

Submissions to the draft Horsham Rail Corridor Master Plan 2nd engagement

Department of Economic Development, Jobs, Transport and Resources (DEDJTR)			
	Submission Point	Response	Change to Master Plan (if required)
1	The railway route is a route of national and State significance.	This will be noted in the introduction to the master plan.	Introduction Addition to the text: “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.”
2	The interface of future residential community uses within the corridor and potential rail noise and community safety have not been addressed. A detailed acoustic report ... to (identify) land subject to noise impacts and mitigation measures...The findings of the acoustic report should be included in the revised site options and prospective inhabitants of the	This will be noted in the ‘Master Plan Features’ section (page 21 of the draft) where housing is mentioned In phase three it will be the developers’ responsibility to respond to the need to consider crime prevention through environmental design and to create active frontages onto the ‘rail corridor’. The ‘City	‘Master Plan Features’ section (page 21) Addition to the text: “It will be the developers’ responsibility to respond effectively to the acoustic environment of the railway line.”

	associated dwellings should be alerted to the fact that most freight trains ... operate at night.	Gardens' development south of the Horsham Central Activity District between Market Lane and Eastgate drive is an example of these design principles being implemented.	
3	The proximity of community facilities to the railway line and any mitigating safety measures should be considered and included in the plan.	The plan should make reference to the addition of safety treatments within the text and/or maps	Addition of safety treatments to text In 'Issues and Constraints', under Safety issues... (page 11) 'Safety will be a priority in all developments, in response to the increased movement around the railway corridor and the proximity of community facilities to the railway line.'
4	It is noted that the relocation of the ... rail corridor is identified as a potential long term outcome in the Wimmera Southern Mallee Regional Growth Plan, in the current approved Municipal Strategic Statement (MSS) and in the draft MSS... However the draft Master Plan seems to have been prepared in isolation of any demonstrated progress towards planning for the removal and replacement of the existing rail corridor... As such the plan needs to clearly outline all actions that are required; and to align those actions with proposed stages 1-3 of the master plan.	The Master Plan is being prepared in a manner that contemplates the unknown of the relocation of the rail line, that is the plan shows what development is desirable without the relocation and then shows what land use is desirable if the rail line is relocated	Section 3: Vision... (page 16) Addition to the text: 'Implementation of Stage 3 can only occur 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.'
5	East West bicycle and pedestrian links are strongly		Addition of safety treatments to text as at

	supported. Noting the need for appropriate safety/separation treatments.		item 3
6	The provision of better pedestrian connections across the railway line to link communities are supported in-principle	No response required	No change
7	Any improvements to sightlines, lighting and safety are supported. Structural modifications to the underpasses... will need to be designed to meet current axle load requirements and would involve considerable expense. Alternatively providing splays on the approaches to the underpasses may be considered to provide the desired safety and amenity improvements.	No response required	No change
8	Measures to improve pedestrian amenity on the Kalkee Road bridge are supported in-principle. [Changes]... are subject to VicRoads approval and will require significant investigation...		<p>Master Plan Features section page 20</p> <p>Addition to the text:</p> <p>‘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.’</p> <p>Implementation task page 22</p> <p>Addition to the text:</p> <p>‘Collaboration with VicRoads to investigate option of widening the footpath (and</p>

			potential lane closure). This may include traffic surveys to assess congestion risk.'
9	Under Stage 2 it is proposed to construct a new at-grade level crossing at David Street. As stated in the Master Plan, all new level crossings require ministerial approval. It is advised that this is highly unlikely to be supported due to risk/safety concerns posed by at-grade level crossings, and it is suggested that other alternatives should be considered.	Given the identified constraints on the construction of DDA compliant crossings we will continue to explore this option.	No change
10	The Master Plan contemplates... construction of a pedestrian bridge [overpass] at McPherson Street. Advice provided by PTV indicates that a height clearance of 7.1 metres is required... to allow for double stacked freight trains. [This] would need to be DDA compliant, requiring either lifts or significant ramps. As noted above, modifications to the existing underpasses... could be reconsidered given the large footprint that would be required to construct an overpass.	The steering committee resolved to remove this option at the meeting on Thursday 3 rd December 2015	Remove the overpass from the plan
11	The longer term aspiration to realign the railway line to bypass Horsham to the north is acknowledged. ... DEDJTR funded the preparation of a planning report assessing the benefits of realigning the Melbourne-Adelaide railway line to bypass Horsham in 2012/12. The report considered benefits... such as rail travel time savings, Western Highway bypass savings, Horsham	This point gives us an opportunity to emphasise the need for the State government to be involved in the planning and implementation of rail re-location as this is not something that Council can achieve on its own. This also links with item 1 in that if the rail line is of national and state importance then decisions and works	Context page 6 Addition to the text: There are benefits to be gained from integrating planning for the Horsham Highway by-pass with the relocation of the railway line. These include the advantages

