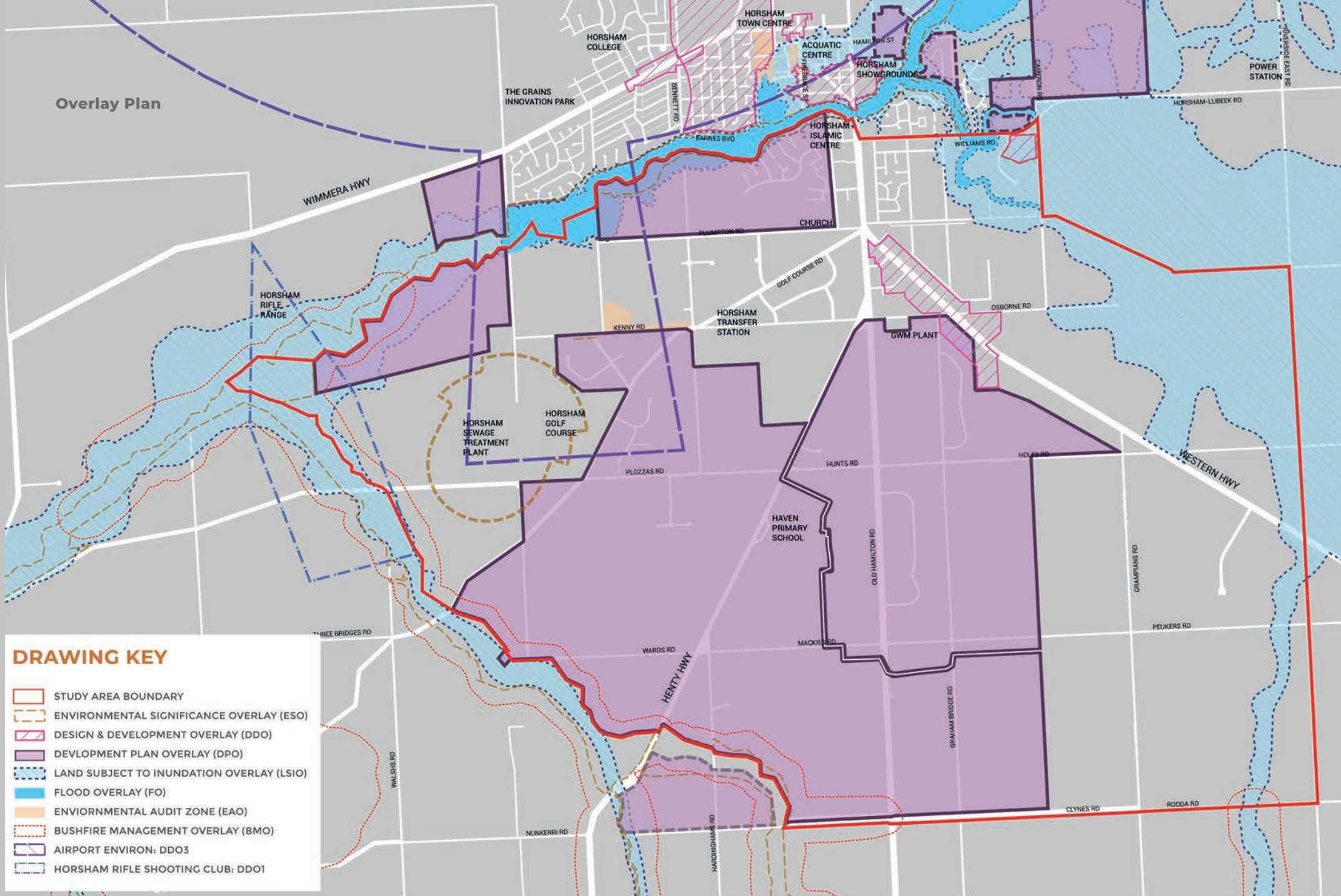
- STUDY AREA BOUNDARY
- GENERAL RESIDENTIAL ZONE
- LOW DENSITY RESIDENTIAL ZONE
- RURAL LIVING ZONE
- PUBLIC PARK & RECREATION ZONE
- PUBLIC CONSERVATION & RESOURCE ZONE
- COMMERCIAL 1 ZONE
- COMMERCIAL 2 ZONE
- INDUSTRIAL 1 ZONE
- INDUSTRIAL 3 ZONE
- FARMING ZONE
- SPECIAL USE ZONE
- PUBLIC USE ZONE

HORSHAM PLANNING SCHEME PLANNING POLICIES

Planning overlays within the study area are reflected in the table below, outlining their objectives and relevant provisions:

OVERLAY	OBJECTIVE	PROVISIONS
Public Acquisition Overlay 1 (PAO1)	To identify land which is proposed to be acquired by a Minister, public authority or municipal council	To be acquired by Horsham Rural City Council for future road infrastructure.
Floodway Overlay (FO)	To identify waterways, major floodpaths, drainage depressions and high hazard areas which have the greatest risk and frequency of being affected by flooding.	Minimum Subdivision Requirements: <ul style="list-style-type: none"> › 0.4ha where not connected to reticulated sewerage › 0.2ha where connected to reticulated sewerage
Development Plan Overlay 3 (DPO3)	To identify areas which require the form and conditions of future use and development to be shown on a development plan before a permit can be granted to use or develop the land.	› No dwellings will be permitted within the area identified as affected by the 1 in 100 year flood level.
Land Subject to Inundation Overlay (LSIO)	To identify land in a flood storage or flood fringe area affected by the 1 in 100 year flood or any other area determined by the floodplain management authority.	
Environmental Audit Overlay (EAO)	To ensure that potentially contaminated land is suitable for a use which could be significantly adversely affected by any contamination.	
Environmental Significance Overlay 5 (ESO5)	To ensure that development is compatible with identified environmental values.	Manage development within 20 metres of the toe of a channel.
Development Plan Overlay 8 (DPO8)	To identify areas which require the form and conditions of future use and development to be shown on a development plan before a permit can be granted to use or develop the land.	Relates to the delivery of the Horsham Artists in Residence Program.
Environmental Significance Overlay (ESO6)	To identify areas where the development of land may be affected by environmental constraints.	Protects the operation of the Horsham South wastewater treatment plant.
Bushfire Management Overlay (BMO)	To ensure that the development of land prioritises the protection of human life and strengthens community resilience to bushfire	
Development Plan Overlay 1 (DPO1)	To identify areas which require the form and conditions of future use and development to be shown on a development plan before a permit can be granted to use or develop the land.	Requires development plans to be submitted with an application.
Development Plan Overlay 2 (DPO2)	To identify areas which require the form and conditions of future use and development to be shown on a development plan before a permit can be granted to use or develop the land.	All roads leading to proposed lot must be treated to the satisfaction of the responsible authority.

Overlay Plan



OVERLAY

OBJECTIVE

PROVISIONS

<p>Incorporated Plan Overlay 1 (IPO1)</p>	<p>To identify areas which require the form and conditions of future use and development to be shown on a development plan before a permit can be granted to use or develop the land.</p>	<p>All roads leading to proposed lot must be treated to the satisfaction of the responsible authority. Soil conditions reports must be provided when there is on-site sewerage processing.</p>
<p>Environmental Significance Overlay 3 (ESO3)</p>	<p>To identify areas where the development of land may be affected by environmental constraints.</p>	
<p>Design and Development Overlay 3 (DDO3)</p>	<p>To maintain the efficiency and safety of the Horsham airfield and to ensure the height of development in the wider area surrounding the airport does not prejudice the existing or future use of the airport.</p>	
<p>Design and Development Overlay 4 (DDO4)</p>	<p>To identify areas which are affected by specific requirements relating to the design and built form of new development. (Flood Fringe Development)</p>	

PART A

HORSHAM FRAMEWORK PLAN

There is an existing Framework Plan at Clause 21.02 – Settlement that shows growth areas determined by the Framework for Managing Growth, Meinhardt, 2013. Relevant Background Studies. The growth areas are located at the northern boundary of the study area at Wimmera River, as a continuation of the existing residential zoned land. The preparation of the Precinct Structure Plan for Horsham South will change the areas identified for growth as can be seen from the development options prepared as part of the issues and opportunities background report.

OVERARCHING STRATEGIES

Plan Melbourne (2017-2050) is a state-wide strategy to guide Melbourne, and more peripherally, regional Victoria's growth over the next 35 years. This strategy sets the framework to guide land use, infrastructure and transport planning to support growth in jobs and housing in a way that builds on Melbourne's legacy as a liveable and sustainability city, as well increasing its connection with regional Victoria.

Horsham is identified as a major regional city with an important role within the Western district for its contribution to the local economy and environment. Under Direction 7.1 there is an identified need to invest in regional cities, such as Horsham, to improve the current suite of infrastructure and services that exist, in line with their current growth aspirations. Regional cities are seen as an important component in the management of the overall State's population growth, as such urban renewal and consolidation are supported in these cities under Policy 7.1.1. At Direction 7.2 Plan Melbourne acknowledges the distance between Horsham and Melbourne and aspires to improve the rail and road infrastructure connections between these two cities to facilitate a stronger movement of people and commodities.

SPECIALISED STRATEGIES

The documents listed below are used to assist in preparing the issues and opportunities section of this report and will be further discussed in the appropriate theme identified;

- + Urban Development Program Regional Residential Report 2011
- + Urban Development Program Regional Industrial Report 2011
- + Growing Jobs in Regional Victoria – SGS Economics 2018
- + Horsham Framework for Managing Growth - Meinhardt 2012
- + Transport Engineering Investigations & Analysis Report – Ratio 2019
- + Horsham Rural City Flood Emergency Plan
- + TGM Report on Services and Infrastructure - 2019
- + Water Supply Infrastructure Assessment
- + Sewer Infrastructure Assessment

Horsham is identified as a major regional city with an important role within the Western district for its contribution to the local economy and environment.

PART B

Issues and Opportunities

Horsham South is a suitable area to deliver new housing and encourage appropriate commercial uses and strengthen the existing industry.





Introduction

OVERVIEW

Following a site analysis of the study area and a review of existing data, a number of issues and opportunities have been identified that have been grouped into themes:

- + **URBAN FORM AND CHARACTER**
- + **RESIDENTIAL CAPACITY**
- + **EMPLOYMENT**
- + **COMMUNITY AND CULTURE**
- + **RECREATION AND OPEN SPACE**
- + **TRANSPORT AND MOVEMENT**
- + **FLOODING**
- + **SERVICES AND INFRASTRUCTURE**

URBAN FORM & CHARACTER OVERVIEW

Urban Form and Character is a key theme that includes an assessment of the growth patterns in both employment and residential development.

