

Horsham Rail Corridor Master Plan

Prepared for
Horsham Rural City Council

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1. Introduction

What is the Master Plan?

The relocation of freight operations from the centre of Horsham to the new Wimmera Intermodal Freight Terminal creates an opportunity to reinvigorate the rail corridor between Wawunna Road and McPherson Street.

The Master Plan will help guide how the rail corridor changes and develops over the coming decades. It will be a blueprint for new infrastructure, investment and land uses along the rail corridor. As a priority, the Plan explores how to create better connections across the rail corridor, between Horsham North and the City centre.

The need for a plan was identified in the 2013 Horsham North Urban Design Framework. It informs future changes to the Planning Scheme, government investment priorities, private investment, and infrastructure plans in the area.



How was the Master Plan developed?

Two rounds of consultation with the local community, landholders, and government stakeholders have guided the preparation of this Master Plan, with the first round completed in July 2015. Over 100 stakeholders participated in this process.

The community and stakeholder consultation was complemented by urban planning, design and housing market analysis to understand the constraints, opportunities and future needs of the local community.

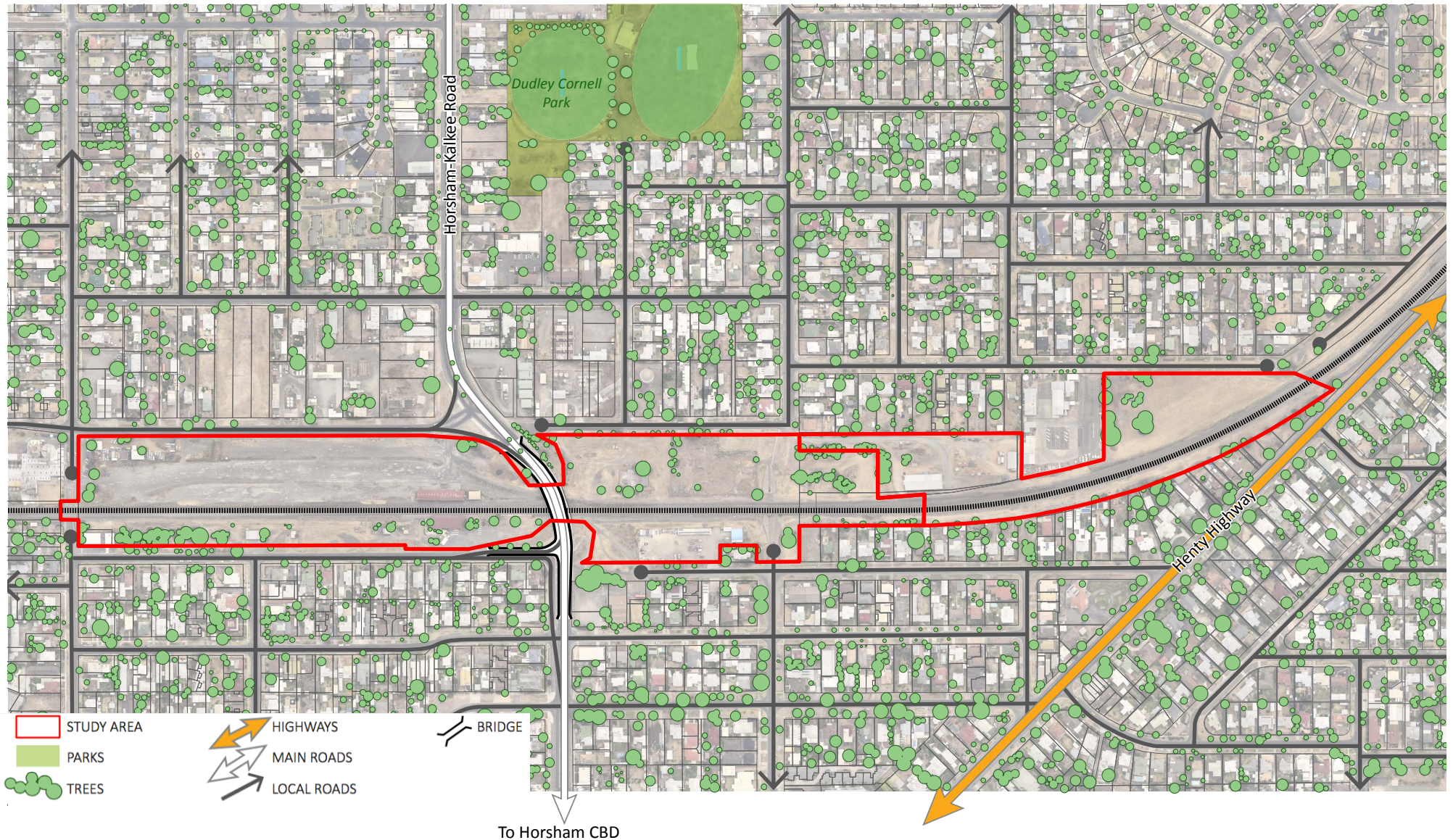
Implementation of the Master Plan

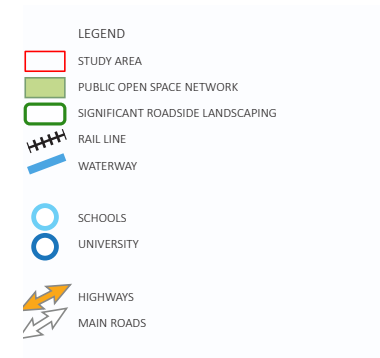
The railway between Adelaide and Melbourne is one of national and state significance, and in the medium-term the existing route and Horsham Railway Station will remain operational. In the longer-term, there is an opportunity for the railway line to bypass the city and for the full potential of the Master Plan to be achieved (see Section 2: Planning and Strategic Context). This document provides the groundwork for both scenarios.

Council will begin work implementing the Master Plan through a mix of capital works, planning scheme changes, infrastructure investments and programs. Short-term actions that can be delivered in the next five years, and further implementation details are identified in Chapter 4.

Master Plan Area

The Master Plan focuses on public land along the rail corridor between Wawunna Road and McPherson Street in Horsham. Public lands extend across both the northern and southern edges of the railway corridor.





2. Context

Planning and Strategic Context

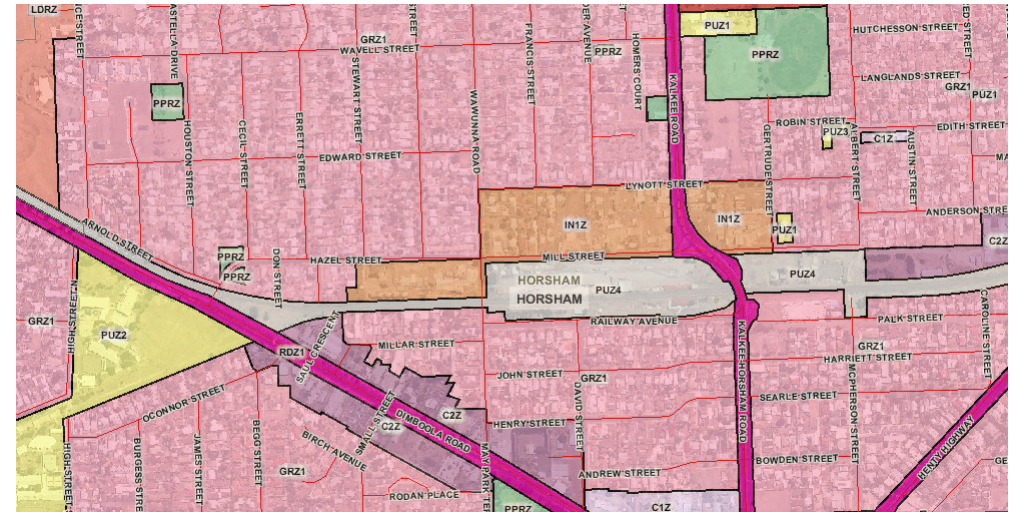
The strategic context for this Master Plan is:

- The critical need to reconnect Horsham North with the Horsham CBD, as highlighted in the Horsham North Urban Design Framework and the Horsham Growth Management Framework Plan.
- There are benefits to be gained from integrating the planning for the Horsham Highway by-pass with the relocation of the railway line. These include the advantages of aligning road and rail infrastructure, and minimising costly interim solutions.
- Changing demographics across the City and Wimmera Region, with an ageing population and migration to larger centres, increasing demand for smaller housing stock, and increasing demand for aged care and other related services.
- The opportunity to encourage higher residential densities around the central parts of the City.
- The primacy of the Horsham CBD for commercial activity, and the need to consolidate this. The Horsham CBD plays an important servicing role across the Wimmera Region.
- The adequate supply of greenfield land, at an affordable price, for the next 10-15 years. Horsham West is allocated as the natural growth front for the City.
- The proposed development of a children’s hub in Horsham North at Dudley Cornell Park.
- The need for additional passive open space in Horsham North.
- The potential heritage value of structures on and around the site, such as the railway station and goods shed, and the wheat silo precinct.