	<p>North urban renewal opportunities and safety at level crossings. However there is significant work that would be required before this aspiration could be realised. This should be acknowledged in the Master Plan</p>	<p>need to be made and driven at that level.</p>	<p>of aligning road and rail infrastructure, and minimising costly interim solutions.</p> <p>Implementation task section page 22</p> <p>Addition to the text:</p> <p>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.</p>
12	<p>The comments above should be incorporated into the revised implementation plan.</p>	<p>The changes to the Master Plan as indicated in this table will be in a number of places not just in the implementation plan.</p>	<p>No specific change to the plan.</p>
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13	<p>The group workshop I attended underlined the process of green areas. There needs to be a clear outline by council they will keep the green areas.</p>	<p>Public open space is a key component of the master plan. The plan contains indicative drawings of a number of community facilities</p>	<p>Demand for community and recreation facilities Page 7, first dot point</p>

		and other infrastructure. At this stage it is not possible to fully determine the size of these facilities and the footprint required for access, services and car parking. Therefore some flexibility is desirable in regard to the development within the site. The principle that public open space is required is demonstrated in the Master Plan.	<p>Addition to the text:</p> <p>‘The number of pocket parks (areas of 1ha or less) in Horsham North is indicative of an under-supply of passive, open space in this part of the City. Analysis shows demand for up to 3ha of passive, open space north of the railway line which is more than provided for in the Master Plan.’</p> <p>Implementation task</p> <p>Addition to the text:</p> <p>‘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.’</p>
14	In the past the council have unfairly sold off green areas - i.e. Oatlands Park purchased by council and resold for a large profit. The council have then crowded groups to the Dudley Oval	The implementation of the Master Plan will deliver public open space and community facilities that will provide opportunities for community activity outside of Dudley Cornell Park	No change
15	The plans observed indicated housing for some groups. The issue of any housing means any development must	The plan currently has a limited amount of land designated for potential housing development	No change

	<p>be clear that it will stop when a set number are created. The plan might say 30 developments and then council will increase the number. Additionally if there are interested parties to house developments the detail should be transparent. No group re housing attended the workshop I was at.</p>	<p>there is no expectation that this will change over time. See response to item 13 regarding the commitment to maintain public open space.</p> <p>The inclusion of housing within the Master Plan serves to achieve several objectives: to create activity within the site; and to create active edges and promote passive surveillance of the site.</p> <p>Demand for housing within Horsham, especially independent living and/or smaller lots, does exist. The location of this development allows for its potential residents to maintain integration within the community, as well as having ease of access to the town centre.</p>	
16	<p>The developments underlined aged independent living etc. These people need their recreation facilities. There are no bowling greens to the plan which might be the needed items for the group plus gofer facilities or supermarket. The ideal location re aged care is back of K Mart near bowling green and shops.</p>	<p>Though we have identified the future need for housing that can meet the needs for independent living for aged people, the Master Plan is not able to constrain who will live in any future development.</p> <p>The location of the independent living development is facilitated by the available land, and allows for direct access to the town centre. Further facilities catering to its residents and the general public can be accommodated in the site, as uses and sizes of some developments</p>	No change