This section provides detailed discussion around land use and development patterns. The Urban Form Plan on page 22 shows the land use types and the white areas in between contain vacant land, some of which is used for farming purposes.

URBAN FORM & CHARACTER RESIDENTIAL LAND

There are approximately 70 to 80 new residential developments completed each year in Horsham

Most commonly, these projects are on broadacre land, which make up 63% of total new developments, followed by 24% as infill development. This reflects the rural living, low density character of Horsham. Despite this, most of these developments (83%) are still within the boundaries of Horsham, rather than in nearby townships such as Haven, Drung or Vectis. These demand patterns are encouraging for Horsham South, just south of the Wimmera River, as this area is close to the existing town centre.

Based on projected dwelling requirements going into 2046, it is predicted that there will be a need for 1,453 new developments and that there is a current supply of 1,879 potential lots. Council recognise the positive contribution that new broadacre developments could add to the towns' building stock.

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. This change will influence the underlying demand trends for many aspects and operations of the town such as the services Council provides, housing types and locations, transport, health and recreational options. For Horsham South these trends were considered in preparing the three development scenarios.

URBAN FORM & CHARACTER EMPLOYMENT LAND

There is a low level of consumption for industrial land (Business 3 Zone / Commercial 2 Zone, Industrial 1 Zone, Industrial 3 Zone) across Horsham .

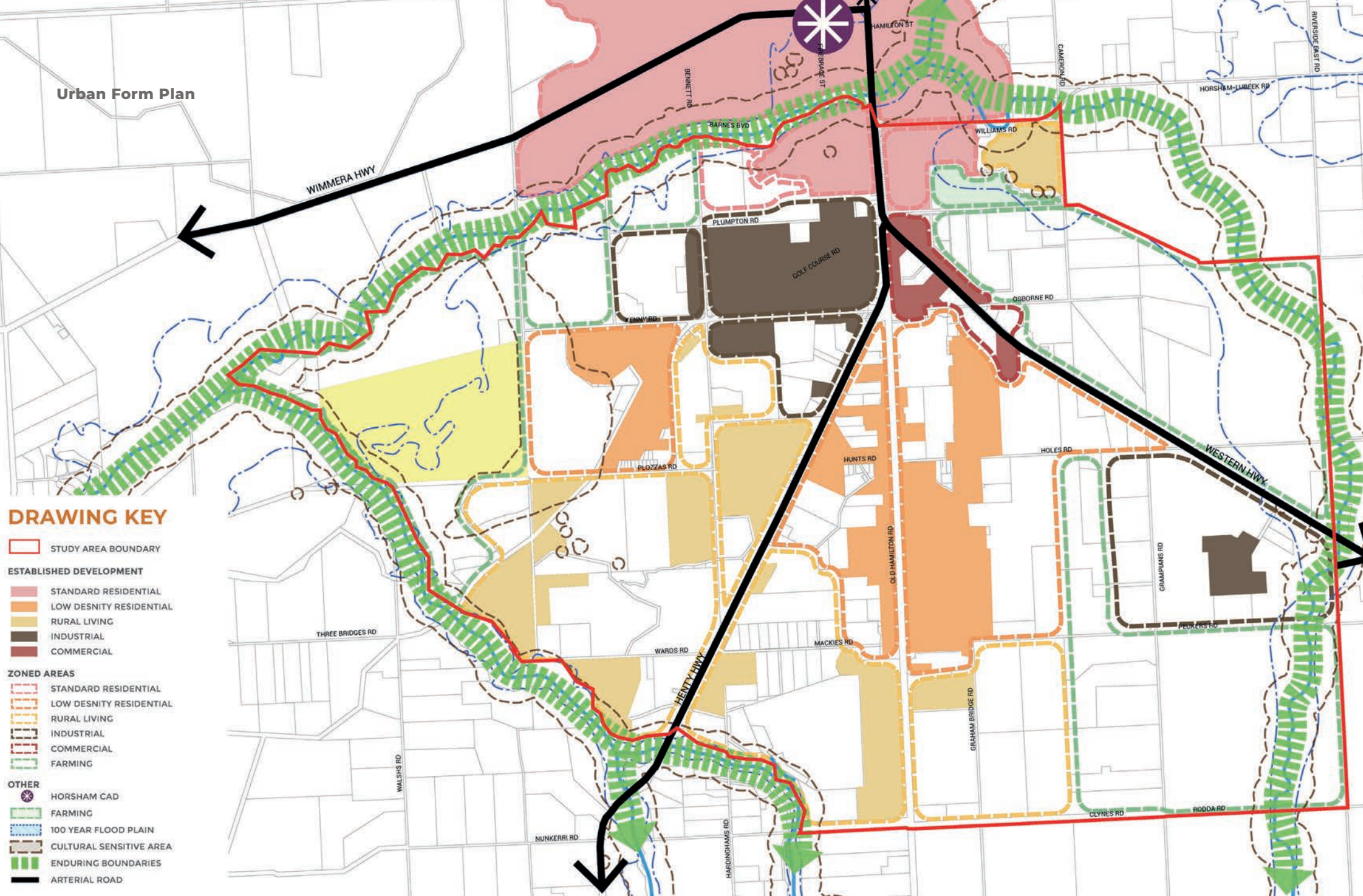
Importantly, based on previous consumption trends, in 2011 there was only predicted to be 7 years of Business 3 Zoned land across Horsham. However, the new Wimmera Intermodal Freight Terminal (WIFT) has provided additional supply has 20 lots zoned for industrial uses across 100 hectares on the Wimmera Highway. The uptake of industrial land has also not been as high as determined in 2011 and there is still around 7 years supply.

There have been instances where industrial and residential land uses, particularly in the rural living zone, have clashed in Horsham and the amenity of one has affected the other. The land to the north and south of Plumpton Road is an example of where this has occurred. Consolidating and encouraging future industrial uses in the WIFT is a positive for allowing the opportunity industry with heavy vehicle movement to locate there.

The area of each zone type and its broad location are outlined in the table below.

ZONE	AREA – HECTARES	LOCATION
General Residential Zone	105.4	North
Rural Living Zone	1,109.5	› Centre + South
Industrial Zone	223	› North + Centre
Low Density Residential Zone	667	Centre
Farming Zone	93	North + Centre + South

Urban Form Plan



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

URBAN FORM & CHARACTER RELEVANT BACKGROUND STUDIES

Urban Development Program Regional Residential Report 2011

The UDP report stated that Horsham averaged 125 dwellings per annum between 2005-06 to 2010-11. Total residential lot construction for the period 2005-06 to 2010-11 averaged 105 per annum. The majority (63%) were broad hectare lots, 24% were minor infill, 9% non-urban and 5% major infill. The vast majority (83%) of residential lot construction activity was located within the suburb of Horsham.

Projected dwelling requirements sourced from Victoria in Future 2012 indicated that from 2011 to 2026, a total of 1,453 additional dwellings (or on average 97 per annum) will be required to house the projected population for the Rural City of Horsham.

In total there is a residential lot supply of approximately 1,879.

This is comprised of:

- › 1,213 zoned broad hectare lots (65% of supply)
- › 357 vacant non-urban residential lots (19% of supply)
- › 309 designated future residential lots (16% of supply)

Based on Victoria in Future 2012 projections, the Rural City of Horsham currently had in excess of 15 years supply of zoned residential land stocks across the municipality. Since it's nearly 10 years on from this UDP report, the supply has decreased.

Importantly, the report stated that as measured from 2011 to 2026, the average annual projected demand by statistical area within the Rural City of Horsham is:

- › Central: 73 dwellings per annum (Horsham)
- › Balance: 23 dwellings per annum (e.g. Haven, Drung and Vectis)

This shows a low demand for new housing in Haven on a yearly basis.

Urban Development Program Regional Industrial Report 2011

Highlights from the UDP in 2011 are that consumption of industrial zoned land between 2004 and 2011 was:

- › Business 3 zoned land was 0.1 hectares (Business 3 Zone is now Commercial 2 Zone)
- › Industrial 1 zoned land was 2.7 hectares
- › Industrial 3 zoned land was 0.3 hectares

This is a low level of consumption over the entire municipality, but there is also limited supply. In 2011 there was a total in excess of 15 years of industrial zoned land across the municipality of Horsham. By zone type there was in excess of 15 years supply of both Industrial 1 and Industrial 3 zoned land. The report concluded that based on historical consumption there was only 7 years supply of Business 3 zoned land (now Commercial 2 Zone). As previously stated, take up of industrial land has been slower than expected and there is therefore enough industrial zoned land in the municipality for the foreseeable future.

Growing Jobs in Regional Victoria – SGS Economics 2018

The report states that Horsham has a low unemployment rate at 5% (5.8% is the Victorian average) and a low population growth rate of approximately 1% per annum.

Accessibility is a key factor. The SGS report states that Horsham will continue to have constrained access to export markets and have low connectivity to other regional areas and metropolitan Melbourne, limiting its growth potential. Agriculture will continue to be its primary industry.

Horsham Framework for Managing Growth - Meinhardt 2012

The Meinhardt report found that the constraints to urban growth in the Horsham area are in the east and south. The areas with the most opportunities for outward growth are to the north and west of Horsham.

URBAN FORM & CHARACTER

issues

- › Lack of some community services (recreational).
- › Conflict of uses between residential and industrial land.
- › The buffer for the treatment plant should be larger or the processes modernised.
- › Low population growth around the Haven primary school.
- › Oversupply of rural living zoned land.
- › Future residential land should be redirected to West Horsham (according to the Meinhardt report).
- › Landowners are pressuring Council to rezone land from farming to residential between the Wimmera river and Plumpton Road.
- › Broadacre development and rural living is very attractive to many new residents.
- › Future housing within the Haven area needs to be consolidated.

opportunities

- › **Encourage** industrial uses with significant heavy vehicle movement to locate within the Wimmera Intermodal Freight Terminal Industrial Precinct where there are 20 industrial lots on 100 hectares of land.
- › **Consolidate** services and community amenities in central Horsham.
- › **Explore** encouragement of smaller dwellings to cater for single and two person households.
- › **Encourage** housing designed for ageing in place.
- › **Plan** for new community and Council services that respond to an ageing population.