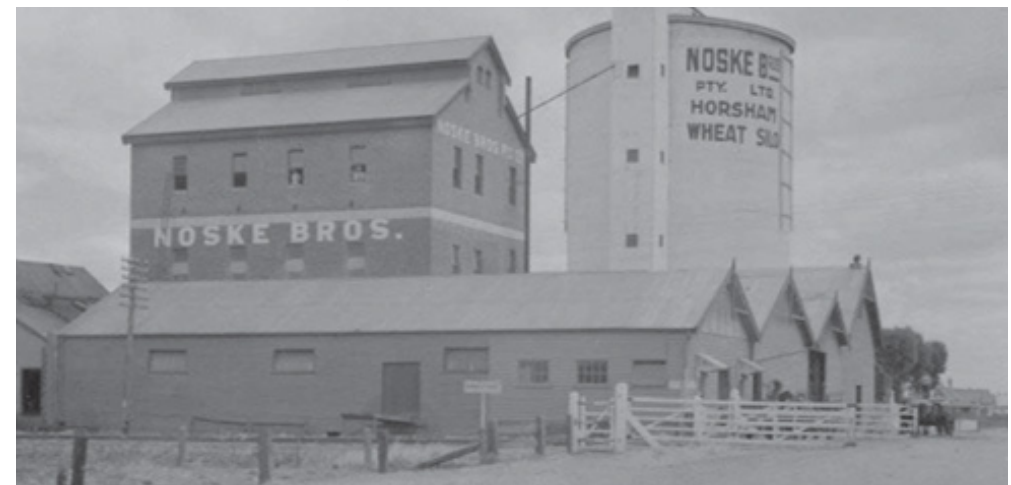
A full analysis of these directions is provided at Appendix A.

Currently the site is zoned Public Use Zone, with peripheral areas zoned for industrial uses. The Planning Scheme will need to be amended for some of the new uses that are proposed on the site.

Zoning around the Horsham railway corridor (2015)



Horsham’s wheat handling history (State Library of Victoria)



Demand for Community and Recreation Facilities

A high level analysis of demand for various services and facilities that might be accommodated on land within the Horsham Rail Corridor was undertaken.

The analysis, provided in detail at Appendix C, shows that:

- The number of pocket parks (areas of 1ha or less) in Horsham North is indicative of an undersupply of passive, open space in this part of the City. There is demand for up to 3ha of passive, open space north of the railway line which is more than provided for in the Master Plan.
- Residential areas located between the rail corridor and the Henty Highway lack any local access to pocket parks without crossing the railway line or Highway. The limited access to passive open space may be addressed through the master planning process.
- There is demand for no more than one neighbourhood active open space within Horsham North. It should be noted that there is an existing active open space within Horsham North that should be adequate to capture local demand for active recreational needs.
- There is demand for a small-scale indoor recreation facility across the larger Council area. This supports existing strategies and studies undertaken by Council. 10% of facility users are likely to be from the Horsham North area. Due to its central location and availability of land, the rail corridor should be considered as a candidate site for this facility.
- The existing primary school in Horsham North will adequately address schooling demand in the long term.
- Local level retail provision in Horsham North is likely to be adequate for the market. There is limited potential for additional local level retailing on the rail corridor site.



Housing Demand in Horsham

An analysis of demand for housing was undertaken to understand whether the rail corridor site might accommodate residential or aged care development.

- There is expected to be a modest increase in demand for housing across Horsham Rural City, the vast majority of which will be captured within the Horsham urban area. Population growth is driven by inward migration from other areas of the region (with an ageing population and centralisation of the economy and services).
- Increased demand for separate housing will be absorbed by adequate greenfield land supply available elsewhere in Horsham. This land supply is likely to be more cost effective with no land remediation or demolition costs.
- There is expected to be a substantial increase in demand for attached and semi-detached housing, such as townhouses (+67%). As discussed in previous Council strategies (Appendix A), this housing is both encouraged and preferred (by the market) to be located in central areas of Horsham (in proximity to the CBD).
- Analysis suggests that the aged care demand in the region will increase. It should be noted that government funding will increasingly focus on 'high care' places, rather than 'low care' places. Future low care places will shift into home-based settings and the existing low care places will be transferred into higher care places, creating new capacity.
- The restructuring of existing services is likely to absorb incrementally the additional demand for aged care, and supplants any requirement for a new aged care facility.

Further details of the analysis are provided at Appendix B.

Demand for well-located, small lot and semi-detached housing will increase



Community Priorities

Consultation took place with key stakeholders and the community in July 2015. Over 100 people actively participated in workshops, surveys, drop-in sessions and one-to-one interviews, where community priorities were highlighted. In November 2015, the draft Plan was presented to the community and other stakeholders for comment.

The 'long way round'

Poor pedestrian and road connectivity between the areas to the north, west and south of the rail corridor was a major community concern. Northern residents commonly referred to 'the rest of Horsham' when referring to areas south of the corridor. Getting across the corridor required taking the 'long way round', often to avoid the underpasses.

Acceptance of the rail corridor

There is a sense of pride around the historical legacy of the rail corridor. But while the community is, for the most part, accepting of the rail activity that continues in the area, there is also a good appetite for change.

Welcoming change

There is strong support for improvements to the rail corridor, largely for community uses rather than commercial or residential.

Underpass distress

The underpasses are considered narrow; steep; wet and unlit; and unsuitable for wheelchairs, aged people, or people with disabilities. Of all the concerns, the condition of the underpasses was the greatest. Many residents say they will not, or cannot, use them at all because of safety fears.

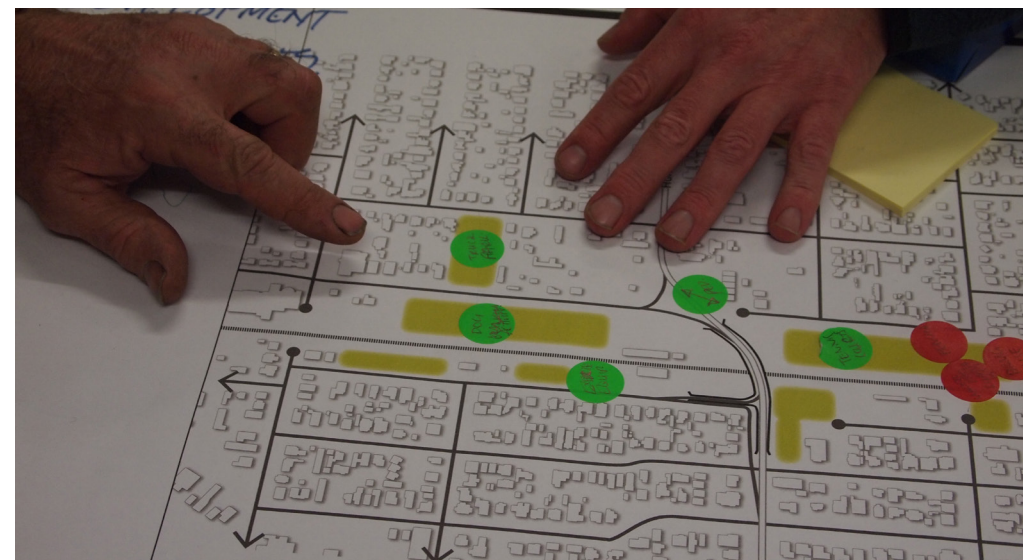
Cleaning up

A significant part of the community's expectation is that the rail corridor is smartened up, no longer feels unkempt and abandoned, and becomes an attractive, well maintained resource for an active community.

