



**Horsham Rural City**  
Council urban rural balance

# HORSHAM NORTH

## DRAFT LOCAL AREA PLAN

SEPTEMBER 2022





## ACKNOWLEDGMENT OF COUNTRY

Horsham Rural City Council acknowledges the five Traditional Owner groups of this land the Wotjobaluk, Wergaia, Jupagalk, Jaadwa and Jadawadjali people. We recognise the important and ongoing place that all Indigenous people hold in our community. We pay our respects to the Elders, both past and present, and commit to working together in the spirit of mutual understanding and respect for the benefit of the broader community and future generations.

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## 1. INTRODUCTION + PURPOSE

The Horsham North Local Area Plan (the Plan) has been informed by previous background work, current research and investigation and valuable feedback from the Horsham North community, for which this plan is intended to serve. The *Horsham North Issues and Opportunities Paper (March 2022)* forms the basis and background work for the Plan, providing the analysis and context for the Goals, Strategies, Further Strategic Work and Key Areas for Action set out in this plan.

The Plan has been informed through community engagement much of which has affirmed many of the findings detailed in the *Horsham North Issues and Opportunities Paper* but also highlighted the key issues and opportunities from the community's perspective, which is fundamental for the future planning of Horsham North.

The purpose of the Plan is set out a clear direction and strategic framework for Council and the community in addressing the issues and

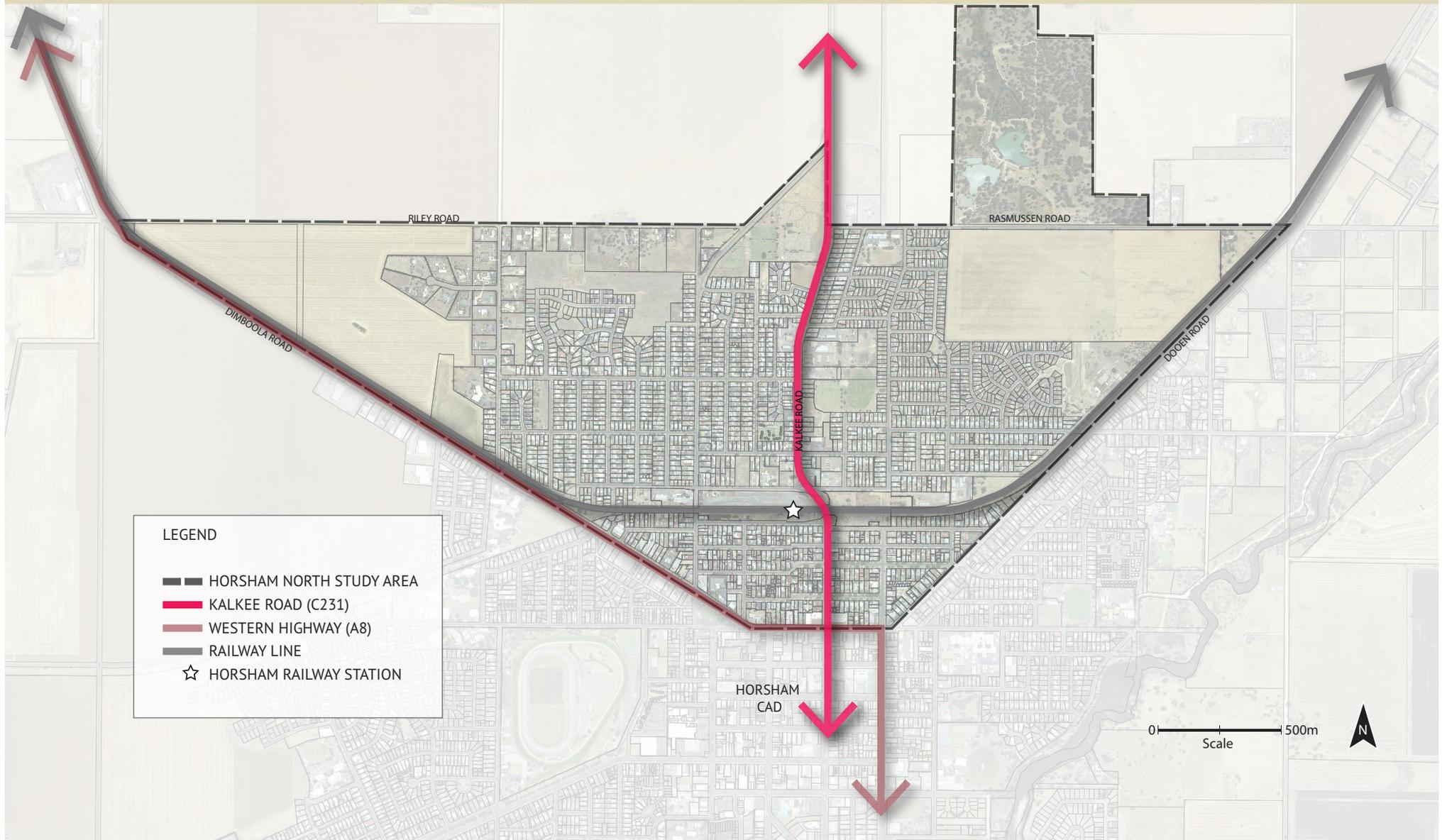
responding to the identified opportunities that will make Horsham North more liveable and sustainable into the future. It does this by setting out a preferred vision and a number of Goals and Strategies relating to land use, built form, public realm, access to open space and transport matters.

The development of a Local Area Plan provides the opportunity for the local community to contribute to developing a shared vision, to ensuring that local values are conserved, enhanced and strengthened through good planning, and to ensuring that change and development are carefully managed to maintain liveability.

The Plan has a ten-year life cycle and should be reviewed and monitored in terms of the Further Strategic Work and Key Areas for Action detailed in the Implementation Chapter. One of the actions and key components in implementing this plan will be the appointment of a place-making officer who will ensure that projects are coordinated and delivered, as set out in the Plan.



FIGURE 1: STUDY AREA



## 2. WHAT IS A LOCAL AREA PLAN

A Local Area Plan sets out a vision for a clearly defined area for a period between 10 to 15 years. They provide guidance on the appropriate directions and opportunities for change. Planning for change that is environmentally, socially and economically sustainable is its key focus.

A Local Area Plan will include:

- Spatial plans to guide activities and land uses, including proposed locations for new community hubs and sports facilities.
- Spatial plans to manage traffic, car parking, walking, cycling, public transport and freight

transport routes.

- Guidance about buildings and urban character.
- Spatial plans to enhance open space, including public gathering spaces, parks and gardens.

Some changes proposed in a Local Area Plan will require amendments to a Council's planning scheme. This generally requires additional research, consultation and the involvement of the Victorian Government. At times an independent panel is also convened to assess changes and hear submissions about proposed land use and planning policy changes from the community and other stakeholders.



## 2.2 HOW WILL IT BE USED

Council will use the Plan in the following ways:

- To work with the community to identify projects and actions that Council will undertake in a planned and coordinated way.
- The Implementation chapter will be used to inform Council budgets and work program.
- The adopted plan can be used for grant applications and advocacy with State government agencies.
- The plan can also be used to inform changes to the *Horsham Planning Scheme* (such as land use and planning policy changes).



### 3. KEY ISSUES, OPPORTUNITIES + THEMES

The key issues and opportunities affecting Horsham North have been discussed within the *Horsham North Issues and Opportunities Paper*, which provides the background and context, as an appendix to this plan.

The *Issues and Opportunities Paper* is derived from previous analysis and research undertaken for the *Horsham North Urban Design Framework* and some of the key issues have been brought forward into this plan, particularly in relation to the Rail Corridor.

The *Issues and Opportunities Paper* categorised issues and opportunities into three key themes:

- **Land Use + Future Character**
- **Access + Connections**
- **Public + Open Spaces**

These themes have been used to develop a strategic framework for Further Strategic Work and Key Areas for Action for Council in order to achieve change across a number of issues that vary in complexity and constraints.

Planning for the improvement of open space and local area traffic management will become a priority for Council in relation to Horsham North, in addition to the improvement of footpaths and the public realm generally. There has been an ongoing street tree planting program which will continue across parts of Horsham North to enhance the amenity of local streets and neighbourhoods.

The Rail Corridor and underpasses have been an ongoing issue and Council has been engaging with the relevant agencies within State government over a number of years. These discussions will continue and the extent of the Rail Corridor (VicTrack) land should be pursued for the future conversion to a public use. Further planning and design is required to ensure safe and attractive spaces are created that facilitate pedestrian and cycling connectivity across and along the the Rail Corridor.

Importantly, the community has expressed a strong desire to be meaningfully engaged with in the future planning for Horsham North. Council will explore ways to involve and collaborate with the community on future projects.

#### LOCAL AREA PLAN OVERVIEW

> Community Vision

> Theme 1: Land Use + Future Character

> Theme 2: Access + Connections

> Theme 3: Public + Open Spaces

> Implementation

## 4. COMMUNITY ENGAGEMENT

Consultation with the community has been central to the development of this Local Area Plan. *The Engagement Summary Report (August 2022)* summarises the key messages that emerged during consultation of the *Horsham North Issues and Opportunities Paper (March 2022)* and have subsequently influenced the outcomes of this plan. Council seeks community input in identifying top priority projects for early implementation. Feedback will be workshopped during consultation events with the aim to inform Council's Annual Action Plan for 2023.



### 4.1 COMMUNITY VISION

During consultation in May 2022 the following statements were made by the community in regards to desired outcomes for Horsham North. These statements will be consolidated into one vision statement during the next round of consultation:

- A vibrant and economically thriving place
- A unique and celebrated identity
- Accessible, safe, clean and well maintained spaces and places
- A diversity of services and housing options that reflect the character of the neighbourhood
- Accessible green, active and inclusive open spaces that provide shade, shelter, play, recreation, design and art
- Fosters connections with neighbours and greater Horsham
- Provides quality paths for pedestrians and cyclists, roads and public transport options

### 4.2 WHO LIVES IN HORSHAM NORTH

To be updated with 2021 ABS census data.

# THEME 1: FUTURE LAND USE & CHARACTER



## 5.1 OVERVIEW

Horsham North will continue to evolve as a vibrant and attractive area of Horsham, with a strong sense of neighbourhood character, complemented by tree-lined streets and well-designed housing. There are parts of the area that suffer from neglect and the legacy of past industrial and railway related activities, particularly in relation to the rail corridor and previously industrial focused land. This legacy detracts from the overall character and image of Horsham North, and could be improved through changes to land use and urban design interventions.

## 5.2 DRAFT KEY OUTCOMES

- 1 Conversion of industrial and commercial sites
- 2 Reduce the barrier effect of the rail corridor
- 3 Increase diverse and affordable housing options
- 4 Individual precinct identity

### 5.2.1 CONVERSION OF INDUSTRIAL + COMMERCIAL SITES

*Neighbourhood character and local amenity can be enhanced through the relocation of industries to more suitable locations within Horsham and by changing land uses that are more conducive to surrounding residential areas.*

Across the precinct there are sites with existing and historical commercial or industrial uses in close proximity to or co-existing within residential areas. The historical development pattern in Horsham North is reflective of many settlements where employment and industry activity is located close to housing. This can, however, cause conflicts between land uses as well as amenity impacts for residential areas. There is a need for future planning to address land use incompatibility in order to minimise off-site impacts such as noise, dust, odour, privacy, commercial traffic movement, visual amenity and local character.