RESIDENTIAL CAPACITY OVERVIEW

The study boundary contains vast areas of undeveloped land that have been assessed for residential land development. The areas for residential growth are focussed around the existing established dwellings on the Wimmera River and around the Haven rural living area as seen in the Residential Plan on page 26.

RESIDENTIAL CAPACITY RELEVANT BACKGROUND STUDIES

There are no formal documents as such, however building data has shown that approximately only 70 to 80 dwellings a year are constructed in Horsham, with approximately 15 to 20 constructed in Horsham South.

The Residential Plan is supported by the Parcel Density Plan on page 27, showing the breakdown of lot sizes across the study area. As can be seen, the smaller lots between 0 - 0.4ha are strongly clustered around the north of the study area, much of this is existing residential. The trend is for the lots to get progressively larger as you move south. Notably the large pocket of lots sized 0.4 - 1ha are in the centre west, and the second pocket of lots sized 1 - 2ha in the centre of the study area, adjacent to major roads. The largest lots, from 10ha through to +400ha typically fill in the Farming Zone. This is consistent with the transition from Horsham as a regional city with smaller residential lots and industrial uses, into the rural living area of Haven.

RESIDENTIAL CAPACITY

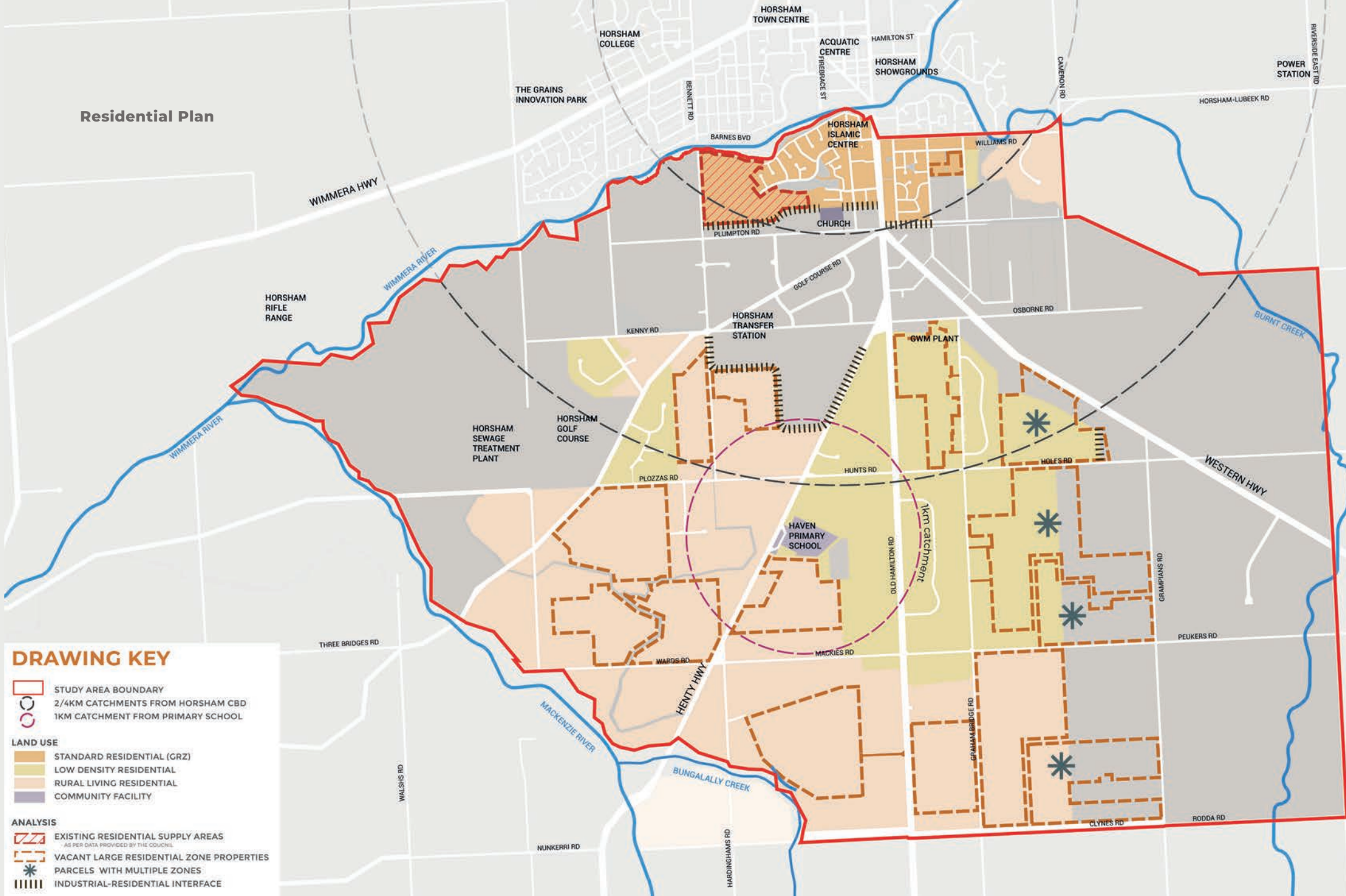
issues

- › Flooding of land near the Wimmera River.
- › Low demand for housing per annum.
- › Ad hoc residential subdivisions.
- › Un-serviced land areas.

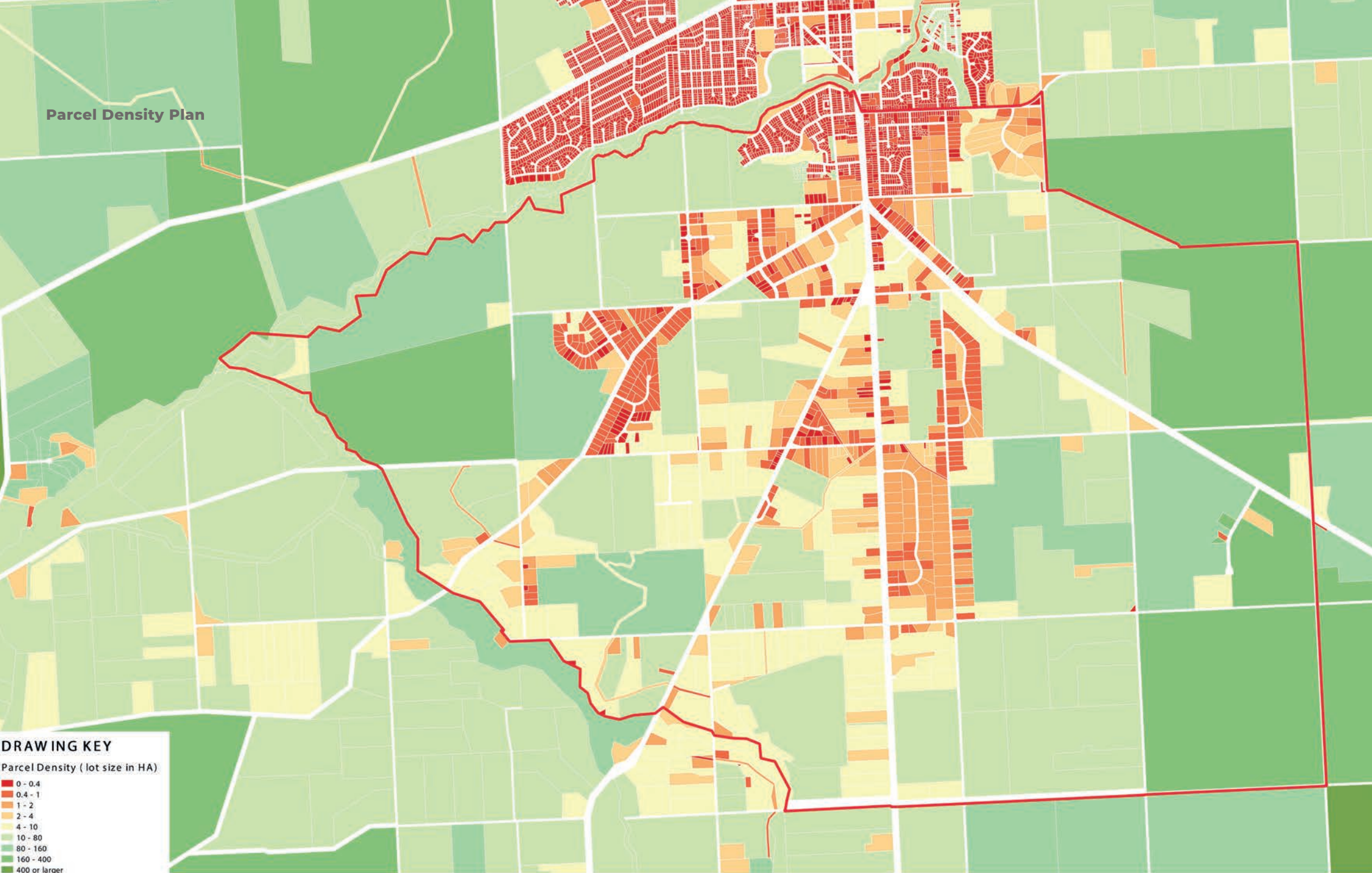
opportunities

- › **Concentrating** development around existing services.
- › **Back zoning** land that is not required for residential purposes.
- › **Capitalising** on Wimmera River to create a larger residential community.