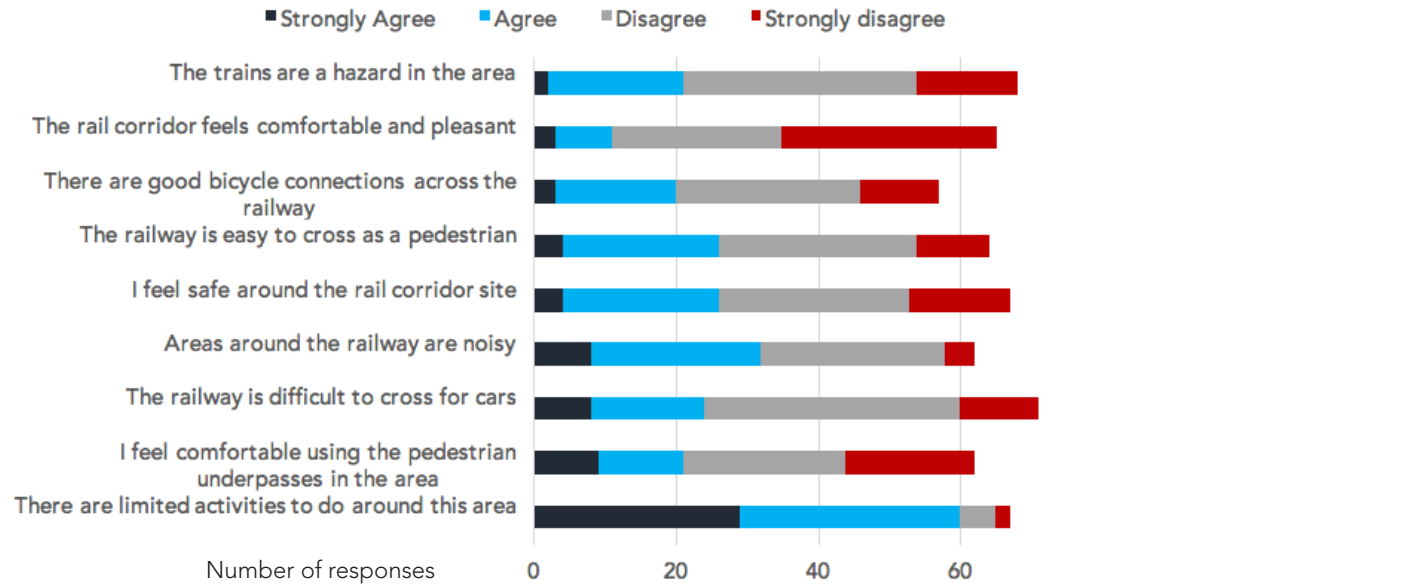
Avoiding overcrowding

Many community members were cautious about too much housing being developed on the site, especially on the northern side of the railway line.

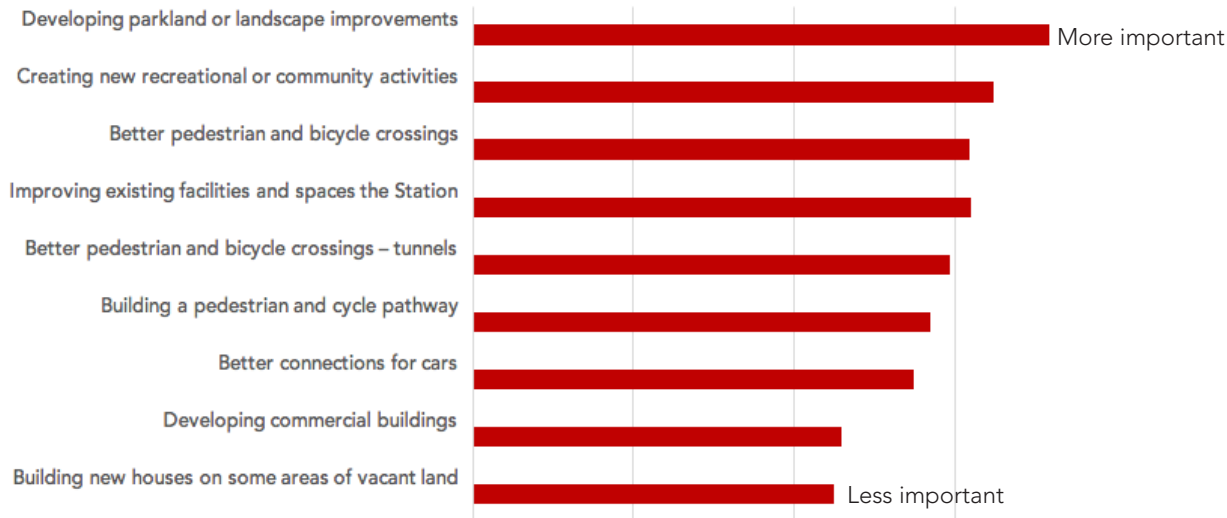
Community input to the Master Plan



Community survey results (80 responses): community views on existing conditions at the Rail Corridor



Community survey results (80 responses): community priorities for the Rail Corridor



Existing Issues and Constraints

Poor connectivity across the railway line

The railway line, and land along the rail corridor, creates a significant barrier between Horsham North and remainder of the City. The limited pedestrian and vehicular connections across the railway line intensify the sense of separation. Crossing the railway line is particularly difficult for the elderly and those with a disability. The Kalkee Road bridge provides the main crossing for cars and trucks, but has very poor amenity for pedestrians and cyclists. The different options to respond to this are detailed in the table below.

Option 1 - New underpass	\$\$\$	<ul style="list-style-type: none"> ■ The most expensive option due to new service infrastructure requirements ■ May not be fully utilised by public who have clearly expressed concerns
Option 2 - At-grade crossing	\$\$	<ul style="list-style-type: none"> ■ Will require ministerial consent which may be difficult to acquire
Option 3 - Improvements to existing underpass	\$	<ul style="list-style-type: none"> ■ Does not comply with DDA (Disability Discrimination Act) ■ May not be fully utilised by public who have clearly expressed concerns

Safety issues around the rail corridor

Safety will be a priority in all developments, in response to the increased movement around the rail corridor and the proximity of community facilities to the railway line. There are currently over 50 train movements through the area each week.

The rail corridor can feel unsafe, especially at night. The lack of activity around the site reportedly attracts anti-social behaviour. The pedestrian tunnels at McPherson Street and Wawunna Road feel unsafe due to their narrowness, poor visibility from the street, and low lighting.

Infrastructure constraints

There are substantial telecommunications, sewerage, water, electricity, gas and fibre optic services that run through the site. Excavating or developing on the site would require disrupting or relocating these services, which could be a costly exercise. The map on the following page shows some of the key locations of known services. Australian Rail Track Corporation (ARTC) have indicated that they require three railway lines to remain active through the corridor.

Environmental constraints

Industrial activity over the years has bequeathed the site with the risk of contamination. Before any proposed improvements can occur, testing and any remedial works required by that testing will need to be carried out. This will require substantial investment and close co-operation between stakeholders.