Existing major industrial and trade uses will be encouraged to relocate to more compatible locations. An *Industrial and Commercial Land Use Strategy* will provide the strategic guidance and identify preferred industrial and commercial precincts for relocation. Whilst the desirable outcome is to relocate all incompatible uses from the precinct it is also important to recognise that the rail corridor and industrial and commercial sites have a long history in the area and provide local employment and activity. Furthermore, many businesses are operating within the legal framework of the *Horsham Planning Scheme* and



the industrial and commercial zones. Changes to land use will not impact on the ability of these uses to continue. A balance between what is viable for business operators and how the community wants this area to develop will evolve and improve over time.

Due to past activities within the precinct there will be pockets of land contamination which will need to be identified and addressed before sensitive uses, such as housing and recreational uses, are allowed to occur. The application of the Environmental Audit Overlay should be considered by Council when any future rezoning process occurs, and in accordance the *Planning Practice Note on Potentially Contaminated Land (PPN31)*.

Rezoning of land must be considered in a holistic way that is consistent with a longer-term strategic planning approach. Individual rezoning requests are to be discouraged and avoided as they are not a long-term planning solution and can contribute to (and exacerbate) current and potential land-use conflicts. A precinct plan or investigation of uses around the rail corridor should be undertaken to inform any rezoning.

### 5.2.2 REDUCE THE BARRIER EFFECT OF THE RAIL CORRIDOR

*A sequenced planning approach for the redevelopment of the rail corridor will ensure constraints are appropriately understood and future possible land uses and activities are properly evaluated.*

The land identified as the Rail Corridor is considered all of the land currently owned by VicTrack. The Rail Corridor is comprised of four quadrants that each offer significant opportunities to benefit the community through:

- Activation through appropriate mix of recreational, public use, residential and/or commercial use
- Increased pedestrian and cyclist connectivity
- Increased public open space, landscaping and activation
- Increased public safety through appropriately designed public spaces
- Increased character and amenity through the transition of land use activity away from commercial and industrial use

Council has the opportunity to plan for each of these areas. It will continue to actively engage with VicTrack in the pursuit of the remediation, acquisition and redevelopment of key sites to serve a strategic purpose towards those benefits listed above. The extent of land development within the rail corridor and the process for Council to acquire land will be dependent on negotiations with VicTrack, the level of contamination found,

remediation required, remediation undertaken and the extent of land required for railway operations. A thorough evaluation of these issues will inform potential uses and activities within the Rail Corridor.



Source: Mortton Bay Council

### 5.2.3 INCREASE DIVERSE + AFFORDABLE HOUSING OPTIONS

***A diversity of housing types and sizes offers something for everyone.***

Infill development has been a significant part of residential development across Horsham in recent years. Horsham has seen a number of multi-unit and town house developments north of Baillie Street and around Kalkee Road. Across the precinct there is evidence of home renovations, new dwellings and multi-unit developments occurring, indicating that the area is attractive for future residents as the community grows. The size and price of some properties are an indication of the opportunities that exist for residential in-fill development on sites in excess of 1,000m<sup>2</sup>.

Industrial and commercial sites have the potential to facilitate future housing. This will be subject to the relocation of current business operations that will cause direct amenity impacts for residents. Furthermore, this will require investigation and remediation of sites known to have accommodated activities with a high likelihood of contamination.

There are currently two existing greenfield development fronts within Horsham North; one with an approved subdivision plan in place and one undergoing a development plan approval process. The site with the approved subdivision plan is located north centrally of the precinct and the site currently undergoing the approval process is located in the far north-west of the precinct. These two sites could accommodate up 340 lots

varying from 400-900 square metres to larger lifestyle blocks. There is also a potential strategic development site on the north-eastern edge of Horsham North that is undeveloped and located within the General Residential and Farming Zones. The site presents a potential opportunity to accommodate future urban growth. Council has recently resolved to undertake a *Housing Strategy* that will provide a strategic direction for housing across the municipality, including the identification and prioritisation of opportunities for future housing growth. The relative merits of the site to potentially help with meeting the City's housing needs will be tested through the *Housing Strategy*.

The provision and standard of open space has been highlighted as a gap in past Council asset management and planning processes. It is important that future development has regard to the principles set out in the *Urban Design Guidelines for Victoria* and standards within the *Horsham Planning Scheme* that require dwellings to be within a 400m walking distance to local parks and within 1km of sporting facilities.



Source: Nils Veisemann

## 5.2.4 INDIVIDUAL PRECINCT IDENTITY

***Neighbourhood character and heritage is what makes a neighbourhood distinctive and brings identity to a place.***

There are several landmarks including the Horsham Railway Station, Horsham Silo / Noske Mill Complex and GWM Water Tower as well as various residential parts of Horsham North that define the history and character of the area. By protecting these places under a Heritage Overlay it will ensure that heritage values and attractive aesthetic qualities are retained. The second consideration is views to landmark buildings, in particular the newly painted silos where artwork displays a local significant story of Yanggendinyanyuk, an important Wotjobaluk leader in the community.

*A Housing Strategy* will require the need for a *Neighbourhood Character Assessment* to ensure valued characteristics and qualities of Horsham's residential areas are identified and remain protected when planning for growth. Neighbourhood character is what makes a neighbourhood different from others. This includes the way it looks and feels which can be influenced by built form, street layout, setbacks and vegetation. It is important that appropriate planning controls that provide design guidance for new development, are applied at the time of rezoning, to ensure new housing is well designed within the context of its surrounds and the further enhancement of the local urban environment.

Good urban design has the ability to transform how places look and feel, increasing the desire of people to walk around and be in that place. The streets of Horsham North have the potential but there are particular locations where change is required in order to encourage more walking and cycling, and to increase perceptions of safety. The following elements should be incorporated into the design considerations for new development as the area changes over time, and to accompany any changes in land use to encourage a more diverse mix of uses and to discourage industrial activity and the storage of chemicals on sites in close proximity to residential areas:

- **Interfaces**
- **Landscaping + Canopy Trees**
- **Key Sites and Architectural Design**
- **Activation / Passive Surveillance**
- **Pedestrian Amenity and Comfort**



*Page 11 images:* Industry activity in Horsham North + the Horsham Rail Corridor.  
*Page 12 images:* An example of a shared path within a rail corridor + example of medium density housing.  
*Page 13 images:* Another example of medium density housing + an example of housing in Horsham North with special neighbourhood character.

# 5.3 GOALS

## Goal 1. Facilitate sustainable housing + population growth

Strategies (to achieve the goal):

- 1.1 Undertake *Housing Diversity and Affordability Strategy* to provide strategic direction for housing across the municipality, including the identification and prioritisation of opportunities for future housing growth.
- 1.2 Understand current demographic trends in order to plan for future housing that responds to demand and to promote affordability through the provision of a range of housing types.
- 1.3 Promote Environmentally Sustainable Design (ESD) principles in all new development.
- 1.4 Effectively manage environmental risks such as potentially contaminated land and flooding.
- 1.5 Ensure new development is respectful to existing and valued neighbourhood character.

## Goal 2. Improve the image, character + identity of Horsham North

Strategies (to achieve the goal):

- 2.1 Identify and protect heritage places.
- 2.2 Improve the character, identity and amenity of the area through appropriate land use change and urban design guidance.
- 2.3 Encourage the development and transformation of identified entry and gateway sites.
- 2.4 Plan for the future conversion of VicTrack land that encourages activation.
- 2.5 Build upon the Silo Art Project through public art projects that activate the public realm and create interest.

## Goal 3. Promote economic activity + opportunities that support the vision for Horsham North

Strategies (to achieve the goal):

- 3.1 Encourage a transition away from industrial land use towards commercial or mixed use activity with minimal off-site impacts.
- 3.2 Promote a mix of uses within the area bounded by Lynott and Mill Streets currently zoned as Industrial 1 Zone.
- 3.3 Encourage commercial and employment activity in existing industrial areas.
- 3.4 Support convenience retail opportunities that activate local neighbourhoods, Kalkee Road and the Rail Corridor.
- 3.5 Consider rezonings that facilitates housing, commercial activity and light industrial in suitable locations.

## **Goal 4. Provide up to date community facilities in Horsham North**

### Strategies (to achieve the goal):

4.1 Provide up to date community facilities for all user groups.

4.2 Identify opportunities (sites) to provide improved or new community facilities and to co-locate facilities where possible.

4.3 Provide new sporting facilities to meet community needs in appropriate locations.

4.4 Review the provision of open space and facilitate upgrading existing parks and recreational open space.

### 5.3.1 SPECIFIC LAND USE DIRECTIONS

#### 1. Continue to encourage commercial activity

Support the current activities in relation to the silos and existing commercial activities, and consider rezoning to a transitional zone (away from the Industrial 1 Zone) such as the Commercial 2 Zone, that supports a range of commercial uses that are compatible with the residential area to the north.

#### 2. Transform the Rail Corridor (VicTrack) land for mixed use and stronger connectivity

Continue to liaise with VicTrack regarding the remediation and acquisition of sections of land in VicTrack's ownership. Undertake an investigation/s to determine the levels of contamination within the corridor and the level of remediation required for a future potential mix of land uses that can activate the area. Furthermore, determine the extent of land required for continuing the rail operations. Future development should prioritise pedestrian and cyclist connectivity and the implementation of a shared path network that can be linked with the station and potentially, a pedestrian underpass. Continue to investigate options for an alternative underpass connection and advocate for a bus terminal to be located within the Rail Corridor (working with the Department of Transport).

#### 3. Investigate long term opportunities to improve and extend the existing open space and/or consider as a long term option for residential

The future of this site is dependent on any history of contamination and current land owner operations. The site provides a long term strategic opportunity to provide access to the north and depending on levels of growth could be developed for an alternative purpose. There is also the opportunity to address interface constraints at Foundry Park.

#### 4. Encourage a transition away from industrial use

Consider this location as a transitional area to allow a mix of uses and importantly, prevents future industrial activities from being established or consolidated in this location. Rezoning land to a more appropriate zone/s should be considered including Industrial 3 Zone, Commercial 2 Zone or Mixed Use Zone. Any consideration to rezone the area to a zone that allows sensitive uses should also provide for a safeguard to ensure that appropriate soil assessments are undertaken prior to any future development.

#### 5. Consider a change in use when commercial activity has been relocated

The Commercial 2 Zone land has a direct interface with residential areas causing adverse amenity impacts for residents. Land uses are poorly located with regard to industrial and commercial land across Horsham. The future of these sites is dependent on whether the commercial activities can be relocated to a more suitable location. Future rezoning of this area as a precinct will allow for residential, pending the relocation of current commercial activities.