		remain flexible; see response to item 13.	
17	<p>The issue of the multipurpose sports area. There needs to be a clear costing to better understand where the issue is headed. The position of the multipurpose was also of concern. A more central area was desired closer the overpass one or the other side of the overpass. The cost of the multipurpose building needs to be underlined.</p>	<p>The location of the sports facility at the west end of the study area: leaves the rest of the site open to passive surveillance from Kalkee Road and Mill Street; creates a node of activity with the 'climbing wall' and any co-located north-south crossings, and allows the current pedestrian access to service the facility.</p> <p>Previous consultation revealed complaints about speeding cars frequently use Mill Street as a shortcut between Dimboola Road and Kalkee Road. It is anticipated that the increased activity along Mill St will have a traffic calming effect.</p> <p>Moving the stadium nearer to Kalkee Rd would place it approximately 300m closer to some houses but this distance is not significant to people travelling by car and would place it further away from the Wawunna Road underpass which will make a difference to pedestrians. In addition, placing the stadium nearer Kalkee Road would mean that the east-west cycle and pedestrian path would be forced out onto Mill Street rather than continue within the rail reserve. Lastly, if the activities are concentrated at the intersection with Kalkee</p>	No change

		Road (a slow point for traffic), it is anticipated that speeding will still occur for the majority of the length of Mill Street, and be of greater danger to cyclists that are forced onto the road when the bike path has to be routed around the stadium.	
18	The issue of access was underlined as re underpass and over pass. There was no claim in the group I attended that the overpass should close. The issue was more access.	Phase three includes the removal of the overpass but this is dependent on the relocation of the rail line and therefore the road connection would be unaffected.	No change
19	There is no clear outline of the costing of the overall project. Unfortunately other projects by council have started at 12 million the town hall and recent figures suggest 20 plus million. The community already has a high burden re council expenses.	At this stage we do not know enough details of the proposed facilities to provide detailed information on cost.	No change
20	There was a possibility to move the HUB to the railway area - there would be roads on both sides as such a development would sit in the middle between Horsham North and other areas to provide for the community.	A draft of the HNUDF showed children's facilities within the rail corridor and this was not supported by community feedback. Environmental constraints make this site unsuitable for children's facilities.	No change
21	The plan from the concept group itself places ideas on the sheet. Unfortunately when councils gain these plans and vote on them the staff involved are sometimes diligently following the concept. And in some cases the concept might have been to fill the		No change

	sheet i.e.: as an example the Dudley Plan has a bus stop at the rear of houses. Then the community is told it is pencilled in. The problem with pencilled in ideas is they sometimes become reality.		
22	The council themselves need to think hard re the rail plan considering costs and benefits. It is unjust the council in the past have had green areas they sold off for a profit.	See response to item 13	
23	The major idea re the area re the workshops attended was the green areas need to be developed. The problem is will the green areas disappear to provide housing or other facilities that are not clearly underlined in the plan. Or will council find a way to resell the land - green areas for profits.	See response to item 13	
Public information sessions - 12-2pm U3A and 5-6:30pm Salvation Army and Community Workshop 6:30pm Salvation Army			
	Submission Point	Response	Change to Master Plan (if required)
24	The multi-use stadium should be located next to Kalkee Road as this will put it closer to the users of the building	See response to item 17	No change
25	There should be no housing on the site	See response to item 15	No change
26	Antisocial behaviour at the eastern end of the rail corridor	This should be addressed (at least to some degree) by plans for better lighting, landscape treatments and bollards.	No change

27	Crossings both foot and car (car crossings the priority)	The plan allows the creation of the most connections across and through the site that are possible. Phasing and availability of funding are likely to impact on the delivery of enhanced connections.	No change
28	Support for the community facilities	No response required.	No change
29	Calls for immediate improvements to existing underpasses (lighting, surveillance etc)	These are planned (except for CCTV)	No change
30	Overpass bridge is dangerous- vehicles crash on the curve	There is little that can be done in response to this issue as even once the bridge is removed the road north and south of the rail corridor will not be re-aligned.	No change
31	Lane closure on the overpass may cause congestion	As noted in the DEDJTR submission (see item 8) more investigation will need to take place before the lane closure can take place. This may include traffic surveys to discover if congestion is a risk	As above item 8