Poor amenity and unsafe pedestrian tunnels



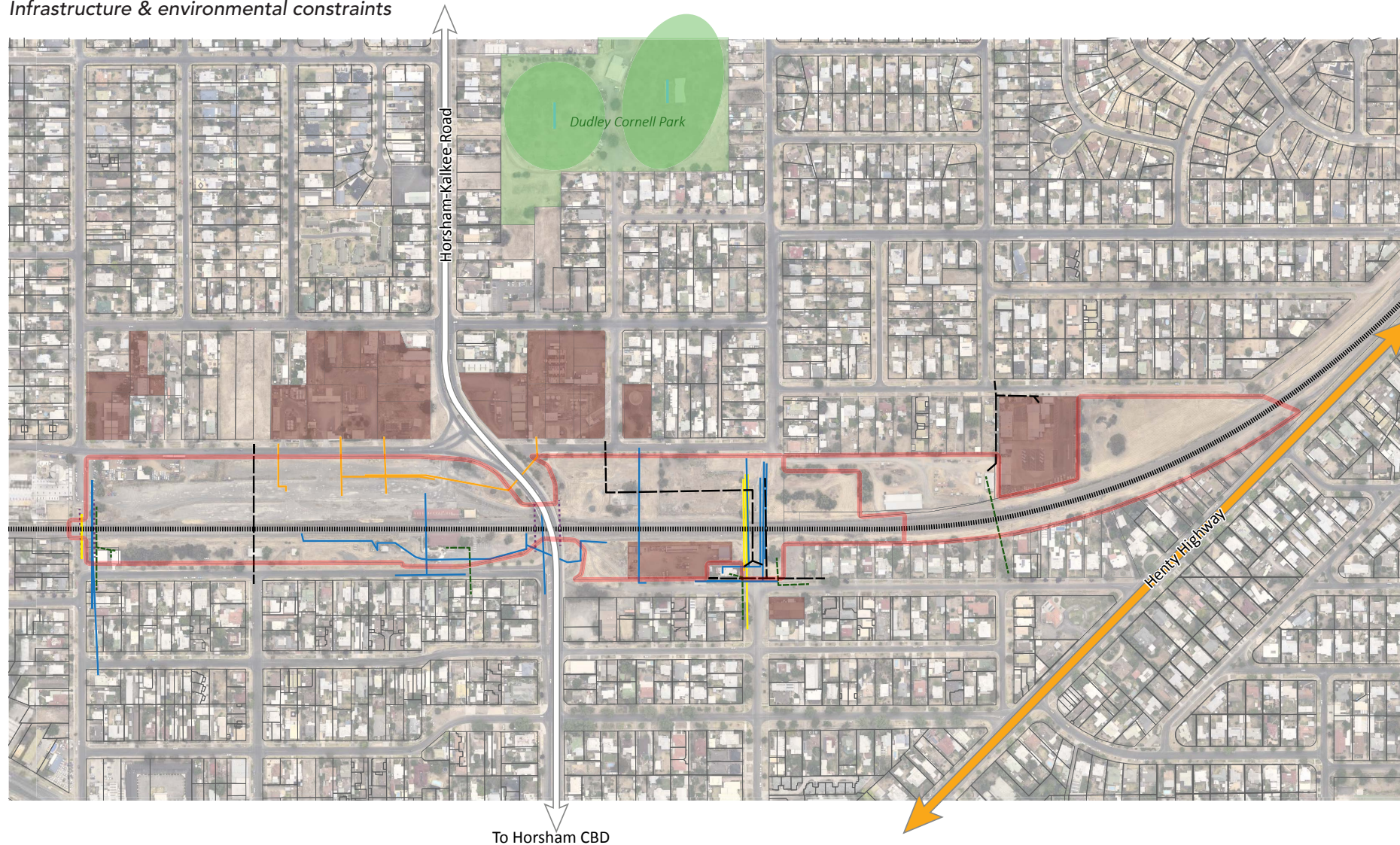
Active railway lines



Existing vehicle bridge at Kalkee Road



Infrastructure & environmental constraints



STUDY AREA

INDUSTRIAL USES



HIGHWAYS

MAIN ROADS

RAIL LINE

GAS MAINS

WATER MAINS

SEWERS

ELECTRICITY CABLES

OIL FUEL LINE

TELEPHONE CABLES

Land availability across the Rail Corridor

There are a number of leases between VicTrack and tenants (both community and commercial) that exist across the site. Redevelopment will require from State Government a commitment that the land will be made available.

Existing Opportunities and Assets

The potential for new community facilities

Given its proximity to the Horsham CBD, the existing community facilities (railway station, U3A), and its role in connecting Horsham North and the Horsham CBD, the site has potential for new or expanded community and recreational facilities.

Opportunities for east-west pedestrian and bicycle connections

The site provides an opportunity to create an off road east-west pedestrian and cycling spine on the northern side of the city. There is sufficient space along the active railway lines to extend pedestrian and bicycle paths further east and west in the longer term if the railway is moved.

There is an established on-road bicycle network in Horsham North and around the Horsham CBD. A new off-road cycle spine through the railway corridor would complement these existing networks.

Opportunities for open space and recreational activities

The site is well positioned to respond to the shortage of open space in surrounding areas. It is generally flat, unencumbered by storm water issues, and could be well connected to adjoining residential areas.

Increasing demand for well located, smaller housing

There is growing demand for well-located, smaller housing options in Horsham. Parts of the site may be suitable for this type of development, given proximity to the services in the Horsham CBD. These might provide independent living options for older residents.

The potential for return of passenger rail services

There may, in future, be a return of passenger rail services to the Horsham

Railway Station. This would create additional activity within the site and provide an increased level of passive surveillance. If this were to happen, there is sufficient land to support parking and other requirements for this service in the area around the station. If required, the U3A could be re-accommodated in new facilities on the site.

Long term realignment of the Western Highway and railway line

In the event that the railway line is relocated from the study area, the Plan provides guidance on how the site can be developed.

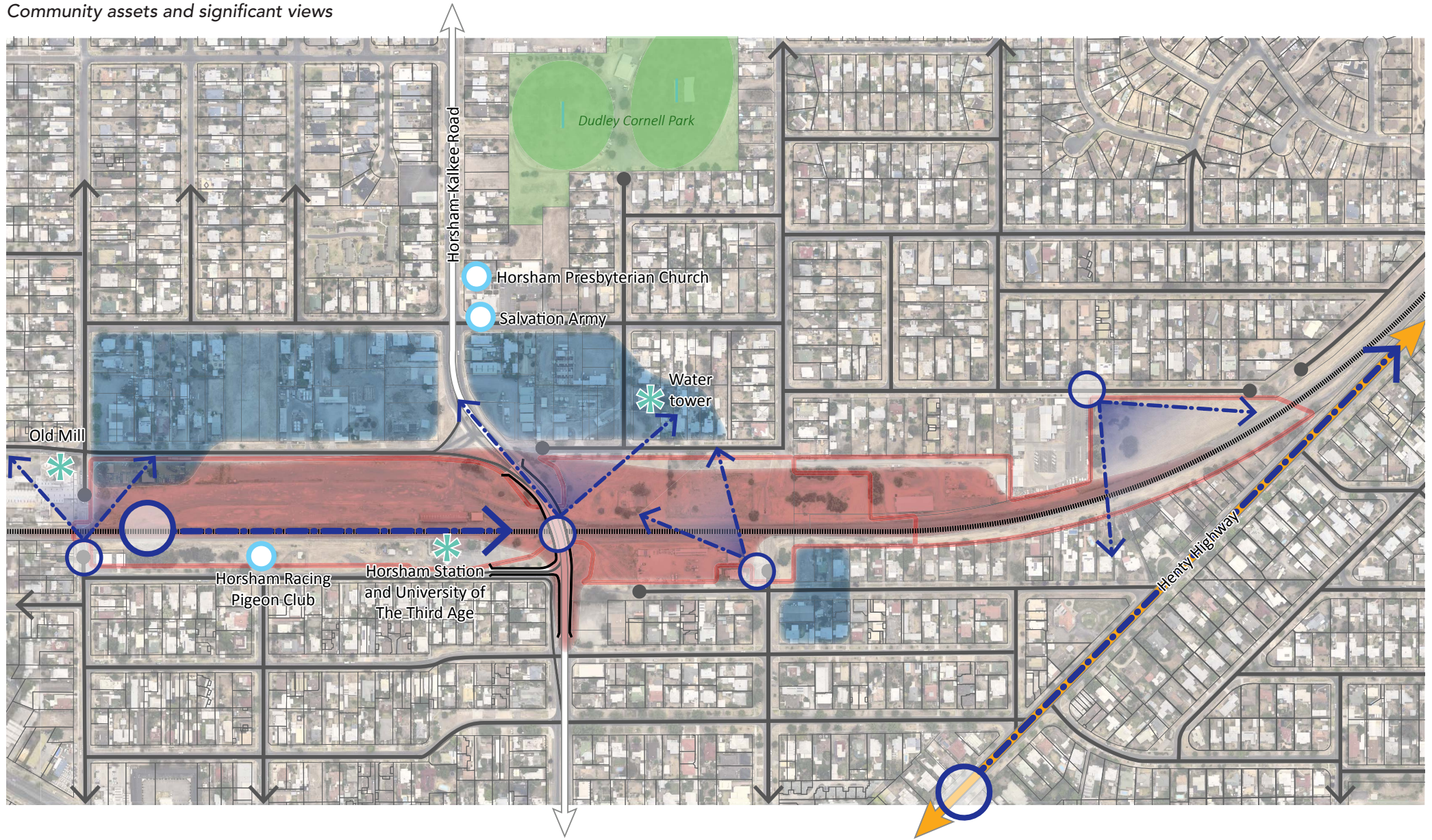
Opportunities to take advantage of heritage around the site

There are opportunities to take advantage of views toward heritage buildings on and around the site, and help activate these buildings for public use.