#### 6. Consolidate community uses and open space around Dudley Cornell Reserve

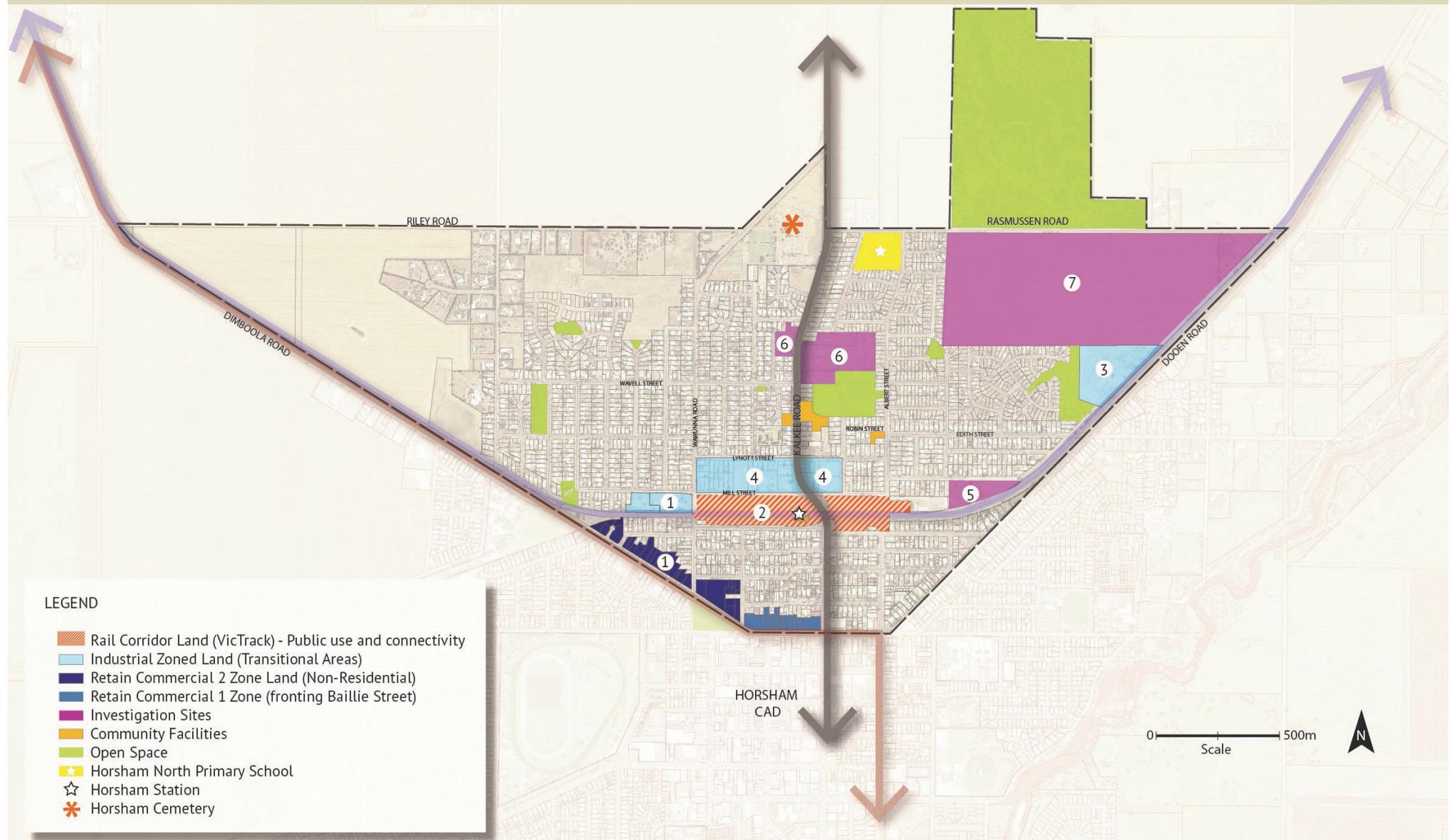
Continue discussions with land holders regarding the future of these sites, east and west of Kalkee Road, whilst considering opportunities for new and extended public open space (in relation to Dudley Cornell Reserve) and also the potential for a new community and/or sporting facility (subject to undertaking the necessary community needs assessment and the *Wimmera Regional Multi-Sport Precinct Feasibility Study*). Consolidate these sites into one zone. Facilitate their development to encourage a mix of uses, including residential, recreation and commercial uses, to encourage activation of the precinct.

#### 7. Potential strategic development site

The potential strategic development site at the north-eastern edge of Horsham North is undeveloped land and currently contained within the General Residential and Farming Zones. The site is large in size and its location and attributes present a potential opportunity to accommodate future urban growth. The relative merits of the site to accommodate future urban growth will be tested through the development of the *Housing Diversity and Affordability Strategy*. If the *Housing Diversity and Affordability Strategy* identifies the site as being a potentially suitable location to accommodate future urban growth, any proposal for its future use and development will be required to implement the applicable goals and strategies of this Local Area Plan.

These directions relate to Figure 2.

FIGURE 2: LAND USE DIRECTIONS



### 5.3.2. SPECIFIC LANDMARKS + HERITAGE DIRECTIONS

It is recommended that the following planning provisions and policy be implemented into the *Horsham Planning Scheme*.

- Ensure that view lines to identified landmarks and heritage buildings are protected.
- Apply the Heritage Overlay to the Horsham Railway Station, the silos, GWM Water Tower and residential areas with heritage values to retain and celebrate their history and significance for Horsham.



*Image left: Horsham train station*  
*Images above: Houses within the study area with heritage values*

### 5.3.3 SPECIFIC URBAN DESIGN + CHARACTER DIRECTIONS

It is recommended that the following planning provisions and policy be implemented into the *Horsham Planning Scheme*. In future, new development will:

#### Character

- Reinforce and strengthen the existing residential character of the local streets.
- Contribute to the residential and emerging mixed-use character of the (mixed use) area.
- Encourage the planting of canopy tree(s) in front setback and the nature strip.

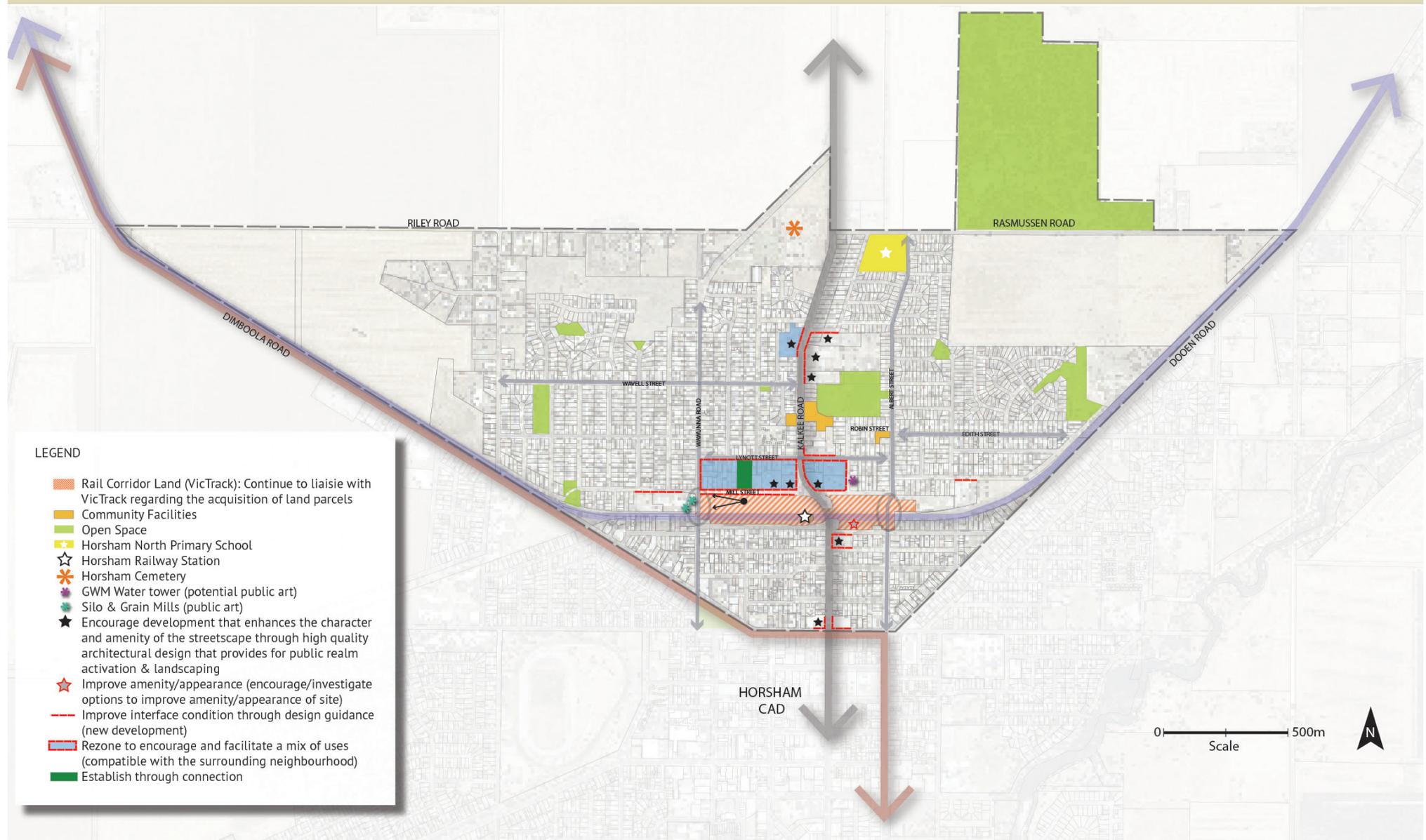
#### Key + Entry Sites

- Establish prominent, attractive built form at corners and entry and gateway sites.
- Demonstrate a high level of architectural design with well-articulated façades (avoiding blank walls).
- Be designed to address street corners and provide a relatively open frontage with passive surveillance (windows and entries) oriented to two street frontages.

#### Interfaces + Landscaping

- Be designed to contribute positively to the public realm.
- Provide active interfaces, comprising of windows (passive surveillance) oriented towards the street and public spaces.
- Locate garages and warehouses towards the rear of properties, and avoid the development of garages and warehouses which are located on, or close to, the front property boundary.
- Provide a landscaped front setback that will accommodate trees and vegetation.
- Avoid the use of high fences and walls.

FIGURE 3: URBAN DESIGN + CHARACTER DIRECTIONS





RESTRICTED  
ENTRY  
AUTHORISED  
PERSONNEL  
ONLY

SCRATCH  
AUTOMOTIVE DETAILING

Artist: SMUG

# THEME 2: ACCESS + CONNECTIONS



## 6.1 OVERVIEW

As Horsham North continues to grow, in terms of population and housing, the issues that are currently present will only become magnified over time. The area suffers predominantly due accessibility constraints and the presence of the railway corridor. Horsham North also has a number of other issues to address such as improving footpaths and opportunities to improve and increase connectivity across and through the rail corridor land.

Traffic management issues have been highlighted during the community engagement phase, some of which were highlighted in the *Issues and Opportunities Paper*.

## 6.2 DRAFT KEY OUTCOMES

- 1 A walking friendly precinct
- 2 Network planning to support active and sustainable modes of transportation
- 3 Optimising access to public transport
- 4 Local area traffic management
- 5 The Horsham Rail Corridor is opened for connectivity

### 6.2.1 A WALKING FRIENDLY PRECINCT

***Enhancing the pedestrian environment is important in encouraging walking and promoting an active and healthy community whilst reducing our carbon footprint.***

The current state of footpaths and pedestrian connections in Horsham North does not meet the needs of a range of users, creating persistent accessibility issues for older adults, people with disabilities and parents with prams. Council has undertaken an audit of footpaths in Horsham North and will commence footpath upgrades within this financial year (2022-23). Barriers that prevent people from choosing walking as a mode of transport for local trips within Horsham North should be removed. Such barriers include lack of formalised and regular crossing locations, discontinuous footpaths and a disjointed path network. New development presents an opportunity to do it right in the first instance including wider footpaths with sufficiently sized nature strips for tree planting. Planning and design principles should be adopted such as the Heart Foundation's *Healthy Active by Design* guidelines to ensure industry best practice is applied.

Increasing the tree canopy in Horsham North will create shade and reduce temperatures on footpath surfaces. The provision of shade is an important component in the design and creation of safe and healthy neighbourhoods. It creates an environment and climate that is more comfortable to use in all seasons, improving active recreational opportunities, community health and wellbeing.

Designing quality footpaths for everyone will create an inclusionary built environment that will increase opportunities to participate in local activities and provides better access to services (e.g. Kalkee Children's & Community Hub and Neighbourhood House). A built environment conducive to walking will also decrease the amount car trips needed, therefore decreasing the amount of carbon emissions.