Residential Plan



Parcel Density Plan



DRAWING KEY
Parcel Density (lot size in HA)

0 - 0.4
0.4 - 1
1 - 2
2 - 4
4 - 10
10 - 80
80 - 160
160 - 400
400 or larger

PART B



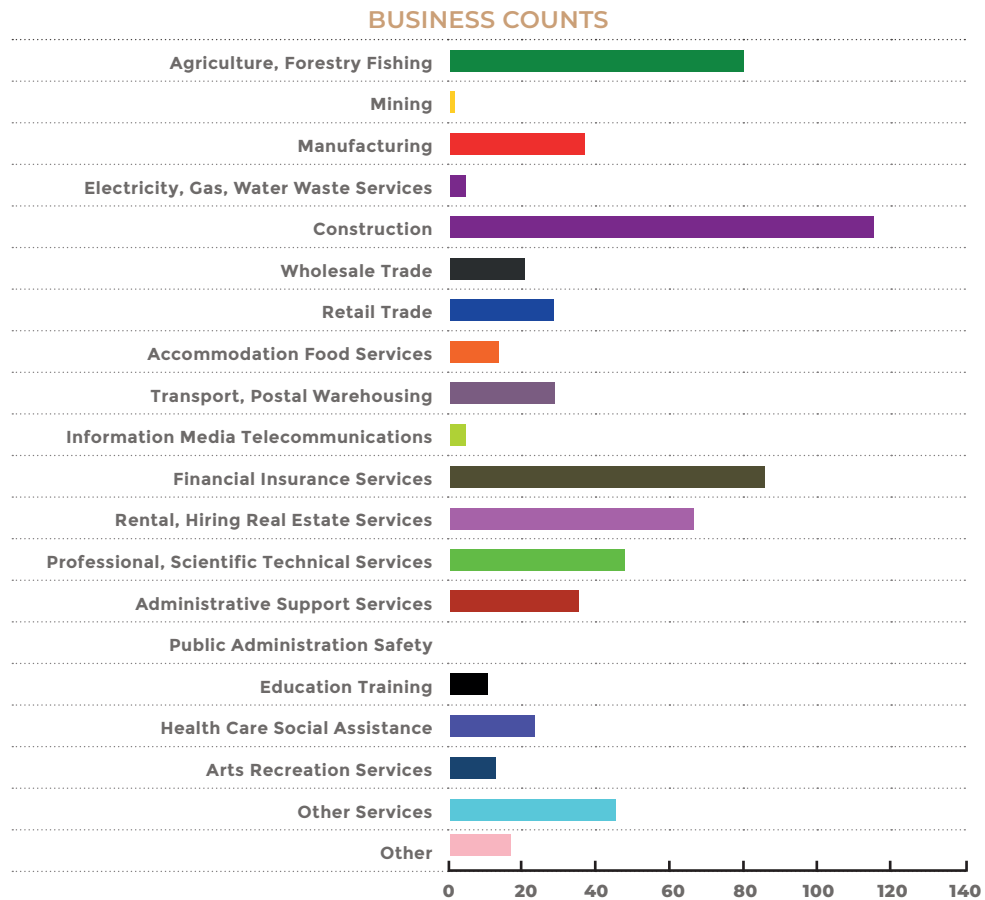
There is an opportunity to concentrate residential development around existing services.

EMPLOYMENT OVERVIEW

Industry is a key feature of Horsham South with 681 businesses.

There is sufficient zoned employment land for 15 years and is shown in the Industry Breakdown table below.

Industry Breakdown



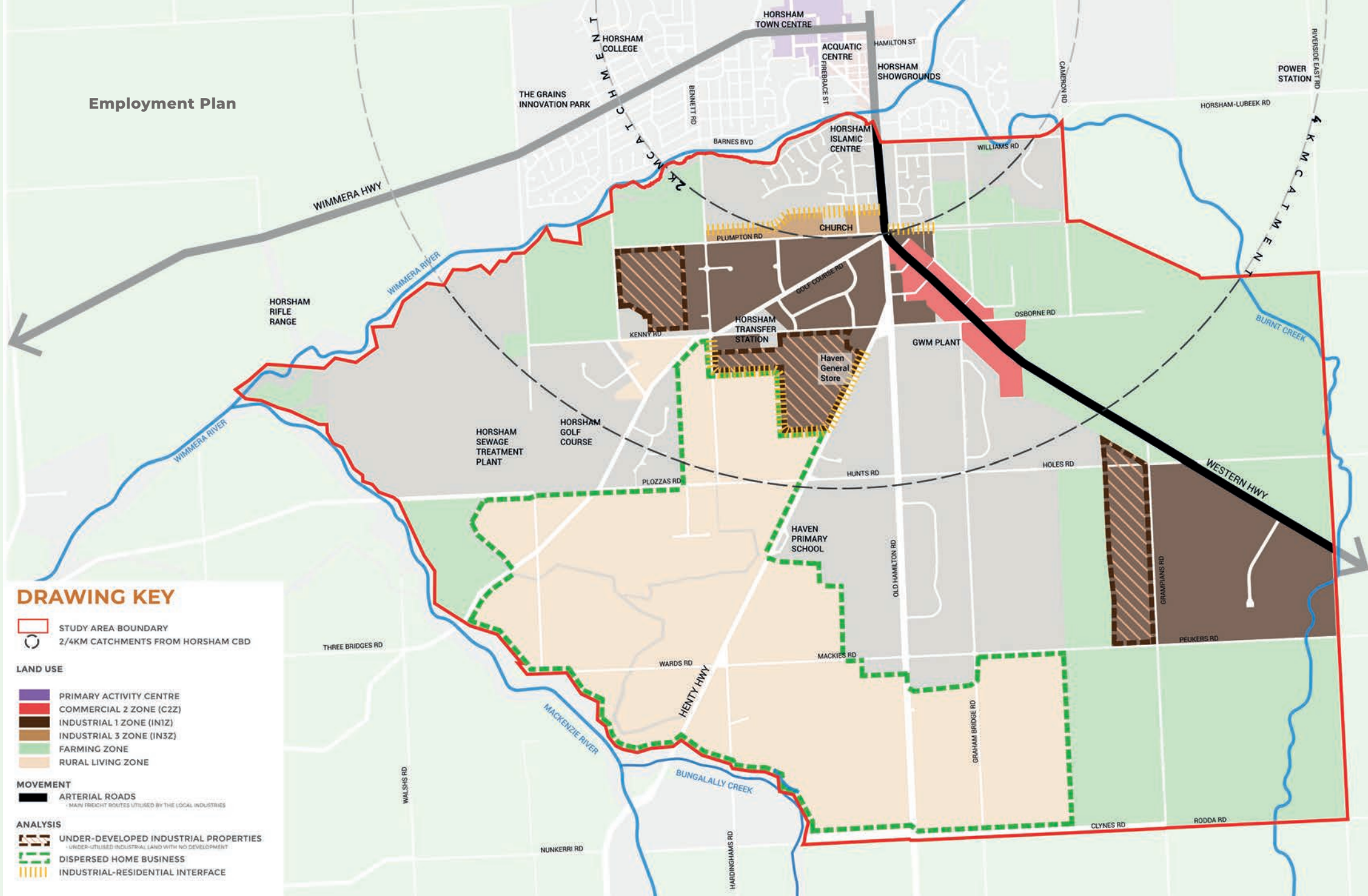
EMPLOYMENT RELEVANT BACKGROUND STUDIES

REMPAN data lists the industry breakdown shown in the Employment Plan on Page 30 and Business Breakdown table below.

Business Breakdown

INDUSTRY	BUSINESSES	
	COUNT	%
Agriculture, Forestry Fishing	79	11.60%
Mining	2	0.29%
Manufacturing	36	5.29%
Electricity, Gas, Water Waste Services	4	0.59%
Construction	115	16.89%
Wholesale Trade	20	2.94%
Retail Trade	30	4.41%
Accommodation Food Services	14	2.06%
Transport, Postal Warehousing	30	4.41%
Information Media Telecommunications	4	0.59%
Financial Insurance Services	85	12.48%
Rental, Hiring Real Estate Services	68	9.99%
Professional, Scientific Technical Services	49	7.20%
Administrative Support Services	35	5.14%
Public Administration Safety	0	0.00%
Education Training	11	1.62%
Health Care Social Assistance	25	3.67%
Arts Recreation Services	13	1.91%
Other Services	46	6.75%
Other	15	2.20%
TOTAL	681	100%

Employment Plan



EMPLOYMENT

issues

- › Slow take up of employment land.
- › Conflict with residential land uses.
- › Heavy vehicle movements through residential areas.

opportunities

- › **Rezone** land to create buffers between industry and residential uses.
- › **Encourage** industries with heavy vehicle movement to locate to WIFT.
- › **Alternative** truck routes to lessen impact on the residential areas.

PART B

TRANSPORT AND MOVEMENT OVERVIEW

Movement in Horsham is predominantly by private car. High private car usage is often an accepted part of regional behaviour, due to the lack of other options such as public transport which does not run frequently as the demand levels are not present.

Walking and cycling are encouraged throughout the Horsham CBD and Council takes a proactive approach to encouraging this type of movement. There is a policy and aspiration to make Horsham a highly walkable regional city. These forms of movement often have the most uptake and traction where distances are small, safe, interesting and comparatively quick.

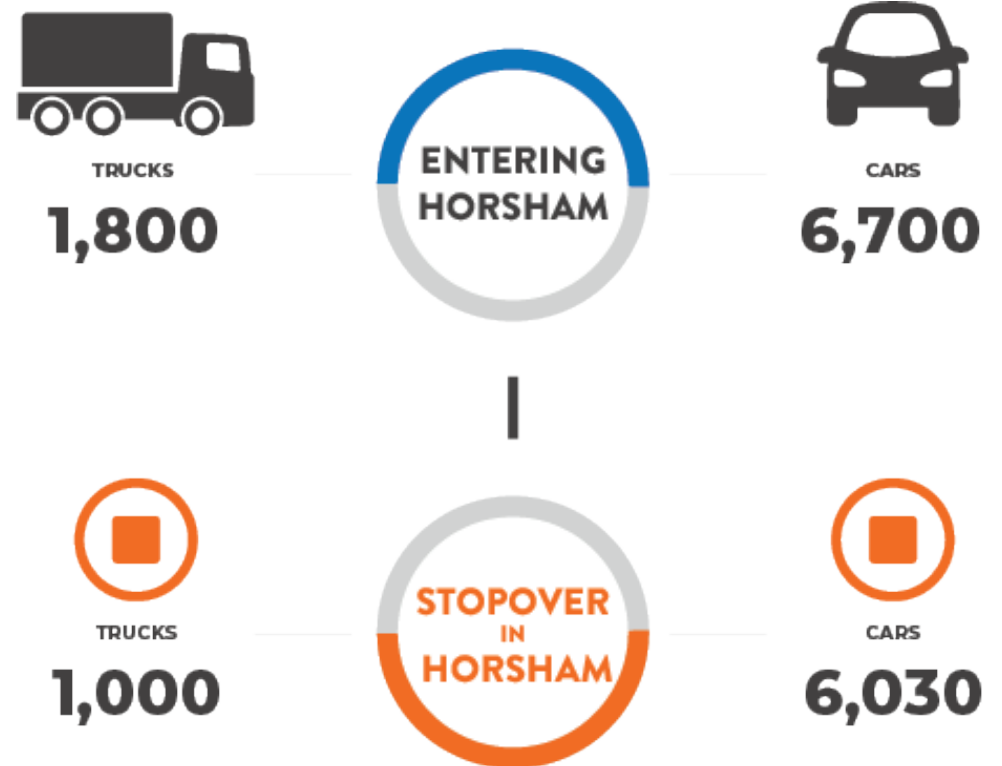
Horsham South already has a substantial trail network that connects to the river and CBD. Whilst there is only one road river crossing, there are four pedestrian crossing locations. Transport and movement infrastructure are illustrated in the Transport and Movement Plan on page 33.