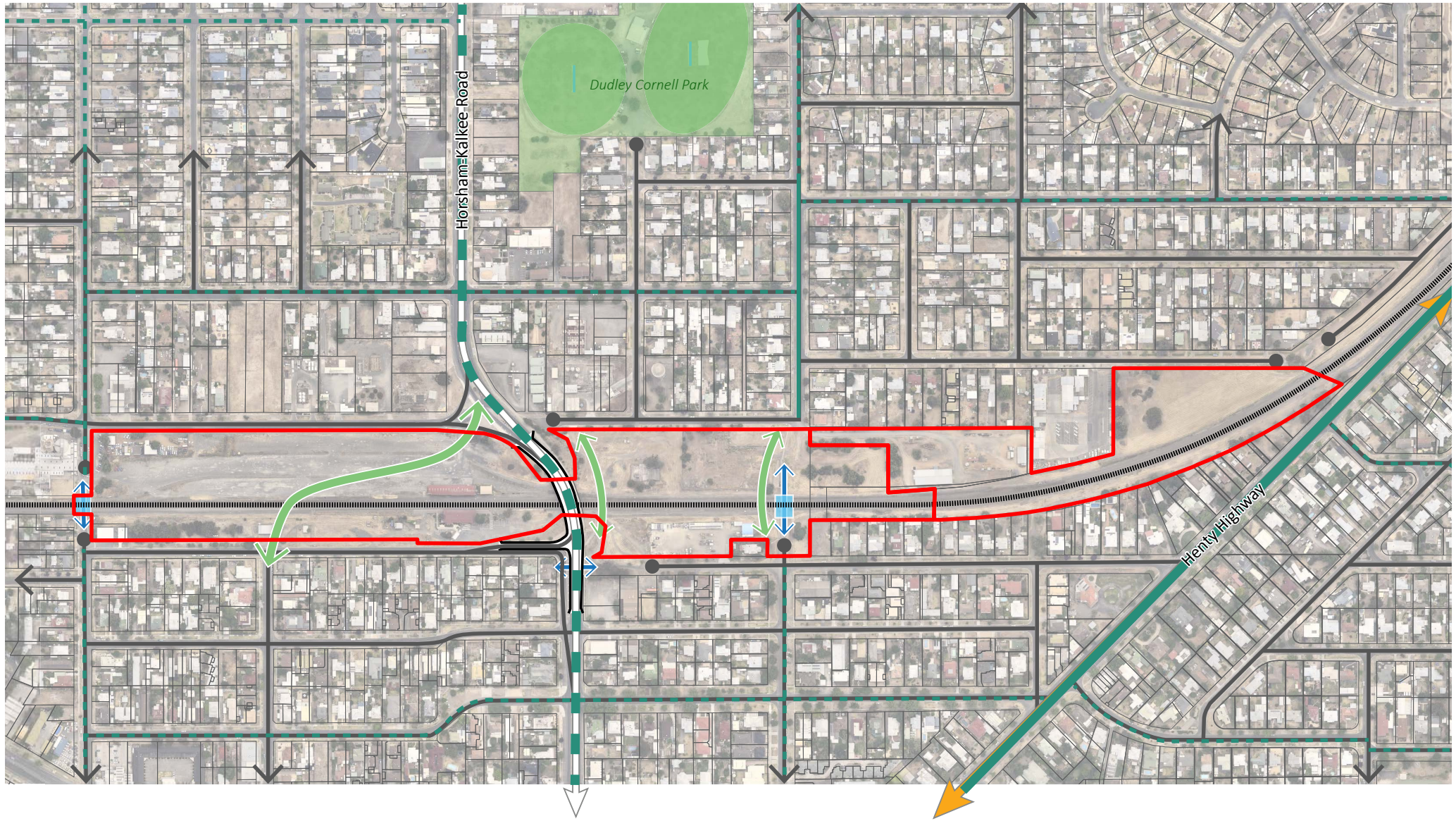
Heritage and recreation opportunities at the wheat silos and railway station (below)



Community assets and significant views



Existing connectivity opportunities



- STUDY AREA
- ↔ PEDESTRIAN DESIRE LINE
- ↔ UNDERPASS & TUNNEL
- ↔ HIGHWAYS
- ↔ MAIN ROADS
- ↔ LOCAL ROADS
- RAIL LINE
- EXISTING PRIORITY BIKE PATH
- EXISTING LOCAL BIKE PATH
- PROPOSED PRIORITY BIKE PATH
- PROPOSED LOCAL BIKE PATH

3. Vision and Master Plan

The vision describes the desired future for the Horsham Rail Corridor. It has been informed by consultation with the community, as well as the analysis of planning issues and opportunities.

The Vision for the Horsham Rail Corridor

The Horsham Rail Corridor will provide a new recreational and open space that helps connect the Horsham community, bringing people together from both sides of the railway line.

It will be a place for people to enjoy spending time in open spaces, walking and cycling, indoor sports, and other community activities. The new spaces and infrastructure will reflect Horsham's railway and wheat industry heritage and character.

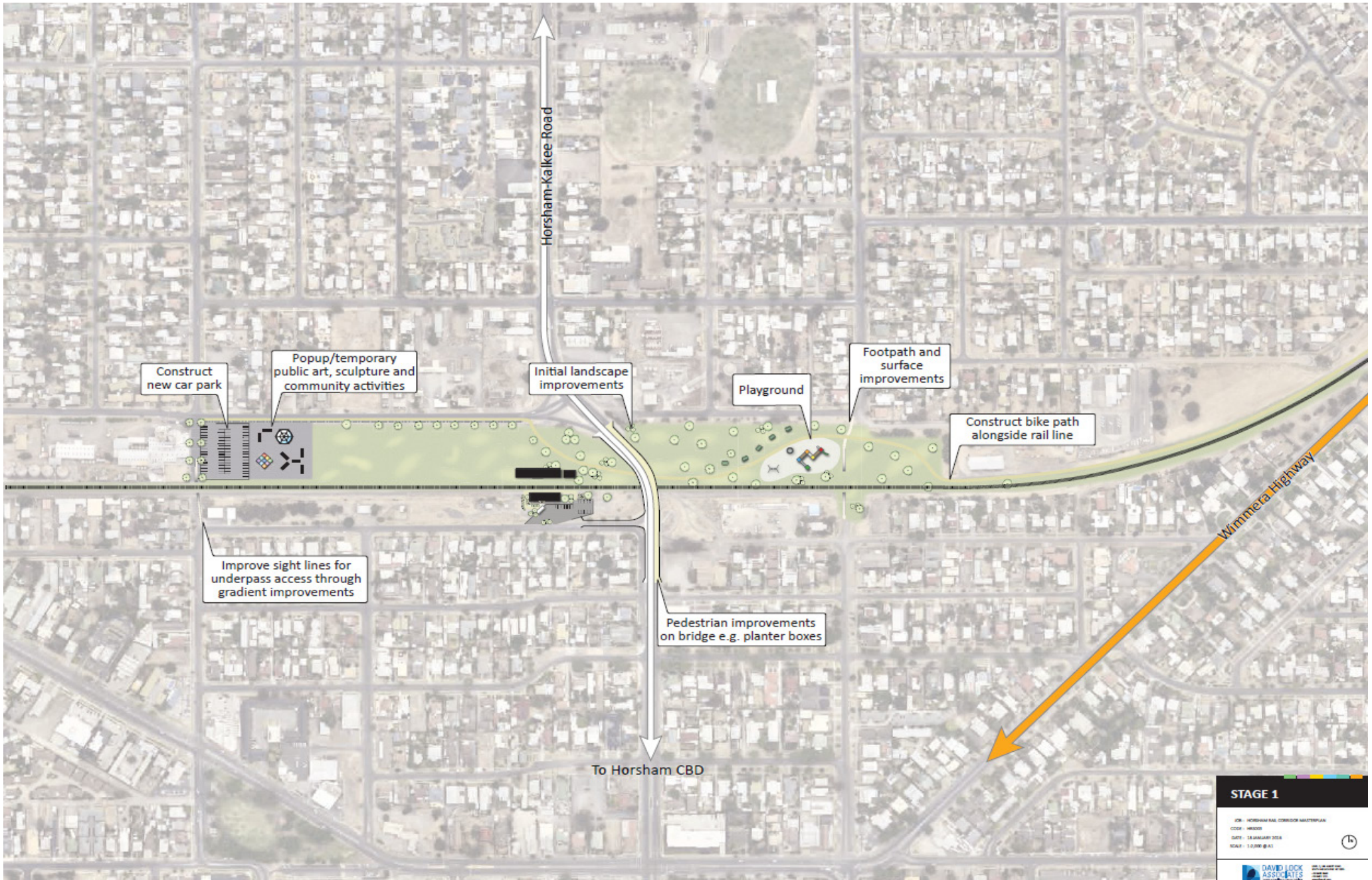
New and enhanced connections across the railway line, especially for pedestrians and cyclists, will help bring the communities on either side of the railway together. New east-west links will mean the rail corridor becomes the spine of pedestrian and bicycle networks north of the Horsham CBD.