### 6.2.2 NETWORK PLANNING TO SUPPORT ACTIVE + SUSTAINABLE MODES OF TRANSPORT

***Network planning is critical in the effective promotion of walking and cycling. Integrated cycling lanes and shared paths will provide convenient and direct routes enabling all users to move around the network according to their needs.***

The pedestrian and cycling network can be improved to safely facilitate active modes of transport through the provision of shared paths, on-road cycling lanes and footpaths exists. The rail corridor and existing open spaces are have the ability to support this outcome. Some of the opportunities are illustrated in this Plan and Council is currently undertaking a *Bike Plan* which will further identify a hierarchy in terms of the road network and potential shared path locations.

The need for a *Walking Strategy* to address accessibility of neighbourhoods has also been identified by Council. Together with the *Bike Plan*, comprehensive cycling and pedestrian networks will be developed that connect people to key destinations and services and support active recreation.



Source: Melton City Council

Source: VPA

Council will also work to ensure new developments offer quality pedestrian and cycling environments. Street networks will be designed to maximise connections and minimise barriers to direct travel such as dead ends, cul-de-sacs, long street lengths and busy intersecting roads. The built environment should be safe, easy to navigate and comfortable for pedestrians and cyclists with many routes to choose from in all areas of Horsham.

Creating safer connections through all public spaces will be prioritised in all future work particularly when planning for the re-design or upgrade of local parks. Local parks should be designed and located within a connected path network allowing easy and continuous pedestrian and cycling movement to and through parks.

Improving the integration of walking and cycling amenities will establish an environment conducive to active travel for leisure, commuting and visiting local services, facilities and shops. This will also naturally improve the quality of the public domain. Amenities include the installation of additional seating, shelters, signage, bike parking, bike repair station, drinking fountains and lighting.



Source: Melton City Council

### 6.2.3 OPTIMISING ACCESS TO PUBLIC TRANSPORT

*Coordinated and direct connections to public transport as well as the provision of quality amenities will support public transport in becoming a realistic choice for everyday trips. In the longer term this investment in improved connections and amenities can increase the effectiveness and reliability of public transport.*

Increased public transport patronage presents the opportunity to advocate for higher frequencies, longer operational times and expanded coverage of public transport services in Horsham North. Council will continue to liaise with the Department of Transport in terms of public transport provisions. Often public transport trips involve some form of walking, such as walking to a bus stop for part of the journey. Providing convenient and comfortable paths to public transport services will better facilitate the use of public transport in Horsham North for people of all abilities. Improved integration between public transport and walking will ensure that the community has a choice of transport options when travelling to a bus stop as part of an onward journey. Equally important is the provision of bus stop amenities which is currently lacking in the precinct. Providing bus shelters, lighting and bicycle hoops can make public transport a more appealing choice of transportation.

There is a strong desire to reconnect Horsham to the regional rail network that ultimately connects with larger regional centres, such as Ballarat as

well as Melbourne. When this occurs, investment in restoring and potentially expanding the current railway station will also be an opportunity to pursue. A new underpass in proximity to the train station will contribute to this ongoing transformation that Horsham North is ready and waiting for.



### 6.2.4 LOCAL AREA TRAFFIC MANAGEMENT

*Traffic control and calming measures on a precinct wide basis will create streets that increase amenity and commuter safety for all road and path users.*

Local roads are associated with more walking and cycling when traffic related issues are well managed. The safe use of local streets as a priority should be afforded to all users, not just vehicles. People will be discouraged from walking and cycling if road traffic is heavy and safety measures are not in place.

Much of Horsham North's traffic is generated by motorists travelling to Horsham North or through via Kalkee Road to nearby settlements. Kalkee Road, Mill Street and Hazel Street currently present significant barriers for safe and convenient movement for pedestrians and cyclists. Mill Street and Hazel Street should be prioritised for short-term monitoring and intervention. This is due to the presence of heavy industry vehicles and an increase in vehicle and pedestrian activity as a result of the Silo Art Project. The traffic volumes and lack of pedestrian priority crossings on Kalkee



Source: Maroondah City

Road is a barrier for safe pedestrian and cycle travel to services and facilities. These facilities include the Kalkee Children's and Community Hub, Dudley Cornell Park and the Neighbourhood House. Traffic calming strategies and interventions need to be considered to ensure streets are safe to cross without compromising their functional role. Furthermore, as the area develops walking and cycling will be actively encouraged. This will be facilitated through new and upgraded footpaths, provision of cycling and shared paths and local streets will require traffic management measures to improve pedestrian connections and create safer conditions.

The *Bike Plan* will help establish a connected path network of shared paths, on-road bike lanes and separated bike lanes with a focus on facilitating safe movement. The cycling network will identify busy commuter and recreational routes as shared paths. This includes relatively low-moderate speed limit locations for the provision of on-road bicycle lanes (with clear delineation and regular signs and pavement markings), and locations where safety and comfort for riders is to be addressed through separated bicycle lanes.



Source: VPA

### 6.2.5 THE HORSHAM RAIL CORRIDOR IS OPENED FOR CONNECTIVITY

*The Rail Corridor will provide a safe corridor for cyclists and pedestrians and facilitate convenient access for commuters.*

The Rail Corridor was consistently the number one issue raised by the community due to its unmistakable presence as you enter Horsham North via the Kalkee Road Bridge. People are presented with a waste-land which is further compounded by the industrial blocks to the north.

Whilst the Rail Corridor is perhaps the biggest issue it is also the biggest opportunity to address in Horsham North with the potential for it to become a place of community focus. Connectivity can be significantly improved along both sides of the rail corridor, allowing freedom of movement and potentially avoiding the use of Kalkee Road as a crossing point.

The community currently has three central options to pass the railway line. There are the two





Source: WorldPress

pedestrian underpasses, one at Wawunna Road and the second at Albert Street / McPherson Street, both of which are uninviting, poorly designed and placed and non-DDA compliant. The third option is the Kalkee Road Bridge which only has a footpath on the eastern side. Alternatively, some choose to enter the rail corridor and cross it wherever it is most convenient. This presents a significant community safety risk as freight trains come through regularly.

Council has already investigated the potential for upgrading the two existing underpasses to a DDA compliant standard (slope and width). It was found, however, that there are significant barriers that prevent such upgrades from being possible. Council has now shifted its focus to investigating the feasibility of a new underpass that meets modern standards in terms of safety, design and accessibility. A location will be investigated that will link with the northern end of David Street. This location is also in close proximity to the Horsham Railway Station (200m) providing a convenient

connection for train commuters if regional passenger services (V-Line) were to be reinstated. A further connection opportunity has been identified within the large vacant block between Mill Street and Lynott Street including the potential for new open space and a shared path connection (subject to contamination assessment and discussions with land holder). The appearance of the existing underpasses could be improved to appear more inviting and attractive.



- Page 23 images: *Tree planting occurring in Horsham North, example of new path connection - pram crossing (Melton) + example of a shared path through open space.*
- Page 24 images: *Example of bike amenities (Melton), bus stop in Horsham North lacking shelter and discontinuous footpath + existing footpath in Horsham North.*
- Page 25 images: *Example of onroad bike lanes and pedestrian crossings + example traffic calming measures (Maroondah).*
- Page 26 image: *Road bridge over the Horsham Rail Corridor, good example of a pedestrian underpass (Cardinia) + current underpass condition.*

# 6.3 GOALS

## Goal 5.

**Create a walkable, wheelable + bikeable precinct that supports active living, recreation + transportation**

Strategies (to achieve the goal):

5.1 Improve the condition of footpaths along all developed streets so all footpaths users with any ability can access them and use them for their intended purpose.

5.2 Plan an accessible environment that enables walkable distances (400m) to open space.

5.3 Identify and suitably address barriers to pedestrian movement and safety.

5.4 Develop targeted solutions for specific needs and destination choices.

5.5 Provide the appropriate infrastructure and amenity to encourage active modes of transport.

5.6 Provide way-finding signage at key locations and amenities that caters for all abilities.

5.7 Provide trees that can offer canopy cover over all streets in Horsham North.

5.8 Improve pedestrian and cycling connectivity and safety across and along the Rail Corridor including the provision of an alternative crossing point.

5.9 Identify and plan for a hierarchy of cycling routes and shared paths.

5.10 Ensure that planning processes and provisions deliver good urban design outcomes such as pedestrian and cyclist connectivity and footpaths of a quality standard.

## Goal 6.

**Enhance and promote public transport services and regional connectivity**

Strategies (to achieve the goal):

6.1 Provide better pedestrian connectivity and amenities (e.g. seating, lighting, shelters) to encourage the use of public transport.

6.2 Advocate for improved public transport services in terms of increased frequencies, operation times, and catchment coverage.

6.3 Plan for new public transport infrastructure and services in population growth areas that are bus capable and provide a high quality amenities.

6.4 Advocate on behalf of the community for the return of passenger rail services between Horsham and Melbourne.

## **Goal 7.**

### **Create safer streets for all users through improved traffic management, monitoring + maintenance**

Strategies (to achieve the goal):