Due to its intersection of three major highways, Horsham is on one of the largest truck routes in Victoria, with many movements in and out of Horsham, and is frequently used as a stopover.

As the Horsham economy has a strong reliance on agri-business and producing primary goods, it is important that heavy vehicles are able to continue these operations. A current tension within Horsham is that most of this freight passes through the main town centre, which is having some negative impacts on public life and character. Options and considerations to address this are being investigated through the Urban Transport report currently underway by Horsham Council. A further element of brittleness in the road network is that there is only one bridge across the Wimmera River and this is used by both trucks and cars.

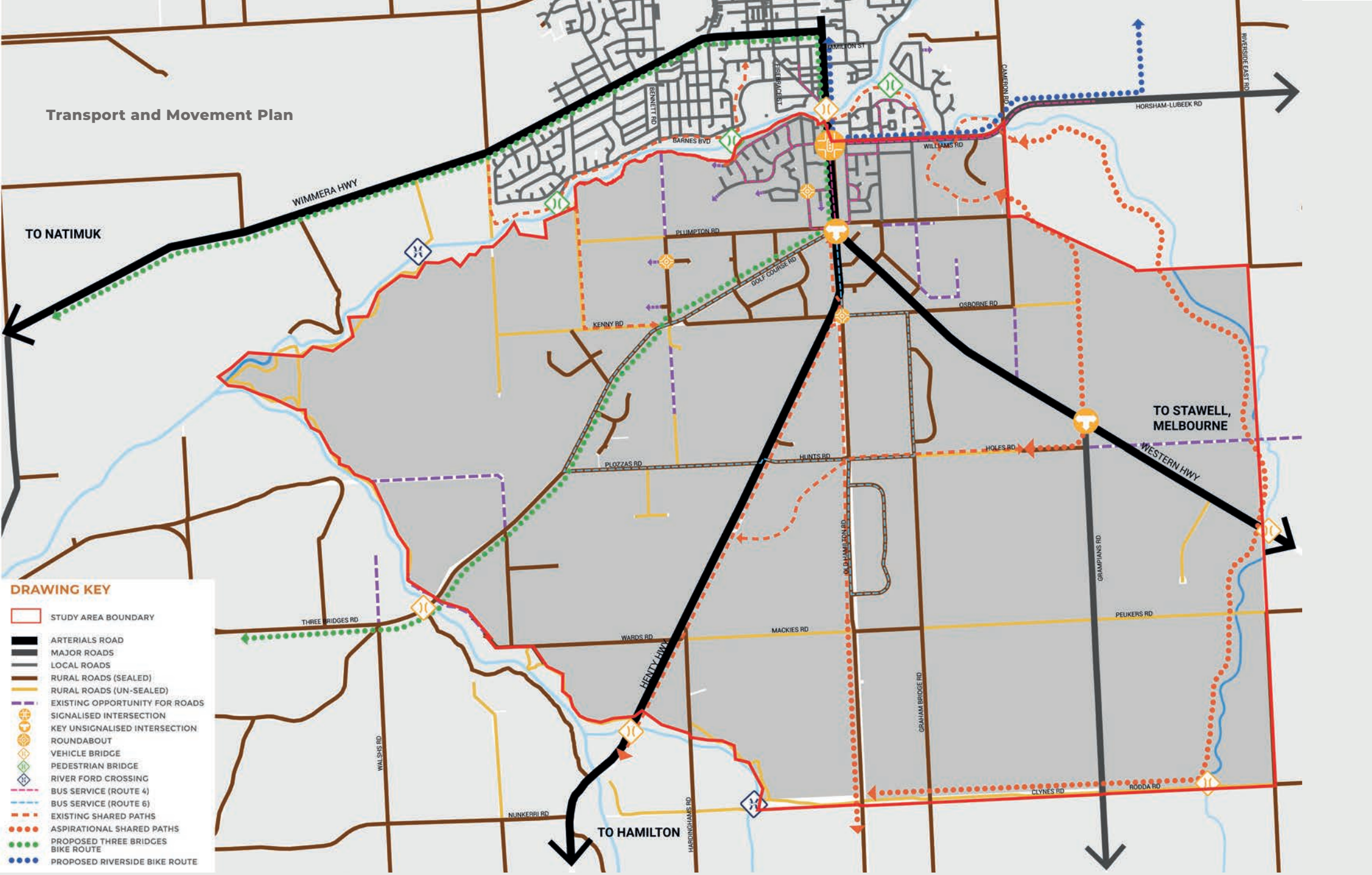
On a regional level public transport options into Horsham are quite good, with a VLine train service connecting Melbourne – Horsham, and a regional bus network feeding into nearby areas. The Overland train also connects Melbourne – Adelaide via Horsham. Within Horsham there is a similarly good public transport network made of bus services running across the town. For Horsham South however, the existing connections through the bus routes 4 and 6 are quite limited and infrequent but there is scope for this to be improved.

Truck Movements



Horsham is on one of the largest truck routes in Victoria, with many movements in and out of Horsham.

Transport and Movement Plan



DRAWING KEY

- STUDY AREA BOUNDARY
- ARTERIALS ROAD
- MAJOR ROADS
- LOCAL ROADS
- RURAL ROADS (SEALED)
- RURAL ROADS (UN-SEALED)
- EXISTING OPPORTUNITY FOR ROADS
- SIGNALISED INTERSECTION
- KEY UNSIGNALISED INTERSECTION
- ROUNDABOUT
- VEHICLE BRIDGE
- PEDESTRIAN BRIDGE
- RIVER FORD CROSSING
- BUS SERVICE (ROUTE 4)
- BUS SERVICE (ROUTE 6)
- EXISTING SHARED PATHS
- ASPIRATIONAL SHARED PATHS
- PROPOSED THREE BRIDGES BIKE ROUTE
- PROPOSED RIVERSIDE BIKE ROUTE

PART B

TRANSPORT AND MOVEMENT RELEVANT BACKGROUND STUDIES

Transport Engineering Investigations & Analysis Report: Horsham South Structure Plan Stage 1 – Ratio 2019

This report covers the existing transport infrastructure of the Horsham South area. It discusses the importance of the road network for both commercial uses, such as freight and agribusiness carried by trucks, and residential movement by private car.

It covers in depth, the hierarchy of the road network, a detailed study of the users of this and the areas of weakness and opportunities to improve it. It then discusses the existing active transport network, which is predominantly a bus network within Horsham and inter-regional trains, and some limited bike and pedestrian infrastructure.



TRANSPORT AND MOVEMENT

issues

- › There are too many signalised intersections.
- › Public transport access is limited, with access to bus services primarily in the established residential areas immediately to the south of the Wimmera River.
- › Maintenance of the 'C' class road network is required as there is an increase in trucks travelling along local roads to access farms.
- › Uncertainty about the Horsham bypass, with Option 5A (of 5 shortlisted options) having a direct impact on the Horsham South Area. No final route has been determined.
- › Uncertainty about the future of the Western Hwy / Henty Hwy / Golf Course Road intersection.
- › Bicycle and pedestrian infrastructure are limited.
- › Public transport options currently consist of a route 4 and 6 bus service that operate with a limited frequency of eight services a week.


opportunities

- › **Expand** bicycle and pedestrian infrastructure to create circuits and connections to environment and community assets.
- › **Develop** a program for sealing roads - there are 13 strategic lower order roads within the study area, with carriageways ranging from 6m – 18m sealed roads with one and two lane traffic in each direction. 9 of these are sealed and 4 are unsealed.
- › **New** road crossing across the Wimmera River.
- › **Encourage** industries with high truck movements to go through the Intermodal Freight Terminal.
- › **Create** a gateway into Haven.
- › **Allocate** land for a ring road.
- › **Create** a priority infrastructure list.
- › **Use** old irrigation channels for bike paths.
- › **Utilise** existing un-constructed road reserves.

PART B



There's an opportunity to Expand bicycle and pedestrian infrastructure to create circuits.

 Osborne Road

RECREATION AND OPEN SPACE OVERVIEW

There is generally sufficient open space across Horsham, however Council have begun a project to refresh their Open Space Strategy in 2019.

This will ensure that existing and future planned spaces are meeting the expectations and accessibility requirements of their residents. Within their current Open Space strategy (19.02-6S), there are strategies to increase the links within open spaces for both pedestrians and bicycles, as well these links between open spaces and subdivision development. Open space assets are shown in the Recreation, Open Space and Community Infrastructure plan on page 40.

Due to outward growth from both Horsham and Haven, these townships are acknowledged to be slowly merging and becoming a proxy suburb. Haven is lacking from an infrastructure and service provision perspective, as recognised by Clause 21.02-8 of the Horsham Planning Scheme, that identifies a need to consider the open space requirements for this area. This is currently being addressed through the Open Space Strategy refresh process.

RECREATION AND OPEN SPACE RELEVANT BACKGROUND STUDIES

The existing Open Space Strategy is currently under review, and any emerging actions and recommendations will be taken into account in preparing the Precinct Structure Plan for Horsham as the next step in the process.

RECREATION AND OPEN SPACE

issues

- › A community facilities study has identified that new tennis courts are best located in Haven. Haven is only a 12 minute bike ride from central Horsham – Haven/Horsham is seen as two separate communities but should be considered as one
- › Limited formal open space and recreational facilities

opportunities

- › **Open** the golf course to the public.
- › **Provide** greater access to cultural and environmental sites.
- › **Recognise** the Horsham Church of Christ as a community facility, not just for the church community.
- › **Prioritise** environmental and cultural values over development.
- › **Consider** a new community hall, or its upgrade in Haven.
- › **Provide** high quality public open space and provide within new subdivisions.
- › **Create** a rural town centre in Haven to maximise use of existing infrastructure.
- › **Create** an Aboriginal Cultural Heritage Community Centre adjacent to the Wimmera River.