Implementation of Stage 3 can occur only if the railway line is relocated. Without the relocation of the railway line, the full effectiveness of the Plan's strategies to connect and integrate the community will not be achieved.

Key Features of the Master Plan

Key features of the Master Plan, shown on the following pages, include:

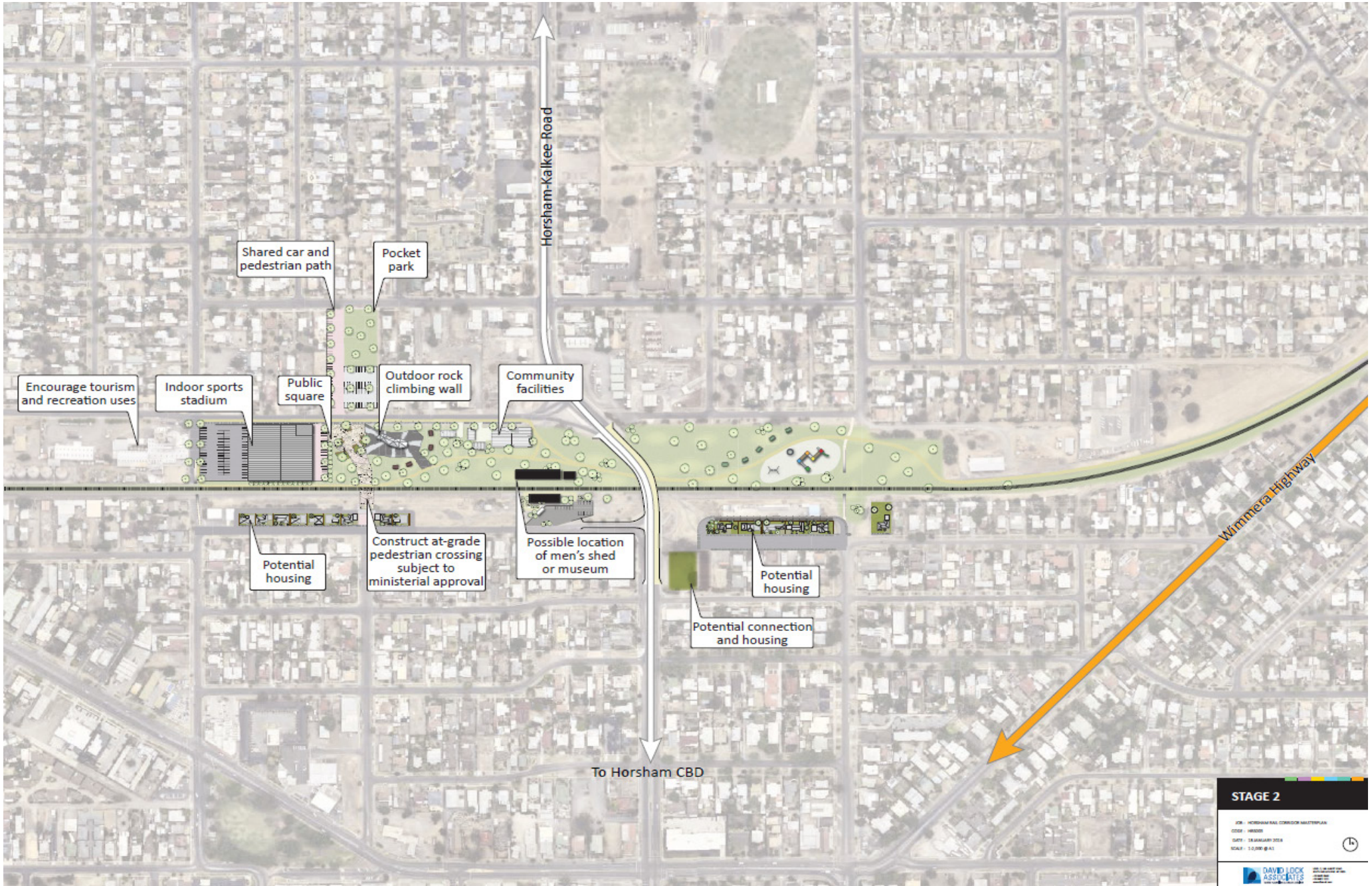
- A **staged approach** to redeveloping the rail corridor. The Master Plan provides short, medium and long-term visions for the area.
- The development of around **six hectares of passive open space**, located on the northern side of the railway line, that will include landscaping and suitable sites for children's areas.
- The plan identifies a possible site for a **new indoor recreation facility**. The need for such a facility is outlined in Council's Sports and Recreation Strategy and was also identified during community engagement for this project. This will be complemented by an outdoor rock-climbing wall or other equipment suitable for casual sporting activity.
- An east-west **bicycle and pedestrian path** that follows the railway line.
- The remediation of **contamination** in parts of the site to bring it up to the standard required for appropriate future development. These works may be substantial, requiring significant investment.
- New and enhanced **connections across the railway line**, including a potential pedestrian crossing at David Street, and improved accessibility and safety at the underpasses.
- The **construction of up to 30 new homes** on the southern side of the railway line.
- Provision for the development of **expanded community facilities** on the site, including future expansion of the U3A and community storage.
- Provision for the long-term **realignment of the railway line**.



STAGE 1

JOB: HORSHAM RAIL CORRIDOR MASTERPLAN
 CODE: HRC001
 DATE: 18 JANUARY 2024
 SCALE: 1:2,000 @ A1

DAVID LOCK ASSOCIATES
 100/101 GARDNER STREET
 MELBOURNE VIC 3000
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 WWW.DAVIDLOCKASSOCIATES.COM.AU





STAGE 3

JOB: HORSHAM RAIL CORRIDOR MASTERPLAN
 CODE: HRC020
 DATE: 28 JANUARY 2024
 SCALE: 1:2,000 @A1

DAVID LOCK ASSOCIATES

Master Plan Features

Parkland and recreation areas

A six hectare linear parkland will be developed running along the northern edge of the railway line, providing residents with much needed open space around the railway line. Parkland also provides a cost-effective answer to the elevated contamination risks associated with past land uses in this area. Although remediation may still be required, it would be less costly than that required for housing or other sensitive uses.

This new open space provides an opportunity for uses such as a playground (near McPherson Street), public art, landscaping, and equipment for casual sporting activity, such as an outdoor rock climbing wall (near Wawunna Road).

A new bicycle and pedestrian path

A new east-west bicycle and pedestrian path will provide an opportunity for walking and cycling safely, away from cars. It will be the spine of a wider cycling network in Horsham, and provide the opportunity for recreation and fitness activities.

Indoor sports and recreation facilities

The Plan identifies a possible site at Mill Street for a new indoor recreation facility. This responds to the demand for an indoor sports facility in Horsham as outlined in previous studies. This possible use was also identified during community engagement for this project. Adequate car parking has also been factored in.

New and enhanced connections across the railway line

A new connection for pedestrians and cyclists is proposed at David Street (level crossing). This crossing would be Disability Discrimination Act (DDA) compliant, ensuring equitable access across the railway line.

The Wawunna Road and Albert St tunnels would be enhanced by improving visibility and safety through lighting, surface changes, and grade alterations where possible. The Kalkee Road bridge could be enhanced by widening the footpath, possibly removing a vehicle lane (subject to VicRoads approval) and introducing planter boxes to the bridge for shelter.