7.1 Manage local traffic movement and monitor over time.

7.2 Provide sealed roads across the area.

7.3 Introduce traffic calming strategies and interventions for high traffic locations and at key sites.

7.4 Provide safe and clearly distinguished crossing locations.

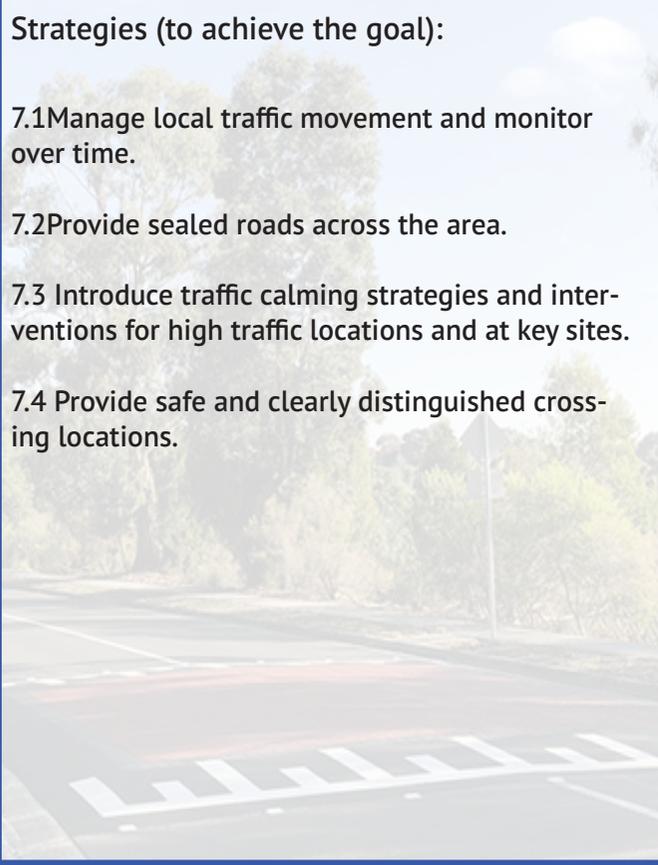
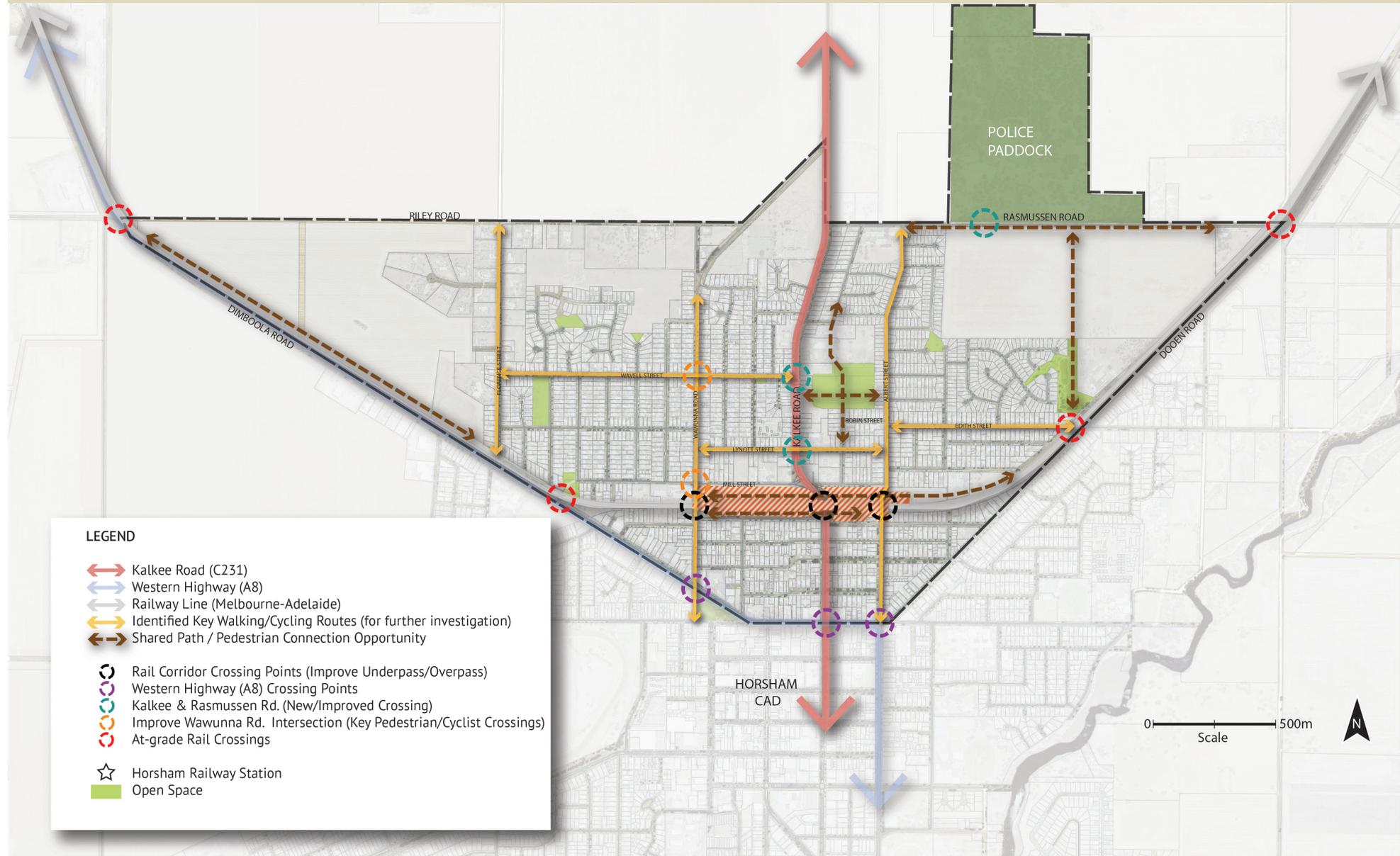
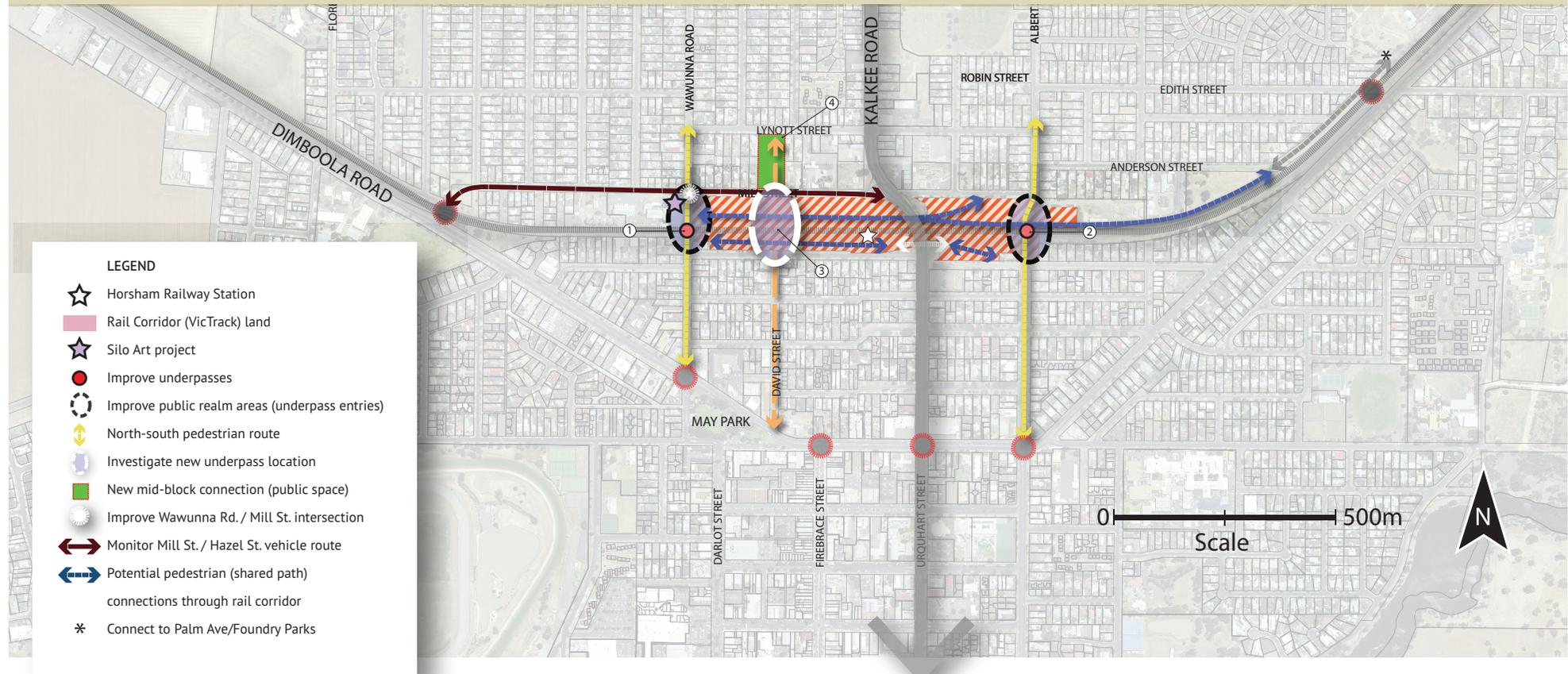


FIGURE 4: ACCESS + CONNECTIONS



**FIGURE 5: RAIL CORRIDOR CONNECTIONS**



Identified Opportunities (to be read in conjunction with the relevant actions in the implementation plan):

1. Investigate ways to improve the entries and potentially widen the underpass at Wawunna Road
2. Investigate ways to improve the entries and potentially widen the underpass at Albert & McPherson Streets
3. Investigate opportunities for a new underpass that is safe, attractive, DDA compliant and encourages pedestrian movement
4. Investigate the opportunity to acquire and transform the vacant land parcel extending from Mill Street to Lynott Street, as an open space / landscaped pedestrian connection
5. Establish shared path connections within a landscape (designed) corridor (and extending east of the VicTrack land through negotiation with land holders)
6. Undertake traffic monitoring and implement any necessary traffic calming measures along Mill Street (and at the intersection with Wawunna Road)
- 6A. Ensure that footpaths and street tree planting are implemented in the short term along the southern side of Mill Street (once a design for the rail corridor has been completed)





# THEME 3: PUBLIC + OPEN SPACES

## 7.1 OVERVIEW

The parks, reserves and public spaces across Horsham North are generally suffering from the planning and subdivision design of the past, in addition to current subdivisions that are repeating the same mistakes. Although this sounds like a harsh assessment, this is the reality and addressing the issue is urgent for the current and future residents of Horsham North.

Quality open space is lacking, despite the fact that Horsham North has a higher percentage (provision) of open space than other parts of Horsham. Moving forward, there is an opportunity to review the current provision of open space and to improve the quality of parks through considered design measures such as better connections (shared paths), landscaped edges to soften the presence and impact of back fences, and park furniture and infrastructure in appropriate locations that are shaded and/or sheltered from weather and sun.

## 7.2 DRAFT KEY OUTCOMES

- 1** Improve the quality and appeal of existing and future public open spaces
- 2** Unlock the potential of Dudley Cornell Reserve
- 3** Planning scheme controls require appropriate open space contributions
- 4** An open space audit
- 5** The Horsham Rail Corridor provides land for public use

### 7.2.1 IMPROVE THE QUALITY AND APPEAL OF EXISTING + FUTURE PUBLIC OPEN SPACES

*Open space is important in our daily lives for many reasons – providing recreation, socialisation, play, contemplation, green space and enjoyment. Open space should be safe for all users through better design reflecting best practice standards.*

There are a number of opportunities across the precinct to improve the quality and distribution of the open space network. These opportunities include improving the amenity of existing open spaces, enlarging the size of existing open spaces and/or providing new open spaces within the precinct.

Council is not suggesting the compulsorily acquisition of properties. The proposed process would involve the strategic identification of sites that support open space objectives, discussions with landowners as properties become available and the use of the Open Space Contributions Fund to purchase properties.

Council anticipates an increased community demand for safe, accessible and quality public



Source: Scenery and Suburbia

spaces as the area grows. There are increasing expectations regarding the appropriate provision of public open spaces in new development and upgrades to existing public open spaces to meet the needs of people of different ages, interests and abilities. Developers are required (through landscape plans) to appropriately design new open spaces to enhance neighbourhood character and provide opportunities for active recreation.

Community involvement and strong partnerships will be encouraged in the planning, use and management of the open space network.



Source: Melton City Council

### 7.2.2 UNLOCKING THE POTENTIAL OF DUDLEY CORNELL RESERVE

*Best practice approaches to open space and community facilities promote co-location with complementary services to create a stronger community hub. Together they create a focal point for community activity and allow people to make a single trip when accessing a wide range of services.*

The three large sites immediately north of Dudley Cornell Reserve provide a strategic opportunity to enlarge the current provision of open space. This can be achieved by opening it up to Kalkee Road and providing connectivity opportunities. The presence of the Kalkee Road Children’s and Community Hub also presents an opportunity to co-locate any future community facilities that could complement the Hub. The process of discussions with land holders (including GWM Water, VicRoads and existing businesses) should be undertaken in order to advance the objectives of open space expansion and introduction of complementary new services and facilities.