COMMUNITY AND CULTURE OVERVIEW

Horsham is a well-established regional city and has most of the necessary public and private infrastructure needs, such as childcare and maternal health services, primary and secondary schools, playgroups, a Federation University campus, Wimmera Base Hospital, a theatre, sporting and recreation reserves.

Haven however has limited community infrastructure with tennis facilities and a primary school as the main assets and are shown in the Recreation, Open Space and Community Infrastructure plan on page 40.

The aboriginal cultural heritage is very important to the citizens of Horsham South with the Wopet Bugundilar Cultural Heritage Site, a key feature in Horsham South. The local Horsham Church of Christ also acts as a community facility with many forums and events held there.

COMMUNITY AND CULTURE RELEVANT BACKGROUND STUDIES

There is a social infrastructure plan currently being prepared which will assist in informing what social infrastructure will be required in Horsham South.

COMMUNITY AND CULTURE

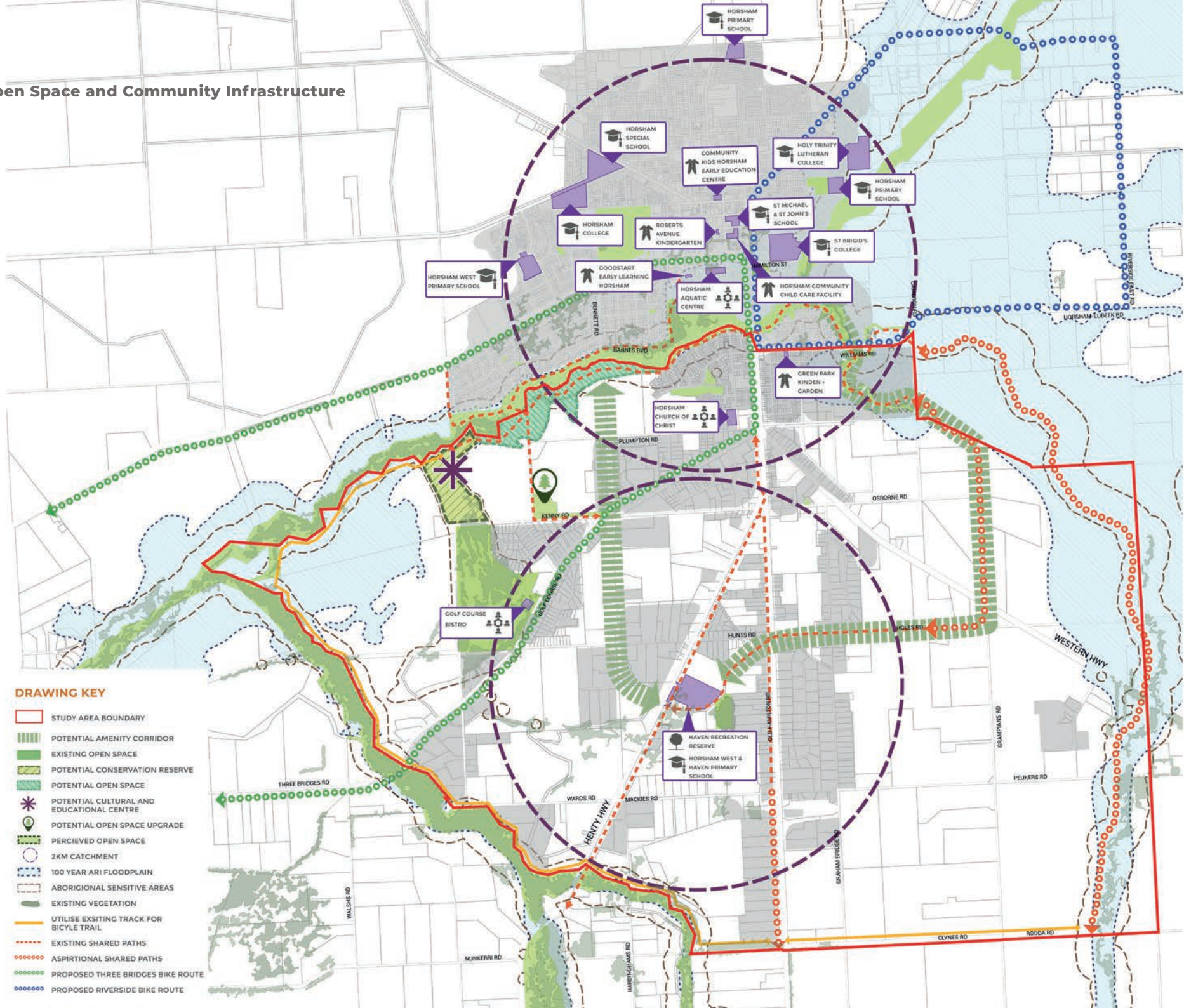
issues

- › Protection of aboriginal heritage site is critical.
- › Lack of community infrastructure within Horsham South.

opportunities

- › **Create** a cultural and educational centre near the aboriginal heritage site adjacent to the Wimmera River.
- › **Ensure** development and road infrastructure does not impact the cultural heritage site.

Recreation, Open Space and Community Infrastructure



- 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 EXISTING TRACK FOR BICYCLE TRAIL
 - EXISTING SHARED PATHS
 - ASPIRATIONAL SHARED PATHS
 - PROPOSED THREE BRIDGES BIKE ROUTE
 - PROPOSED RIVERSIDE BIKE ROUTE

FLOODING OVERVIEW

The Wimmera River flows through Horsham's town centre and is a prized asset for the township.

The river provides opportunities and benefits for recreation, natural beauty and environmental services. The Wimmera River does periodically flood and some of Horsham's infrastructure is located within this floodplain. Upstream of Horsham the floodplain is known to be quite wide and expansive as the land is quite flat, whilst downstream (towards the northern Horsham boundary) it is often more contained within a narrower floodplain. Council has responded to this flooding by installing The Wotonga Basin Weir and levees along the banks of the river following Menadue Street to protect private and public property. This is effective at halting the river in flooding instances below the 1:20 year level, however ineffective in events larger than this. Flood extent is shown in the Flooding and Drainage Plan on page 42.

FLOODING RELEVANT BACKGROUND STUDIES

Horsham Rural City Flood Emergency Plan

The Wimmera River is known to periodically flood which can affect property within the Horsham area. Precautions adopted by Council have been the Wotonga Basis Weir and the levee that follows the river along Menadue Street from Peppertree Lane. Both of these measures are cautionary and only protect property in events up to a 1:20 year flood, where events greater than this are drowned out.

The last great flood was in 2011, which was predicted to be in the region of either a 1:100 or 1:200 year flooding event.

Flood Data

New flood data has recently been mapped by the Wimmera Catchment Management Authority and it shows additional extensive areas of flooding to what has been previously documented along all waterways, including Burnt Creek.

FLOODING

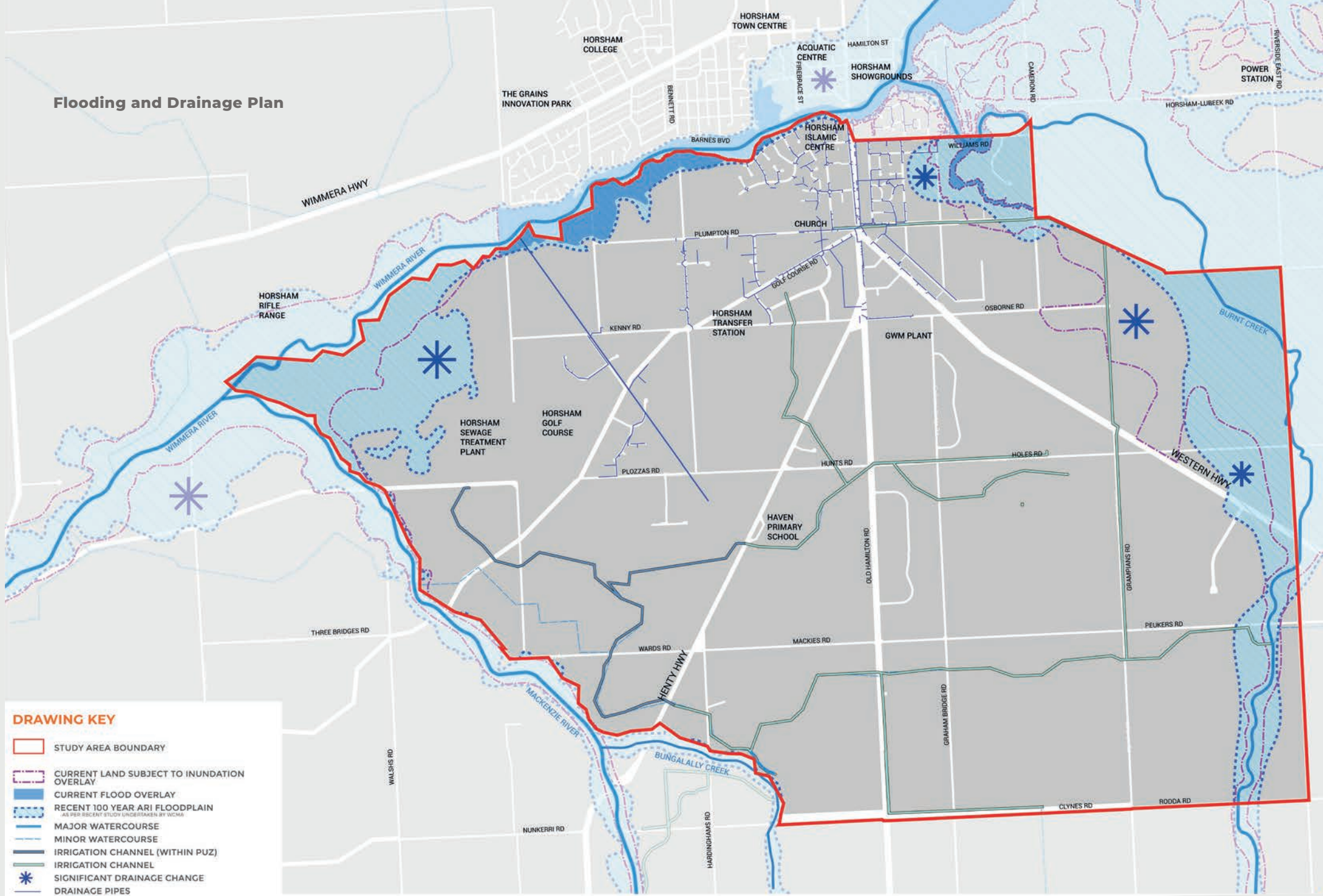
issues

- › Flood controls in the Planning Scheme should be strengthened and include new areas identified for flooding. It is preferred that no development occur in flood prone areas, but there is potential to look at the design guidelines to create appropriate built forms that mitigate flooding.
- › A hydrological assessment needs to be performed for any high development scenario.
- › Residual water issues are currently unknown.
- › There are no irrigation channels.

opportunities

- › **Use** wetlands as a solution to stormwater / drainage issues.
- › **Implement** Integrated Water Management practices such as using treated and reclaimed water for the Horsham Recreation reserves.
- › **Tighten** planning controls to have built form that responds to flood risk where appropriate and avoid development where there is extreme flood risk.