New homes to promote housing diversity

Up to 30 new homes on the southern side of the railway line will help to promote greater housing diversity in Horsham, in a convenient location. The housing is subject to further investigations of land suitability (infrastructure and environmental assessments; testing and remediation as required). The development would provide between 200 sqm and 600 sqm housing lots, providing a mix of options to different demographic groups, including older residents. It will be the developer's responsibility to respond effectively to the acoustic environment of the railway line.

Potential new and expanded community facilities

Provision has been made for the longer term expansion of the U3A at the Horsham Railway Station. The U3A would benefit from all classes and groups meeting at a single location, and from purpose-built facilities.

Provision has also been made for storage and club facilities for various community groups in Horsham that might require expanded space. This will help to respond to any future changes at the Horsham Showgrounds, and the relocation of the Horsham Racing Pigeon Club from the southern side of the railway line.

Decontamination of parts of the railway corridor site

Historical use of the land for industry means that some parts of the site may require remediation works. This might include soil removal or capping of land to prevent access to soil. Clean up will be undertaken if necessary, to ensure the land is suitable for the development proposed in this Master Plan. Less sensitive land uses have been proposed for parts of the site that are more likely to be affected by contamination.

VicTrack is currently undertaking tests at the site which will provide further guidance on the extent of clean up that may be required.

Long-term realignment of the railway line

The Master Plan provides a response in the event that the railway line is relocated from the site. Removal of the railway would allow for the reconnection of roads at Kalkee Road, Wawunna Road and McPherson Street. Additional housing could also be accommodated on the site.

Provision for low impact industry to 'activate' the railway corridor

The Master Plan examines all the options available to address the perception among some residents that the railway corridor is an 'abandoned space'. Provisioning for the re-introduction of some low impact industry, is one way to return activity and life to the area. Access and infrastructure requirements would have to be closely considered before any industrial development, as proposed, east of Kalkee Road. This might include uses such as self-storage, or warehousing.



4. Implementation

The table below provides details of the tasks required to implement the Master Plan in a staged manner. It allows for the implementation of Stage 1 by 2020, Stage 2 by 2025, and Stage 3 in the longer term. The exact time-lines will depend on access to funding and decontamination costs. Consequently, timings are indicative only.

Implementation tasks and schedule

Task	Responsibility	Timing
Public Safety Improvements at Wawunna Road and Albert Street underpasses. This will include new landscaping, bollards and lighting.	Horsham Rural City Council	2016
Using standard processes, identify land that is surplus to transport requirements	DEDJTR, VicTrack, Horsham Rural City Council	2016
To allow for the future possibility of the relocation of the railway line, planning for the relocation should be undertaken in conjunction with VicRoads' planning for the Horsham Highway by-pass. The combined impact of the road and rail changes, notwithstanding the railway's national significance, creates a role for State government to provide strategic direction, and to advocate for joint planning of road and rail improvements in Horsham.	State Government, VicRoads	2016 onwards
VicTrack to work with existing and previous lease holders to remediate land as per VicTrack requirements. VicTrack to assist Council with existing environmental information for VicTrack land. Council to estimate decontamination costs to bring the land to the standard required for land uses proposed within the Master Plan.	Horsham Rural City Council, VicTrack	2016
Rationalise existing Horsham Rural City Council leases and apply for licences or leases in areas that can facilitate implementation of actions within the Plan.	Horsham Rural City Council	2016-2017
Develop a detailed landscape design for the site.	Horsham Rural City Council	2016-2017
In collaboration with VicRoads, investigate option of widening the footpath (and potential lane closure) on the Kalkee Road bridge. This may include traffic surveys to assess congestion risk.	Horsham Rural City Council, VicRoads	2017
The community's requirements for passive, open space will be included in relevant Council policies when they are developed or revised. The identification of the requirement for public space will be integrated into any planning scheme amendments needed for the Master Plan.	Horsham Rural City Council	2017 onwards

Task	Responsibility	Timing
For land required for Stage 1 of the Master Plan, determine if land is suitable for proposed use and remediate if necessary to realise the proposed use.	Horsham Rural City Council	2017-2019
Negotiate the end of commercial leases for sites within the Railway Corridor land required for Stage 1.	VicTrack	2018
Lease/licence or sell relevant parcels of VicTrack land to Horsham Rural City Council to facilitate the Master Plan's proposed uses.	VicTrack, Horsham Rural City Council	2019
Amend Planning Scheme to rezone land to relevant new land uses (Public Use Zone)	Horsham Rural City Council	2019
Construct Stage 1 of the Master Plan	Horsham Rural City Council	2020-2021
Begin implementation of Stage 2 of the Master Plan.	Horsham Rural City Council	2020-2024
Land for housing prepared for sale and sold. (In areas identified for possible housing development in Stage 2 and 3, VicTrack will be the responsible authority to determine if land is suitable for that proposed use and remediate if necessary.)	VicTrack	2020 onwards
Encourage owners of the old wheat silo to promote tourism or recreation related activity at the site. This may include rezoning the site to applicable uses.	Horsham Rural City Council	2020 onwards
Conditional on the longer term relocation of the railway line, pursue Stage 3 when possible	Horsham Rural City Council, Private Land Holders	2025 onwards

Appendices

Appendix A: Key Strategies & Policies

The table below summarises key strategies that discuss the existing context, assets, opportunities, issues and constraints around the Horsham Rail Corridor. Consideration is given to regional strategies, municipal plans, local plans and infrastructure proposals.

Document	Key Issues and Constraints	Assets	Opportunities
Draft MSS	<ul style="list-style-type: none"> ■ Consolidation of farms, and inward migration of rural pop'n ■ Increasing demand for housing that meets needs of ageing pop'n ■ Increasing diversity of pop'n (international migrants) ■ Need to support development of services and infrastructure to attract residents and meet increasing demands from changing demographics 	<ul style="list-style-type: none"> ■ R&D in agricultural research 	<ul style="list-style-type: none"> ■ Mining ■ Water savings - econ dev't opportunities ■ Intermodal Freight Terminal
Council Plan	<ul style="list-style-type: none"> ■ Consolidation of farms, and larger enterprises ■ Need to attract and retain pop'n through quality services (educational, health, housing) and cultural activities ■ Recognition of changing demographics and pop'n increases, with people moving from surrounding areas 	<ul style="list-style-type: none"> ■ Leader in cropping research ■ Regional centre ■ Major world exporter of grains ■ NBN 	<ul style="list-style-type: none"> ■ Mining as a new eco-dev, and employment opportunity ■ Development a partnership approach for improved pedestrian/vehicle access connecting North and South Horsham
Horsham CAD Strategy	<ul style="list-style-type: none"> ■ Low commercial rents, low average retail turnovers ■ 5.6% retail vacancy rate in 2013 ■ However, significant increase in vacant floorspace has occurred in Firebrace Street 	<ul style="list-style-type: none"> ■ CAD provides a good level of retail choice for residents 	<ul style="list-style-type: none"> ■ A second, smaller DDS. This is proposed to the west of Woolworths in the CBD ■ Opportunities to improve existing retail areas, particularly Firebrace Street ■ By 2028, demand for <ul style="list-style-type: none"> ○ 5,600m2 of food/grocery retail ○ 1,250m2 of food catering retail ○ 1,250m2 of non-food specialty stores and ○ 500m2 of retail services ■ Encouraging high density residential development will promote viability of the town centre ■ Opportunities for additional visitor accommodation, as existing stock ages