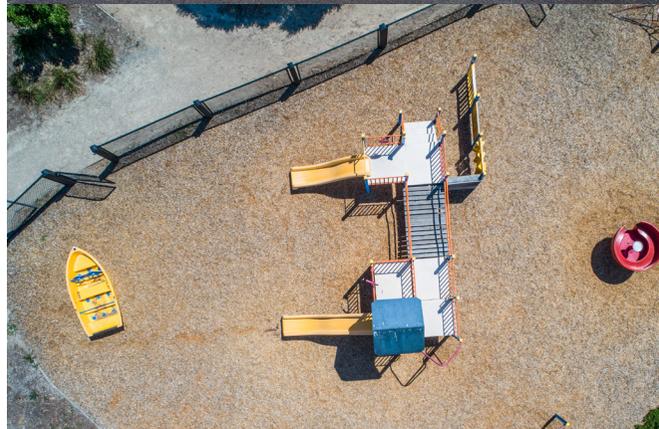
Source: Ayesha Sedgman

### 7.2.3 OPEN SPACE CONTRIBUTIONS

*Open space standards in the planning scheme ensure equitable access, reasonable quality and user needs are addressed.*

There are a range of provisions that the *Horsham Planning Scheme* can apply in order to achieve appropriate Open Space Contributions from new subdivisions and development. Council recommends that:

- The *Open Space Strategy* is peer reviewed to support an amendment to the *Horsham Planning Scheme* and to apply a fixed Open Space Contribution within the schedule to Clause 53.01 - Open Space Contributions. The contribution rate should allow a sufficient revenue for the investment in open space.
- Larger sites should have appropriately drafted Development Plan Overlay Schedules that specify open space and subdivision design requirements and guidelines.
- Local planning policy should specify the urban design and open space provision requirements, aligning with the principles within the *Urban Design Guidelines for Victoria*.
- The Planning Scheme should specify the circumstances where a cash contribution is preferred over land (when there is not land that meets the criteria set out for a land contribution, which needs to be set in the *Open Space Strategy*).



Source: Greg Brave

### 7.2.4 OPEN SPACE AUDIT

*An audit will enable Council to develop a database for the future renewal of public open spaces.*

An audit of existing open space will inform the redesign of parks, where required, to ensure that they are safe, inviting and functional for a range of users. Existing parks should be audited by a landscape design consultant and strategies put forward to ensure that they are re-designed and fit-for-purpose. Land that have been set aside for public open space should be prioritised. Due to the poor standard of some of the parks, redesign and retro-fitting are necessary to change their appearance and function.

Ideally, all public spaces should:

- Have at least three street frontages (avoid back fence interface conditions)
- Have a high level of passive surveillance from neighbouring houses
- Provide connecting paths that link with the broad pedestrian network
- Be regular in shape and not be designed with areas that fall out of the line of vision
- Be designed to provide infrastructure in appropriate locations
- Provide additional tree (canopy) cover and consider biodiversity values

## 7.2.5 THE HORSHAM RAIL CORRIDOR PROVIDES LAND FOR PUBLIC USE

*The Rail Corridor is a long term opportunity to provide additional public open space that increases amenity and appearance for fronting neighbourhoods.*

There is a degree of overlap with the Access & Connections Chapter, given that the Rail Corridor provides a range of opportunities that would benefit the community in terms of:

- Pedestrian and cyclist connectivity
- Future public open space
- Public transport connectivity
- Enhanced character, identity and amenity for Horsham North



Page 34 images: *Examples of open space amenities + Dudley Cornell Oval.*

Page 35 images: *Example of poorly designed and intergrated open space in Horsham North + exampe play space.*

Page 36 images: *Horsham Rail Corridor*

# 7.3 GOALS

## Goal 8. Increase the provision of open space

Strategies (to achieve the goal):

- 8.1 Provide quality open space that meets an identified threshold (quantity and quality).
- 8.2 Identify land (properties) for strategic acquisition.
- 8.3 Identify optimal locations for the provision of open space within greenfield sites.
- 8.4 Redesign existing parks to improve their overall function and appeal for the community.



## Goal 9. Create accessible, safe + activated public space

Strategies (to achieve the goal):

- 9.1 Provide accessible and safe open spaces.
- 9.2 Incorporate shared paths into the design of existing and future open spaces.
- 9.3 Provide contemporary street lighting as part of the redesign of public spaces.
- 9.4 Ensure that buildings provide passive surveillance to public spaces.
- 9.5 Design and locate new public spaces to maximise exposure to surrounding streets through appropriate urban design guidance (e.g. by providing street frontages and connectivity with the surrounding area).
- 9.6 Plan for the colocation of future facilities at Dudley Cornell Reserve.

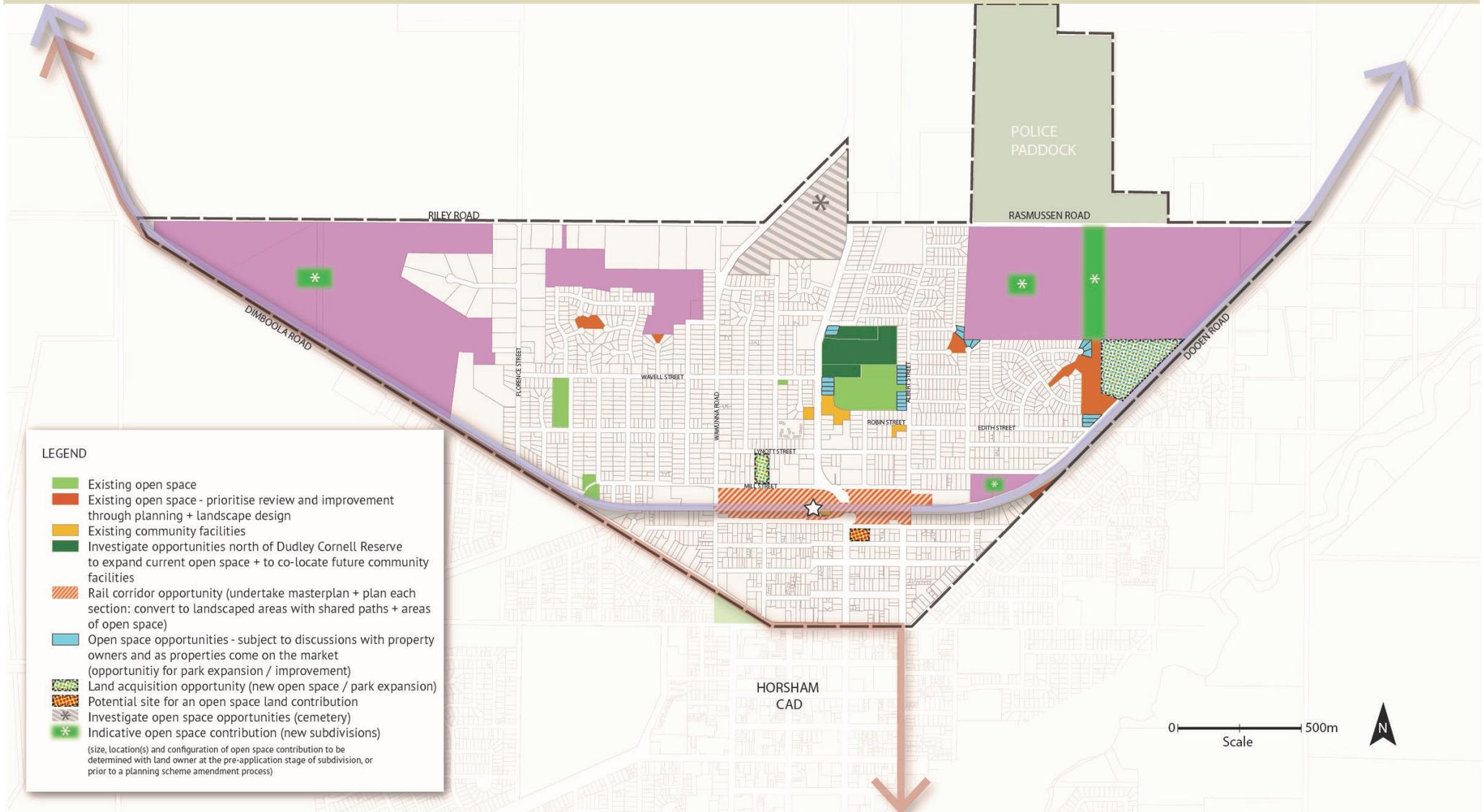
## Goal 10. Increase tree canopy across all public realm

Strategies (to achieve the goal):

- 10.1 Increase tree canopy along local streets and public realm areas.
- 10.2 Increase tree canopy and plan for biodiversity corridors within open spaces.



FIGURE 6: PUBLIC + OPEN SPACES



LEGEND

- Existing open space
- Existing open space - prioritise review and improvement through planning + landscape design
- Existing community facilities
- Investigate opportunities north of Dudley Cornell Reserve to expand current open space + to co-locate future community facilities
- Rail corridor opportunity (undertake masterplan + plan each section: convert to landscaped areas with shared paths + areas of open space)
- Open space opportunities - subject to discussions with property owners and as properties come on the market (opportunity for park expansion / improvement)
- Land acquisition opportunity (new open space / park expansion)
- Potential site for an open space land contribution
- Investigate open space opportunities (cemetery)
- \* Indicative open space contribution (new subdivisions)  
(size, location(s) and configuration of open space contribution to be determined with land owner at the pre-application stage of subdivision, or prior to a planning scheme amendment process)

### 7.3.1 OPEN SPACE DESIGN ELEMENTS - CONNECTIVITY



Figure 7: Diagram showing connectivity through park (Urban Design Guidelines for Victoria)



Path connection through local park, Wyndham City Council



Path connections through local park in Cobblebank, City of Melton

Source: Lendlease

### 7.3.2 OPEN SPACE DESIGN ELEMENTS - STREET FRONTAGES

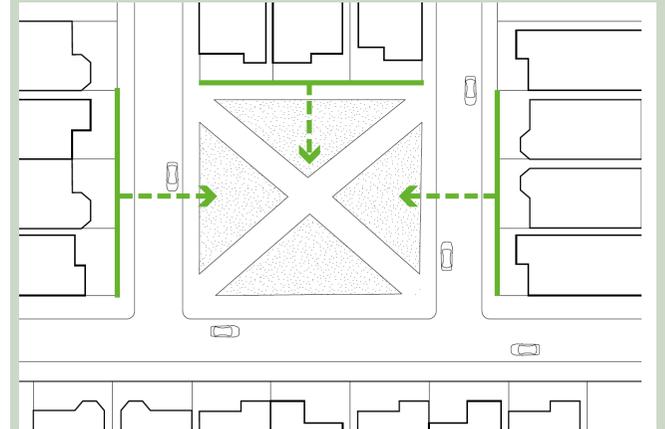


Figure 8: Diagram showing passive surveillance and street frontages to park (Urban Design Guidelines for Victoria)



Houses fronting local park in Clyde North, City of Casey

Source: St. Germain

## 7.4 RE-DESIGNING OPEN SPACE

### Issues:

- Irregular shape creates “blind spots” resulting in public safety / surveillance issues
- Park is illegible in terms of layout / site-lines / exits
- Very poor pedestrian connectivity - users would feel lost if entering the park and trying to understand location
- Interface conditions - back-yard fences fronting open space result in lack of passive surveillance and sense of isolation
- Lack of street frontage - adds to sense of isolation / lack of passive surveillance
- Useability and attractiveness of park is negatively affected by all of the above.