Flooding and Drainage Plan



SERVICES AND INFRASTRUCTURE OVERVIEW

Utility and services infrastructure is well catered in the northern part of the study area where there is established residential and employment land uses, however, there is limited sewerage and drainage infrastructure in the lower density residential areas and the ad hoc subdivisions are creating pressure for new services.

This can be addressed by directing growth to areas that are more easily serviced. Sewerage and water infrastructure are shown in the Sewer Infrastructure plan on page 44 and the Water Infrastructure plan on page 45.

SERVICES AND INFRASTRUCTURE RELEVANT BACKGROUND STUDIES

TGM Report on Services and Infrastructure - 2019

Water Supply Infrastructure Assessment

The Horsham water supply is via gravity from a water treatment plant at Mt. Zero at an elevation of approximately 60m above the township. A pipeline connects the treatment plant to the township storage (50 Mega Litres) located at the corner of Osborne Road and Old Hamilton Road in Horsham South.

The current settings on the pressure reduction valves that serve the majority of the Horsham system reduce the pressure to approximately 30m. Considering the location of the town storage and the existing pressurised supply network; water supply is readily extendable and does not provide any key impediments/restrictions to further development in the study area.

Sewer Infrastructure Assessment

The Horsham sewer network contains a number of sewer pump stations, gravity sewer and rising mains. Wastewater is transferred through this interconnected pressure system to the networks only Waste Water Treatment Plant located in the town's south-west. Current system performance is only anecdotal in that there are no known locations where the system regularly overflows due to lack of capacity.

SERVICES AND INFRASTRUCTURE

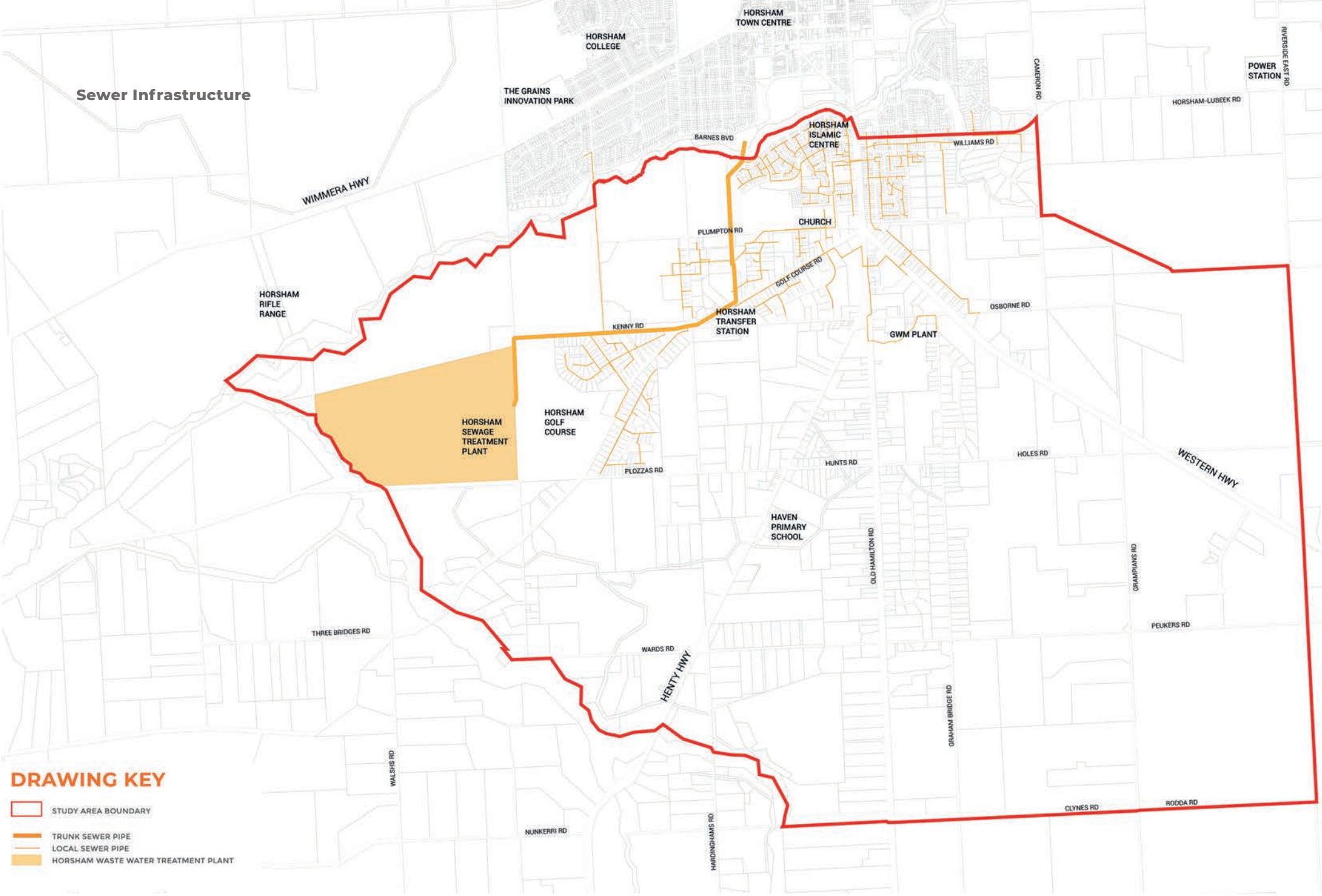
issues

- › Critical drainage infrastructure is restricting development.
- › Ad hoc subdivisions placing pressure for new service provision.
- › Is gas needed for industry? Further analysis to determine if both gas and electricity infrastructure is needed to serve the employment areas.

opportunities

- › **Prepare** a program for increasing infrastructure provision that responds to areas identified for development growth and strengthen planning policy to discourage the subdivision of land less than 0.4 ha in the Low Density Residential areas and 4 ha in Rural Living zoned areas.
- › **Extend** potable water to areas of higher density.
- › **Determine** detailed infrastructure requirements at Stage 2 of the project (preparation of the Precinct Structure Plan).

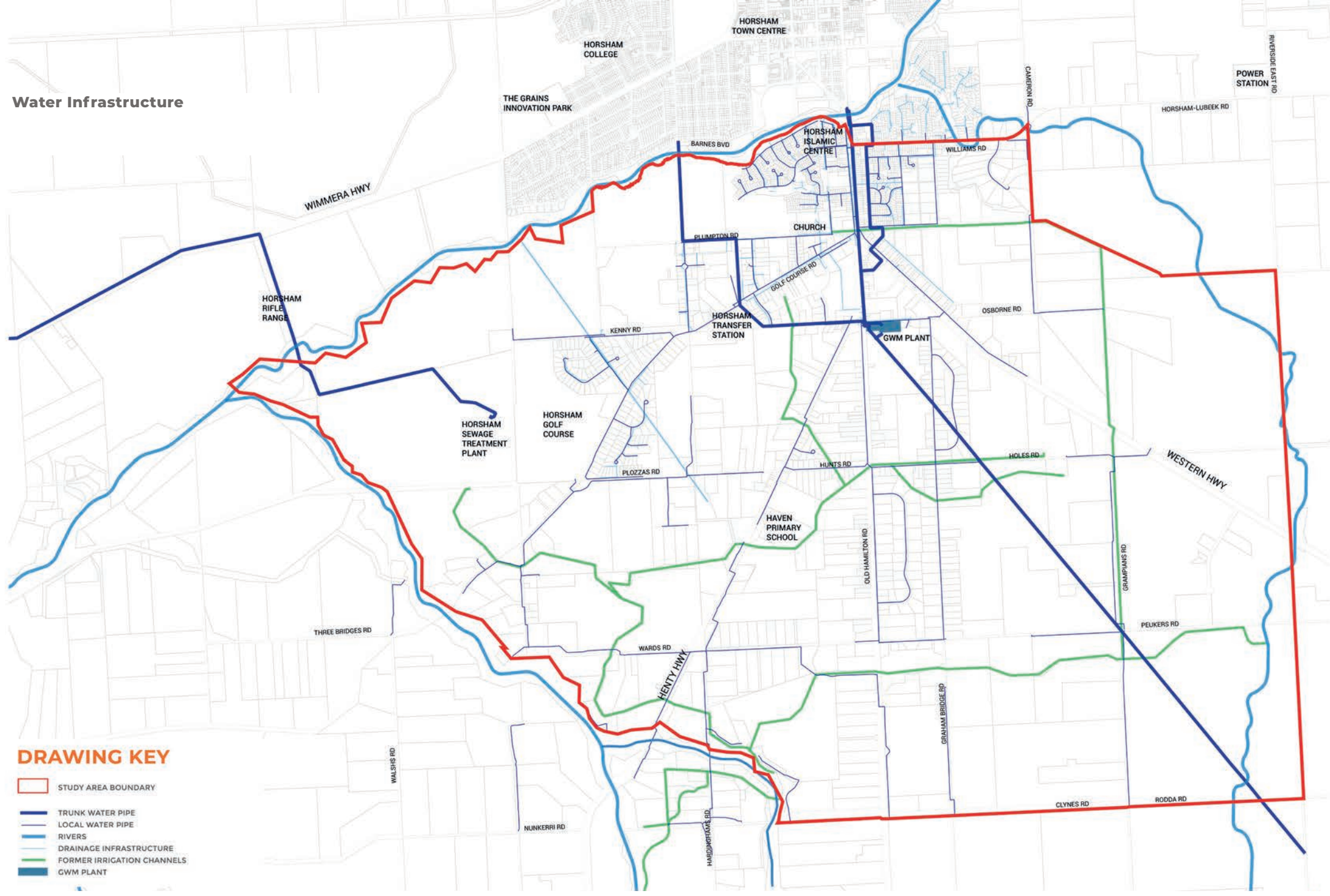
Sewer Infrastructure



DRAWING KEY

- STUDY AREA BOUNDARY
- TRUNK SEWER PIPE
- LOCAL SEWER PIPE
- HORSHAM WASTE WATER TREATMENT PLANT

Water Infrastructure



DRAWING KEY

- STUDY AREA BOUNDARY
- TRUNK WATER PIPE
- LOCAL WATER PIPE
- RIVERS
- DRAINAGE INFRASTRUCTURE
- FORMER IRRIGATION CHANNELS
- GWM PLANT

PART B

SUMMARY ISSUES AND OPPORTUNITIES

The table below contains the summary of issues and opportunities identified in this report and a priority list has been compiled in the table following the summary. The statements in bold are the priority issue or opportunity.