Document	Key Issues and Constraints	Assets	Opportunities
Wimmera Southern Mallee Regional Growth Plan	<ul style="list-style-type: none"> ■ Infill and medium density development should be supported as a key source of supply 		<ul style="list-style-type: none"> ■ Supply of greenfield residential land adequate for next 10-15 years ■ It is not expected that additional low density res land will be required in short to medium term
Horsham Growth Management Framework Part A – D	<p>Demographics</p> <ul style="list-style-type: none"> ■ Positioned in a region that is experiencing pop'n decline ■ Net migration of young people to Metro and Ballarat for education and employment ■ Net inward migration of seniors <p>Housing</p> <ul style="list-style-type: none"> ■ Housing Stock – needs to be adapted to suit changing demographics (e.g. demand for smaller household types and social housing) ■ Limited rental and short-stay accommodation options ■ Limited medium density housing stock ■ Housing stock for ageing pop'n <p>Infrastructure</p> <ul style="list-style-type: none"> ■ Different demands on open space (greater demands on passive open space) ■ Issue with inadequate protection of valued natural and cultural places and assets. <p>Employment</p> <ul style="list-style-type: none"> ■ The need to attract and retain stable and diverse forms of employment ■ Net migration of young people to Metro and Ballarat for education and employment 	<p>General</p> <ul style="list-style-type: none"> ■ Regional proximity - connection with Adelaide ■ Regional centre primacy – especially in light of planned intermodal facility which will secure its primacy in transport and agribusiness ■ Productive agricultural landscape ■ Agricultural research and prod'n – agri and tertiary education ■ NBN ■ Underutilised land ■ Protection of high quality land 	<p>General</p> <ul style="list-style-type: none"> ■ Re-integrating Horsham North and reducing the barrier effect created by the railway line; generating economic development in Horsham North; and improving accessibility. Rail Corridor is a site opportunity for re-integration. ■ Horsham North as a whole is identified as an urban regeneration area. It presents opportunities for the development of residential, health, education, recreation and community facilities. ■ Several large sites in the north may cater for these developments: rail corridor, CMI Foundary site, underutilised land along Kalkee Rd. ■ Horsham West forms the "logical growth area."

Document	Key Issues and Constraints	Assets	Opportunities
Horsham North UDF	<p>Health</p> <ul style="list-style-type: none"> ■ Greater diversity of services required (mental health, depression) ■ Poor accessibility and availability of existing facilities ■ Inadequate provision of services in Horsham North – including community, health and social services <p>Education</p> <ul style="list-style-type: none"> ■ Poor state of school buildings and locational accessibility ■ Lack of training and available facilities ■ Lack of defined Neighbourhood Activity Centre <p>General</p> <ul style="list-style-type: none"> ■ Urban structure is “loose” and “spread out.” Lack of defined structure or hierarchy of places and connections. Horsham North’s urban area characterised by poor planning decisions. ■ Barrier effect of railway – Horsham North is isolated by poor connection ■ Housing and development ■ Lack of “focussed” central shopping area ■ Significant stock of underutilised land in urban area – low amenity profile ■ Segregation from the CBD by the rail line and industrial area ■ Ageing building stock 		<p>Health</p> <ul style="list-style-type: none"> ■ Community Health Centre, Horsham North Youth Centre, Swim Centre ■ Redevelopment of old school site into medical precinct ■ Establishment of children’s precinct (health care, after school , drop off) <p>Education</p> <ul style="list-style-type: none"> ■ Establishment of school precinct ■ Multi-purpose space for adult training/courses ■ Creation of a commercial education hub, encouraging cycling/walking <p>Housing and development</p> <ul style="list-style-type: none"> ■ Provide cheap and affordable housing, establish business/commercial development opportunities (communal office spaces and multi-use buildings) ■ Provide facilities for farmers market, shopping and co-ops ■ Development of a regional sports precinct ■ More centrally located public open spaces <p>SUMMARY OF UDF PROPOSAL</p> <ul style="list-style-type: none"> ■ In the area surrounding Dudley Cornell Reserve, establish: NAC (Supermarket, Shops, Offices); Townhouse developments; Children’s Hub; and Apartment development. ■ Rail Corridor: pedestrian and cycle pathway, medium density housing, community facilities and subordinate commercial activity.

Document	Key Issues and Constraints	Assets	Opportunities
Horsham Rail Bypass Planning Report	<ul style="list-style-type: none"> ■ Low connectivity between North and South Horsham. ■ A key limitation to redevelopment in the regeneration zone is potential land contamination costs – in the order of \$12 to \$19 million. 		<ul style="list-style-type: none"> ■ Realignment of rail services to north of Horsham, creates urban regeneration opportunities within Horsham = facilitating reconnection of the isolated north side. ■ Two options for railway redevelopment: <ul style="list-style-type: none"> ○ (Option A) In fill residential development around a central park and ○ (Option B) commercial hub interspersed with generous green spaces.
Horsham Early Years Social Infrastructure Plan 2014			<ul style="list-style-type: none"> ■ Development of Horsham North Kindergarden and HN Maternal Child Health Services along Robin Street ■ Proposed Horsham North Children’s Hub site in Dudley Cornell Reserve Precinct
Sports and Recreation Strategy 2013-2018	<ul style="list-style-type: none"> ■ Outdoor 50m pool does not meet operational standards. ■ Sports has difficulty hosting major events, due to lack of multiple courts in a single location. ■ Rasmussen Road Campus Primary School Horsham to be relocated 		<ul style="list-style-type: none"> ■ Closure of rail line will provide opportunity to redevelop this strategically located parcel of public land as valuable open space. ■ Need to rationalise buildings on the Showgrounds; and development multipurpose recreation and exhibition sports space. ■ A multipurpose, indoor, sport centre can be establish on public land (although this is not the first preference – which is close to existing Basketball Court facilities) ■ Develop a significant regional passive recreation park in the northern suburbs for children, picnic/bbq facilities and walking/cycle paths - may be at rail line or Police Paddocks ■ Multipurpose outdoor playing field
Horsham & District Early Years Plan 2014-2017	<ul style="list-style-type: none"> ■ Transport difficulties for some families (PT schedules are not meeting demand for local residents) ■ Anticipating “next wave of residential development... to take place on the western edge of the city” ■ Demand for additional long day case, child care and family day care services 		<p>Infrastructure Plan:</p> <ul style="list-style-type: none"> ■ Short term – establish early years integration hub in Dudley Cornell Reserve (Horsham North). ■ Medium term – integrated facilities precinct in western Horsham for “next wave” of residential developments ■ Long term – population growth south of the river – consideration of a third integrated hub in this location.

Appendix B: Population & Housing Demand Analysis

Housing Demand Analysis (Occupied Dwellings): Horsham Rural City Council

Dwelling type		2001	2006	2011	2016	2021	2026	2031
Separate house		6001	6345	6681	7113	7488	7821	8168
Semi-detached, row or terrace house, townhouse etc with one storey	}	120	299	369	485	530	570	618
Semi-detached, row or terrace house, townhouse etc with two or more storeys				22	28	31	33	34
Flat, unit or apartment		722	598	518	677	728	767	815
Flat, unit or apartment attached to a house	}	72	77	4	5	5	5	5
Caravan, cabin, houseboat				34	44	47	49	52
Improvised home, tent, sleepers out				5	6	7	7	7
Total dwellings				7,633	8,358	8,836	9,251	9,697

Source: ABS (2001-2011), Geografia (2015)

Aged Care Demand Analysis (Regional)

	2011	2016	2021	2026	2031
RCS1-4 9 (high care)	305	324	333	356	398
RCS5-8 (low care)	142	151	155	165	185
Total Places	447	475	487	521	583

Source: Geografia (2015)

Aged Care Gap Analysis (Regional)

Aged Care Gap	2011	2016	2021	2026	2031
RCS1-4 9 (high care)	-55	-74	-83	-106	-148
RCS5-8 (low care)	193	184	180	170	150

Source: Geografia (2015)

Appendix C: Social Infrastructure Demand Analysis

Facility/service	Description	Indicative Population Ratio	Horsham Rural City Council (2011)	Horsham Rural City Council (2031)	New demand (2011-2031)	Horsham North (2011)	Horsham North (2031) 10% growth	Horsham North New Demand (2011-2031)
Population			19,058	22,780	3,722	3302	3632	330
Passive Open Space	Passive open space 0.8ha, including equipment	1,000	15.2	18.2	3.0	2.6	2.9	0.3
Neighbourhood Active Open Space	1 neighbourhood active open space (8ha)	6,000	3.2	3.8	0.6	0.6	0.6	0.1
Neighbourhood Indoor Recreation Stadium (2 courts)	1 neighbourhood level indoor recreation stadium	25000	0.8	0.9	0.1	0.1	0.1	0.0
Primary School	1x Primary School	9,000	2.1	2.5	0.4	0.4	0.4	0.0
Community Centre	1x Local level community centre	9,000	2.1	2.5	0.4	0.4	0.4	0.0
Neighbourhood centre (small)	Convenience based supermarket and food (capture ~30%)	3,000	6.4	7.6	1.2	1.1	1.2	0.1

Source: Geografia (2015) and ASR Research (2008)