### Opportunities:

- Undertake landscape masterplan for reserve
- Incorporate landscaping / vegetation along fence-line interfaces
- Consider biodiversity values when undertaking landscaping / vegetation
- Provide increased tree canopy as part of all park design
- Design and implement connecting (landscaped) paths through park
- Locate park benches and other facilities at appropriate locations
- Incorporate lighting

FIGURE 9: REDESIGN OPPORTUNITIES FOR EXISTING OPEN SPACE



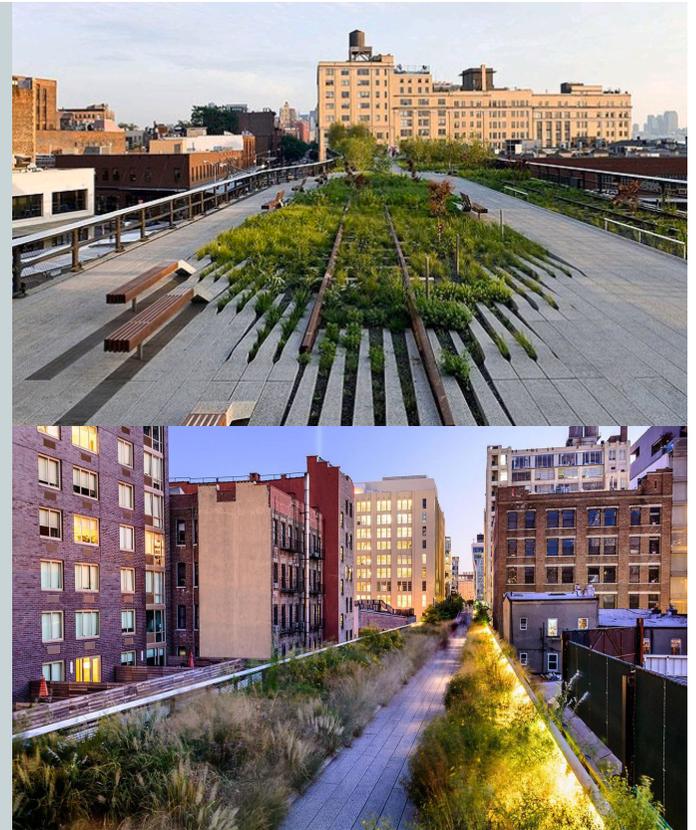
### Legend

- ↔ Direct shared paths
- ▭ Landscaped / biodiversity areas
- ..... Tree planting along shared paths
- Facilities (play equipment / bbq areas)
- ▭ Park benches (next to trees)
- ▭ Local park extent

## 7.5 SPECIFIC RAIL CORRIDOR DIRECTIONS

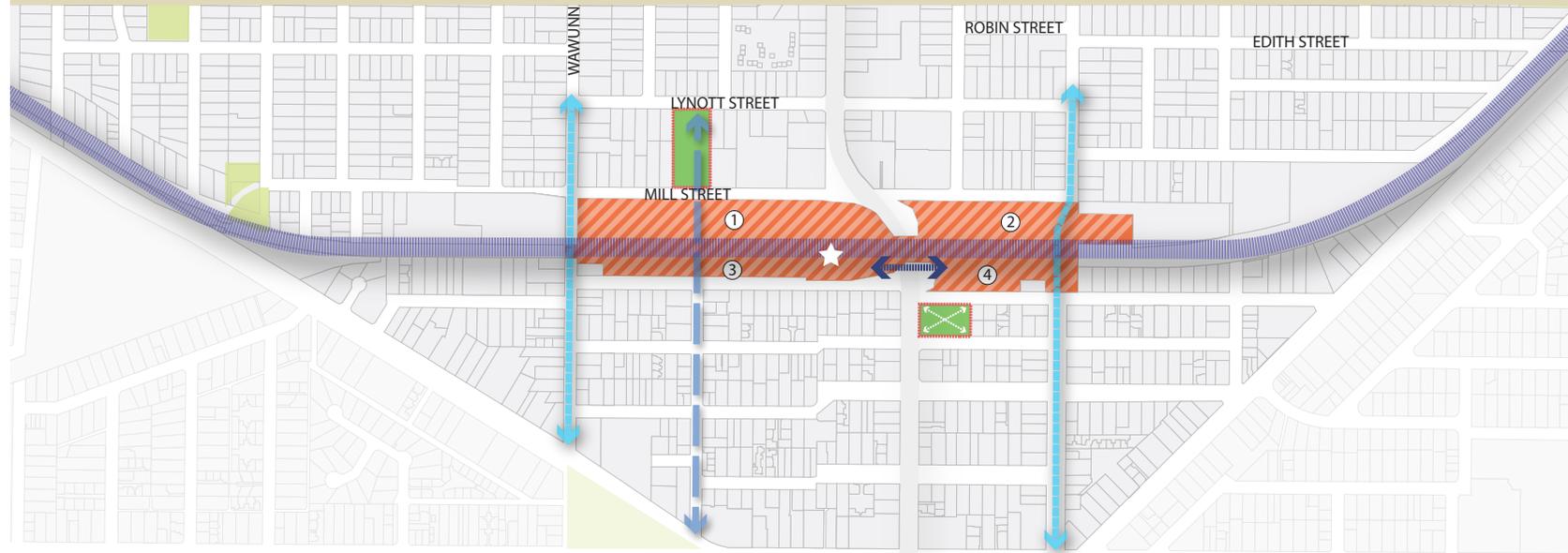
The following directions are set out for the Rail corridor to ensure coordinated future planning:

- Continue discussions with VicTrack regarding the long-term use and acquisition of the available sections (lots) within the Rail Corridor, owned by VicTrack.
- Ensure that the rail corridor is suitably remediated for future public use.
- Integrate the design of all interfaces with local streets and footpaths (including Mill Street and Railway Avenue)
- Undertake a new masterplan for the entirety of the Rail Corridor (VicTrack land) in order to further undertake detailed design of the four sections of land to maximise their open space, pedestrian/cyclist and public transport connectivity opportunities (dependent on contamination, remediation and land required for train operations)
- Liaise with the Department of Transport regarding a potential location for a new underpass and the re-location of the current V-Line bus terminal in Horsham (Roberts Ave.). Furthermore, continue to advocate for the re-establishment of regional passenger rail services.
- Engage a landscape design professional to undertake landscape plans for each of the four sections of the VicTrack land, ensuring that public access and connectivity are the number one priority.
- Look to international examples (such as the “High Line” in New York City) as a precedent for the conversion of former rail corridors into attractive and popular public spaces.
- Investigate the potential to create a connection that links the new Silo Art project with a future landmark public art project at the GWM Water tower, subject to further investigation and community input.



Images: The Highline (New York)

**FIGURE 10: RAIL CORRIDOR PUBLIC + OPEN SPACES**



### Rail Corridor Opportunities - VicTrack Land

Undertake a new masterplan for the entirety of the rail corridor (which is owned and managed by VicTrack) in order to undertake more detailed design of the four sections of land as Public Open Space, each serving a different purpose:

- ① Undertake a landscape plan for the north-west section of the rail corridor incorporating east-west oriented shared paths and gathering spaces enabling viewing points for the silo art.
- ② Undertake a landscape plan for the north-east section of the rail corridor that provides new and improved street lighting, shared paths, landscaping and sitting area(s) that defines the area as public open space.
- ③ Plan for the conversion of this section of land as public open space (undertake a landscape plan) that provides for connectivity with Horsham Railway Station and a potential new underpass connecting with Mill Street
- ④ Undertake a landscape plan for the south-east section of the rail corridor that facilitates and promotes pedestrian/cyclist movement, improved street lighting and a sitting area, connecting through to Horsham Railway Station.



AED  
NO SMOKING  
OR THE USE OF  
OPEN FLAMES  
OR HEAT SOURCES  
IN ANY AREAS  
OF THE BUILDING

Kalkee Road  
CHILDREN'S & COMMUNITY  
HUB

# IMPLEMENTATION



## 8.1 OVERVIEW

The following Further Strategic Work and Key Areas for Action have been identified to address the issues and opportunities, and to deliver on the community vision for Horsham North. This chapter of the Plan is a 'first cut' and a more detailed action plan will be developed using community input.

As projects advance through further planning, there will be opportunities for the community to participate in the development of these plans before the stage of implementation. Community engagement will occur at different levels, for instance high level land use plans would be at the consultation level of engagement whereas projects that are place based will be at the involve-collaborate level of engagement.

The timing of projects will vary due to their nature. Some projects will be able to be implemented in the short term whilst others that are more complex will require more time for further investigation and necessary approvals (for instance rezoning/permits) before implementation. Some projects will also rely on external grant opportunities or successful negotiations with private/public landowners.

The implementation of this plan will require planned coordination within Council and a dedicated resource (officer) to oversee the delivery of projects, investigations required to scope out projects and to undertake discussions with key stakeholders to progress some of the long-standing aspirations and opportunities identified.

It is suggested that a Place-Making Officer be appointed to oversee this and other strategic projects, including the *CAD Revitalisation Streetscape Plan*, to ensure their ongoing delivery and implementation.

# CHAPTER 8

## 8.2 LAND USE + FUTURE CHARACTER

### 8.2.1 FURTHER STRATEGIC WORK

The following projects are identified in Council's 2022 Annual Action Plan, some of which are already underway. These projects will be subject to community consultation. These projects will inform land use decisions.

<b>HOUSING STRATEGY</b>
To understand demographic trends, current supply of residential land, future housing demand and needs and neighbourhood character.
<b>COMMERCIAL + INDUSTRIAL LAND USE STRATEGY</b>
To understand current and future commercial land supply to support economic activity across Horsham and to meet the needs of current and emerging industries.
<b>HERITAGE CONTROLS</b>
To protect sites and precincts of local heritage value.
<b>URBAN + ENVIRONMENTAL SUSTAINABLE DESIGN</b>
To introduce planning controls and local policy to ensure desired urban design and ESD outcomes for all new development.
<b>COMMUNITY FACILITIES AUDIT</b>
To identify gaps and understand user group needs.

### 8.2.2 FURTHER INVESTIGATION

The following directions require further investigation by Council.

<b>COMMERCIAL + INDUSTRIAL ACTIVITIES</b>
Investigate ways to encourage and facilitate the relocation of commercial and industrial activities from current locations to reduce land use conflicts with adjacent residential areas and enable development. Consider residential (housing diversity), light commercial and open space opportunities to improve amenity and neighbourhood character. Investigate consolidation of activity around Mill Street and Kalkee Road allowing for light industrial or commercial zones. This should be informed by the further strategic work mentioned in 8.1.1.

#### POTENTIAL CONTAMINATION

Apply the Environmental Audit Overlay as appropriate, in accordance with PPN31, to all sites rezoned to allow a sensitive use under any future zone.

#### ENHANCE NORTH SOUTH CONNECTIVITY

The strategic priority for the Rail Corridor is to enhance pedestrian and cycling connectivity and to remove the perception of a "barrier" or "divide" between areas to the north and south.

#### CONTAMINATION WITHIN THE RAIL CORRIDOR

An investigation of the Rail Corridor should be undertaken to consider the levels of contamination, extent of land required for rail operation and the mix of uses possible in the precinct to activate the area and achieve the community's vision.

#### ACQUIRING LAND FROM VICTRACK

Acquisition of land by Council from VicTrack should be considered where there is demonstrated community benefit and achieves a mix of recreation, public use, residential and/or commercial uses. All the required contamination investigations should be completed and remediation undertaken by VicTrack before land is acquired by Council.

#### OPPORTUNITY SITES (PALK STREET + RAILWAY AVENUE)

Underdeveloped residential zoned land in VicTrack ownership could facilitate a combination of open space, east-west connectivity and residential development.



### 8.2.3 AREAS FOR ACTION

#### COMMERCIAL INTENSIFICATION

Commercial sites (and property owners) should be strongly discouraged from intensifying industrial activity on sites in close proximity to existing residential land.

#### REZONING OF LAND

Rezoning of land should be considered on strategic level (high level land use plan) in order to achieve the longer-term strategic outcomes. Any rezoning request presented to Council will be only considered based on strategic justification and net community benefit. A Private Amendment Request Council Policy will guide the process.

#### HORSHAM TRAIN STATION

The reactivation of the Horsham Railway Station should be supported in parallel with the advocacy for regional train services (V-Line) are reinstated and improved public transport facilities.



## 8.3 ACCESS + CONNECTIONS

### 8.3.1 FURTHER STRATEGIC WORK

The following projects are identified in Council's 2022 Annual Action Plan, some of which are already underway. These projects will inform land use decisions and will be subject to community consultation.

#### MASTERPLAN FOR VICTRACK LAND

Develop a masterplan for VicTrack land prior to any detail design and appointment of a landscape architect.