THEME	ISSUES	OPPORTUNITIES
Urban Form & Character	<ul style="list-style-type: none"> › Lack of some community services (recreational). › Conflict of uses between residential and industrial land. › The buffer for the treatment plant should be larger or the processes modernised. › Low population growth around the Haven primary school. › Oversupply of rural living zoned land. › Future residential land should be redirected to West Horsham (according to the Meinhardt report). › Landowners are pressuring Council to rezone land from farming to residential between the Wimmera river and Plumpton Road. › Broadacre development and rural living is very attractive to many new residents. › Future housing within the Haven area needs to be consolidated. 	<ul style="list-style-type: none"> › Encourage industrial uses with significant heavy vehicle movement to locate within the Wimmera Intermodal Freight Terminal Industrial Precinct where there are 20 industrial lots on 100 hectares of land. › Consolidate services and community amenities in central Horsham. › Explore encouragement of smaller dwellings to cater for single and two person households. › Encourage housing designed for ageing in place. › Plan for new community and Council services that respond to an ageing population.
Residential Capacity	<ul style="list-style-type: none"> › Flooding of land near the Wimmera River. › Low demand for housing per annum. › Ad hoc residential subdivisions. › Un-serviced land areas. 	<ul style="list-style-type: none"> › Concentrating development around existing services. › Back zoning land that is not required for residential purposes. › Capitalising on Wimmera River to create a larger residential community.
Employment	<ul style="list-style-type: none"> › Slow take up of employment land. › Conflict with residential land uses. › Heavy vehicle movements through residential areas. 	<ul style="list-style-type: none"> › Rezone land to create buffers between industry and residential uses. › Encourage industries with heavy vehicle movement to locate to WIFT. › Alternative truck routes to lessen impact on the residential areas.
Transport & Movement	<ul style="list-style-type: none"> › There are too many signalised intersections. › Public transport access is limited, with access to bus services primarily in the established residential areas immediately to the south of the Wimmera River. › Maintenance of the 'C' class road network is required as there is an increase in trucks travelling along local roads to access farms. › Uncertainty about the Horsham bypass, with Option 5A (of 5 shortlisted options) having a direct impact on the Horsham South Area. No final route has been determined. › Uncertainty about the future of the Western Hwy / Henty Hwy / Golf Course Road intersection. › Bicycle and pedestrian infrastructure are limited. › Public transport options currently consist of a route 4 and 6 bus service that operate with a limited frequency of eight services a week. 	<ul style="list-style-type: none"> › Expand bicycle and pedestrian infrastructure to create circuits and connections to environment and community assets. › Develop a program for sealing roads - there are 13 strategic lower order roads within the study area, with carriageways ranging from 6m - 18m sealed roads with one and two lane traffic in each direction. 9 of these are sealed and 4 are unsealed. › New road crossing across the Wimmera River. › Encourage industries with high truck movements to go through the Intermodal Freight Terminal. › Create a gateway into Haven. › Allocate land for a ring road. › Create a priority infrastructure list. › Use old irrigation channels for bike paths. › Utilise existing un-constructed road reserves.

THEME

ISSUES

OPPORTUNITIES

Recreation and Open Space

- › A community facilities study has identified that new tennis courts are best located in Haven. Haven is only a 12 minute bike ride from central Horsham.
- › **Haven/Horsham is seen as two separate communities but should be considered as one.**
- › Limited formal open space and recreational facilities.

- › Open the golf course to the public.
- › **Provide greater access to cultural and environmental sites.**
- › Recognise the Horsham Church of Christ as a community facility, not just for the church community.
- › Prioritise environmental and cultural values over development
- › Consider a new community hall, or its upgrade in Haven.
- › **Provide high quality public open space and provide within new subdivisions.**
- › **Create a rural town centre in Haven to maximise use of existing infrastructure.**
- › Create an Aboriginal Cultural Heritage Community Centre adjacent to the Wimmera River.

Community & Culture

- › **Protection of aboriginal heritage site is critical.**
- › **Lack of community infrastructure within Horsham South.**

- › **Create a cultural and educational centre near the aboriginal heritage site adjacent to the Wimmera River.**
- › **Ensure development and road infrastructure does not impact the cultural heritage site.**

Flooding

- › **Flood controls in the Planning Scheme should be strengthened and include new areas identified for flooding. It is preferred that no development occur in flood prone areas, but there is potential to look at the design guidelines to create appropriate built forms that mitigate flooding.**
- › **A hydrological assessment needs to be performed for any high development scenario.**
- › Residual water issues are currently unknown.
- › There are no irrigation channels.

- › Use wetlands as a solution to stormwater / drainage issues.
- › **Implement Integrated Water Management practices such as using treated and reclaimed water for the Horsham Recreation reserves.**
- › **Tighten planning controls to have built form that responds to flood risk where appropriate and avoid development where there is extreme flood risk.**

Services & Infrastructure

- › **Critical drainage infrastructure is restricting development.**
- › **Ad hoc subdivisions placing pressure for new service provision.**
- › Is gas needed for industry? Further analysis to determine if both gas and electricity infrastructure is needed to serve the employment areas.

- › **Prepare a program for increasing infrastructure provision that responds to areas identified for development growth and strengthen planning policy to discourage the subdivision of land less than 0.4 ha in the Low Density Residential areas and 4 ha in Rural Living zoned areas.**
- › **Extend potable water to areas of higher density.**
- › Determine detailed infrastructure requirements at Stage 2 of the project (preparation of the Precinct Structure Plan).



Create a cultural and educational centre near the aboriginal heritage site adjacent to the Wimmera River.

Vision for Horsham South

As part of the Issues and Opportunities step, it is important to start to define an emerging vision for Horsham South.

This vision will be used to guide the future Structure Plan. It is intended that this vision will evolve throughout the process to become a much more succinct and direct articulation of the preferred future for Horsham South.

Horsham will grow over time, if proactively managed and coordinated this can deliver positive outcomes for existing and future residents of the township. The emerging vision for Horsham South, has been derived from the following sentiments articulated in the technical workshops.

Engaging with these developments through the Precinct Structure Plan process will ensure that positive outcomes are achieved for both the township of Horsham and local residents.

PART B

Rural Character much of the rural character of Horsham South stems from the larger housing lots that are set on rural living zoned land. The subdivision size of these lots sets a more spacious and vegetated feel compared to central Horsham. Recently, within Horsham South, there has been locally significant demand for these types of development. For Council and residents, much of this development has occurred in an ad hoc nature with little strategic direction. Over time, this could be to the detriment of the very character it seeks to produce. Engaging with these developments through the Precinct Structure Plan process will ensure that positive outcomes are achieved for both the township of Horsham and local residents.

Maintain Horsham Central as area for Growth to address the increasing population of Horsham, growth will be encouraged within both Horsham Central and within Horsham South. Within Horsham Central the servicing and amenities are better established, which can be leveraged by new developments. There are also wider benefits from encouraging further consolidation of the township, such as stronger and more resilient local communities. These two locations and forms of growth, within Horsham Central and Horsham South, can be run in parallel. For the township, the creation of a Precinct Structure Plan will better clarify the expectations of both areas of development and ensure that net new housing is delivered in an appropriate way.

Transitional Township Horsham South operates as a mid-way transition from the urban landscape of Horsham, to the agricultural lands surrounding the town. This transition is best felt when passing through the township on the Henty and Western Highways. Maintaining these outlooks and experience is an important part of the identity of Horsham.

Cultural Heritage Sites there are regionally significant cultural heritage sites within Horsham South area. In the creation of a Precinct Structure Plan the needs of this site must be protected and sensitively considered.

River The river is a key amenity feature of the town, but also services as an important and valued recreation and mobility route for pedestrian and cyclists.

Heavy Industry Horsham has regionally significant businesses and industries that provide the bedrock for the areas local economy. It is import that these businesses are supported in the creation of a Precinct Structure Plan. Where appropriate, further heavy industry should be encouraged to consolidate in the emerging WIFT to create a local economic precinct.

Truck Movements there are many truck movements throughout Horsham that follow the network of highways across there township. The purpose of these freight movements often stems from the significant primary produce of the region. Through their nature, these trucks both sustain and value-add to the service-town sector of the local economy. Currently the freight network passes through the town centre, which is having a negative impact on the public amenity of the centre. Council have considered alternatives truck routes through other processes, and the potential impact of these decisions will be considered in the design of this Precinct Structure Plan.

Flood Prone Area where possible Council will avoid new developments on flood prone land. If this not achievable, developments will be mitigated through design guidelines.

Draft Vision

Horsham South will grow as a community with a character that offers a transition (in terms of lot size, housing character and streetscape character) between the urban form of Horsham and Horsham South. The Wimmera River will be a central focus for the area, however, the amenity and connectivity offered by the river will be extended into the community through additional open space and movement networks.

The Aboriginal heritage of the area will be respected and celebrated and will form a key component of the identity of the area as a valued asset.

The future community will be well connected to Horsham, by road and pedestrian links, and will be serviced by well-located facilities to meet the local needs of the residents. Growth will be carefully planned and delivered to ensure services and infrastructure are available to the community in a timely and cost effective manner.

Employment will remain a key strength of the area, with industrial, freight and other commercial uses encouraged in key locations that have good transport connections and minimise conflict with residential land use.

Horsham South will grow as a community with a character that offers a transition between the urban form of Horsham and Horsham South

Next Steps

The issues and opportunities and background context report has been used to inform the Key Strategic Directions Report that will be tested with the community.

Following community consultation, the report will be updated and finalised to inform the next phase of the project which is the development of the Structure Plan.

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