#### NEW PEDESTRIAN UNDERPASS

Identify and pursue the construction of a new pedestrian underpass that connects with Horsham Railway Station.

#### BIKE PLAN

Design a shared path network.

#### URBAN DESIGN

Integrate urban design objectives into the planning application process, whether as controls, guidance or internal processes.

The following projects are not identified in Council's 2022 Annual Action Plan.

#### WAYFINDING STRATEGY

Provide clear and consistent directional signage to allow residents and visitors to Horsham North can identify walk safely between key destinations and landmarks.

#### LOCAL AREA TRAFFIC MANAGEMENT PLANS

Undertake Local Area Traffic Management Plans to coordinate traffic management measures at a local level and implement an ongoing works program.

#### WALKING STRATEGY

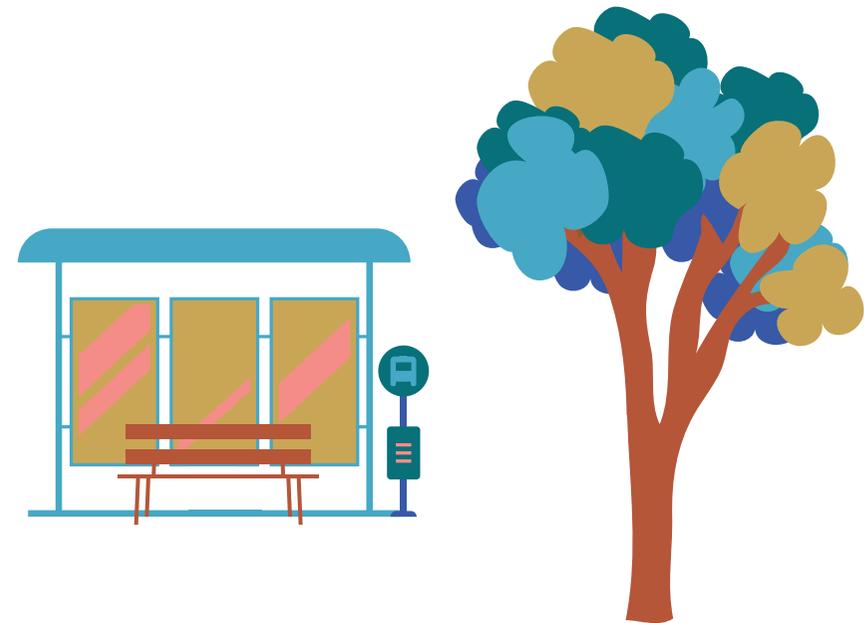
Create an environment where all types of walking are supported to help meet transport, health and planning objectives.

### 8.3.2 AREAS FOR ACTION

Council will undertake the following projects to improve access and connections within the precinct:

FOOTPATHS
Provide new footpaths and undertake footpath and kerb ramp upgrades to a DDA compliant standard.
CYCLING LANES
Provide cycling lanes on identified key cycling routes informed by the <i>Bike Plan</i> .
RAIL CORRIDOR
Provide shared paths along the Rail Corridor, subject masterplanning endorsed by VicTrack.
EXISTING UNDERPASSES
Investigate options to improve the appearance and safety of existing underpasses
PUBLIC TRANSPORT
Advocate for improved bus services (frequency, operational time and catchment) and additional amenities (bus shelters) across the precinct.
PASSENGER RAIL
Advocate for the reinstatement of passenger rail.
TRAFFIC MANAGEMENT
Improve pedestrian, cycling and traffic conditions along high volume streets (Mill Street, Kalkee Road and Dimboola Road) with a focus on traffic management and prioritising safe access to key sites for pedestrians and cyclists, informed by the <i>Bike Plan</i> and Local Area Traffic Management Plans.

MILL STREET + WAWUNNA ROAD
Plan for the short term upgrade of Mill Street and the intersection with Wawunna Road.
TREE PLANTING
Undertake street planting along vacant nature strips to create greater tree canopies, in accordance with the <i>Municipal Tree Strategy</i> .
DEVELOPERS
Discuss with developers during the pre-application and subdivision application processes to ensure the delivery of appropriate and quality infrastructure.



## 8.4 PUBLIC + OPEN SPACES

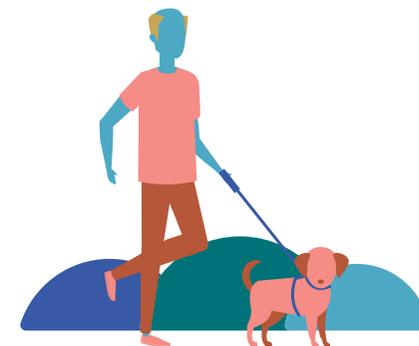
### 8.4.1 FURTHER STRATEGIC WORK

The following projects are identified in Council's 2022 Annual Action Plan, some of which are already underway to improve public and open space decisions:

OPEN SPACE CONTRIBUTIONS
Undertake a planning scheme amendment to introduce a fixed Open Space Contributions rate at Clause 53.01 of the Horsham Planning Scheme (and any other relevant changes).
OPEN SPACE POLICIES + PROVISIONS
Ensure open space policies and provisions are implemented into the Horsham Planning Scheme to ensure any future rezonings of large sites suitably address open space, pedestrian and cyclist connections, and other planning objectives.
DUDLEY CORNELL MASTERPLAN
Undertake a Masterplan for the Dudley Cornell Reserve, recognising the future opportunities of sites to the north for extended open space, new pedestrian and cyclist connections, future community facilities (subject to further investigation).
DESIGN GUIDELINES
Incorporate design guidance into planning controls (and urban design policy) within the Horsham Planning Scheme, including Design Development Overlays and Development Plan Overlays.

The following projects have not identified in Council's 2022 Annual Action Plan, but should be pursued:

OPEN SPACE STRATEGY
Engage a consultant to review the Open Space Strategy in order to determine current provision and future needs.
BIODIVERSITY VALUES
Undertake a study to understand the biodiversity values and opportunities for Horsham to inform a connected corridor of endemic trees and habitats.
RAIL CORRIDOR MASTERPLAN
Undertake the Rail Corridor Masterplan and Landscape Design project (subsequent to the acquisition or leasing of land from VicTrack).
STRATEGIC ACQUISITION
Establish a process/policy so that Council can negotiate and purchase properties as they come onto the market – this would not involve any compulsory acquisition but rather, the monitoring of the property market and negotiation with property owners. Prioritise the identification and potential acquisition of properties that would deliver the most immediate benefits to the community.



### 8.4.2 AREAS FOR ACTION

Council should undertake the following projects to improve public and open space within the precinct, some of which are currently underway:

<b>OPEN SPACE CRITERIA</b>
Establish the criteria by which open space is assessed in terms of quality, quantity and types of open space in order to further establish benchmarks for the provision of various types of open space.
<b>OPEN SPACE AUDIT</b>
Audit all parks in terms of design, function, intended users, access and facilities, to determine their deficiencies and the opportunities to improve them.
<b>DESIGNING OPEN SPACE</b>
Integrate the principles set out on the <i>Urban Design Guidelines for Victoria</i> in the design of all open and public spaces (existing or new), when assessing rezoning requests and subdivision applications, and when making an assessment of open space provision.
<b>REDESIGN OF OPEN SPACE</b>
Engage landscape design professionals to re-design existing parks across Horsham North based on an established set of design criteria/principles, following the completion of the Open Space Audit.
<b>OPEN SPACE CONTRIBUTIONS</b>
Forward plan the spending of the open space contribution fund to ensure that strategic objectives can be met, guided by the local planning policy to be developed.
<b>PRIORITISING OPEN SPACES</b>
Prioritise the planning and design of parks that have not been developed at this stage, informed by the Open Space Audit.

<b>LIGHTING</b>
Incorporate lighting into the design of all public and open spaces including streetscapes with community safety and amenity in mind.
<b>DEVELOPER CONSULTATION</b>
Provide developers with Council's requirements in terms of public open space contributions, the design of public open space and general urban design principles when discussing planning/subdivision applications and rezoning proposals.
<b>TREE CANOPIES</b>
Work towards reaching tree canopy targets throughout Horsham North, in accordance with the <i>Municipal Tree Strategy</i> .
<b>PROVISION OF TREES</b>
Implement the actions of the <i>Municipal Tree Strategy</i> , including the provision of trees and preferred species types along all local streets.
<b>MILLS ST</b>
Upgrade Mill Street by providing new footpaths and ensure that street trees are provided on the north and south side of the street to improve interface conditions with the Rail Corridor.
<b>RAIL CORRIDOR</b>
Integrate tree planting as part of the Rail Corridor planning and design.
<b>BIODIVERSITY</b>
Incorporate biodiversity areas when re-designing parks.

## 9. GLOSSARY

Biodiversity	The variety of all life forms, the different plants, animals and micro-organisms, the genes they contain and the ecosystems of which they form a part.	Environmental Sustainable Development (ESD)	Environmentally Sustainable Development (ESD) are a set of principles that aim to improve the health and comfort of buildings for occupants whilst at the same time reducing negative impacts on the environment.	Open Space Contribution	A contribution paid by a developer as part of a subdivision through negotiation or in accordance with the Planning Scheme or the Act. A contribution can include either cash or land.
Built Form	The combination of features of a building, including its style, façade, height and site coverage.	Frontage	The road alignment at the front of a lot. If a lot abuts two or more roads, the one to which the building, or proposed building faces.	Passive Surveillance	An environment where people can see and be seen through casual observation.
Design and Development Overlay (DDO)	The Design and Development Overlay outlines design objectives and requirements when permits for properties identified in the schedule to the design and development overlay. These properties are identified by a DDO number in the planning scheme maps and in the planning property report. The purpose of the design and development overlay is to identify areas which are affected by specific requirements relating to the design and built form for new development.	Greenfield Sites	Undeveloped land identified for residential or industrial/commercial development.	Planning Scheme Amendment	A document approved by the Victorian Government which outlines objectives, policies and controls for the use, development and protection of land for each municipality across Victoria.  Changes to the Planning Scheme are called amendments and the process is set out in the Planning and Environment Act 1987. An amendment may involve a change to a planning scheme map (a rezoning or overlay change), a change to the written part of the scheme, or both.
Development Plan Overlay (DPO)	The Development Plan Overlay (DPO) are flexible tools that can be used to implement a plan to guide the future use and development of the land. The purpose of a DPO is to identify areas that require the planning of future use or development to be shown on a plan before a permit can be granted.	Land Use	Land use planning is the process of regulating the use of land. Usually, this is done to promote more desirable social and environmental outcomes as well as a more efficient use of resources.	Public Realm	The public realm consists of typical urban elements of streets, lanes, plazas, parks and environmental areas of different scales and purposes. These elements of public space are combined to create distinctive and unique places that invite use and activity.
Environmental Audit Overlay (EAO)	The Environmental Audit Overlay (EAO) is a planning tool applied by local councils and other planning authorities to identify sites that have known, identified or reasonably suspected contamination or potential contamination.	Neighbour Character	Neighbourhood character is a mix of various elements that give neighbourhoods their distinct 'personality'. These elements may include a neighbourhood's land use, urban design, visual amenity and vegetation.	Tree Canopy	A Tree Canopy is the upper layer of a mature tree. Tree canopies are a crucial part of the public realm by creating a cooler, more climate-ready urban environment.
		Open Space	Land that provides outdoor recreation, leisure and/or environmental benefits and visual amenity.	Urban Design Guidelines for Victoria	These guidelines provide advice on the design of public spaces, building design in relation to a building's interface with public spaces, and the layout of cities, towns and neighbourhoods. They are a reference document in all planning schemes across the state.

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