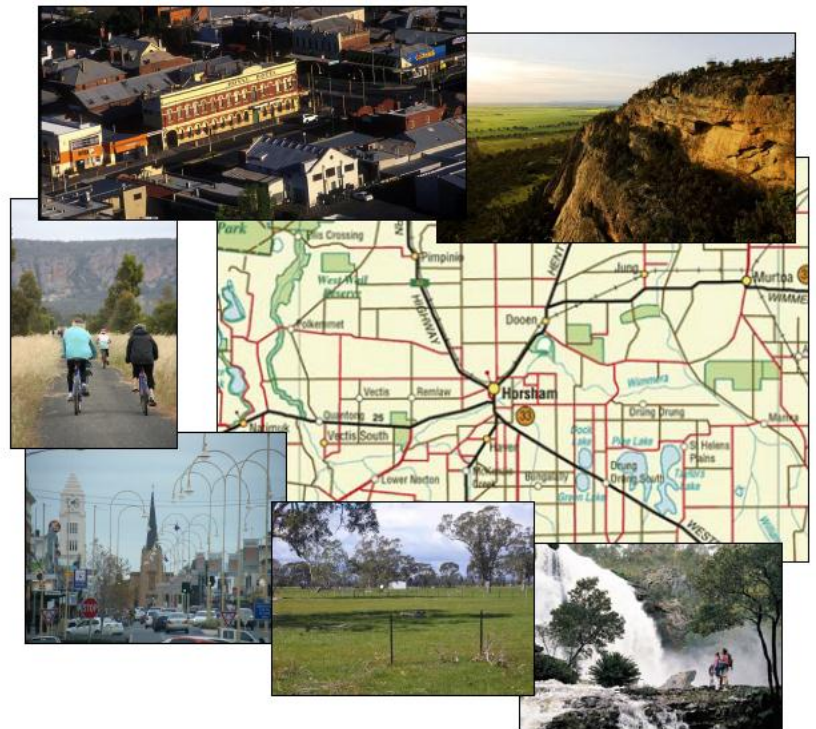


# Horsham Framework for Managing Growth

## Part D – Draft Framework Plan



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02	Draft Report	Laura Murray	Tom Harrington	09 April 2013
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## Table of Contents

### Table of Contents

<b>1</b>	<b>INTRODUCTION .....</b>	<b>5</b>
<b>2</b>	<b>STUDY AREA .....</b>	<b>5</b>
<b>3</b>	<b>FRAMEWORK PLAN .....</b>	<b>6</b>
<b>4</b>	<b>VISION STATEMENT .....</b>	<b>8</b>
<b>5</b>	<b>OPPORTUNITIES, CHALLENGES AND CONSTRAINTS.....</b>	<b>9</b>
5.1	OPPORTUNITIES FOR GROWTH.....	9
5.2	CHALLENGES TO GROWTH .....	10
5.3	CONSTRAINTS MAPPING .....	11
5.3.1	Environmental Constraints .....	12
5.3.2	Infrastructure servicing constraints.....	15
5.3.3	Summary – constraints to growth .....	17
<b>6</b>	<b>THEMES, OBJECTIVES, AND STRATEGIES .....</b>	<b>19</b>
6.1	SETTLEMENT AND HOUSING.....	21
6.1.1	Context.....	21
6.1.2	Objectives .....	22
6.1.3	Strategies.....	22
6.1.4	Settlement and Housing Map.....	34
6.2	INFRASTRUCTURE .....	35
6.2.1	Context.....	35
6.2.2	Objectives .....	36
6.2.3	Strategies .....	36
6.3	NATURAL ENVIRONMENT AND OPEN SPACE .....	37
6.3.1	Context.....	37
6.3.2	Objectives .....	38
6.3.3	Strategies.....	38
6.3.4	Natural Environment and Open Space Map.....	39
6.4	ECONOMIC DEVELOPMENT AND EMPLOYMENT .....	41
6.4.1	Context.....	41
6.4.2	Objectives .....	42
6.4.3	Strategies.....	42
6.4.4	Economic Development and Employment Map.....	45
6.5	ACCESS AND MOVEMENT.....	47
6.5.1	Context.....	47
6.5.2	Objectives .....	47
6.5.3	Strategies.....	47
6.5.4	Access and Movement Map.....	49
6.5.5	Horsham Bypass Alignment Map.....	50
6.6	COMMUNITY SERVICES AND FACILITIES.....	51
6.6.1	Context.....	51
6.6.2	Objectives .....	53
6.6.3	Strategies.....	53
6.7	SUSTAINABILITY .....	54
6.7.1	Context.....	54
6.7.2	Objectives .....	55
6.7.3	Strategies.....	55
<b>7</b>	<b>IMPLEMENTATION .....</b>	<b>57</b>
<b>8</b>	<b>FURTHER STRATEGIC WORK.....</b>	<b>59</b>



# 1 Introduction

This report has been prepared in stages as follows:

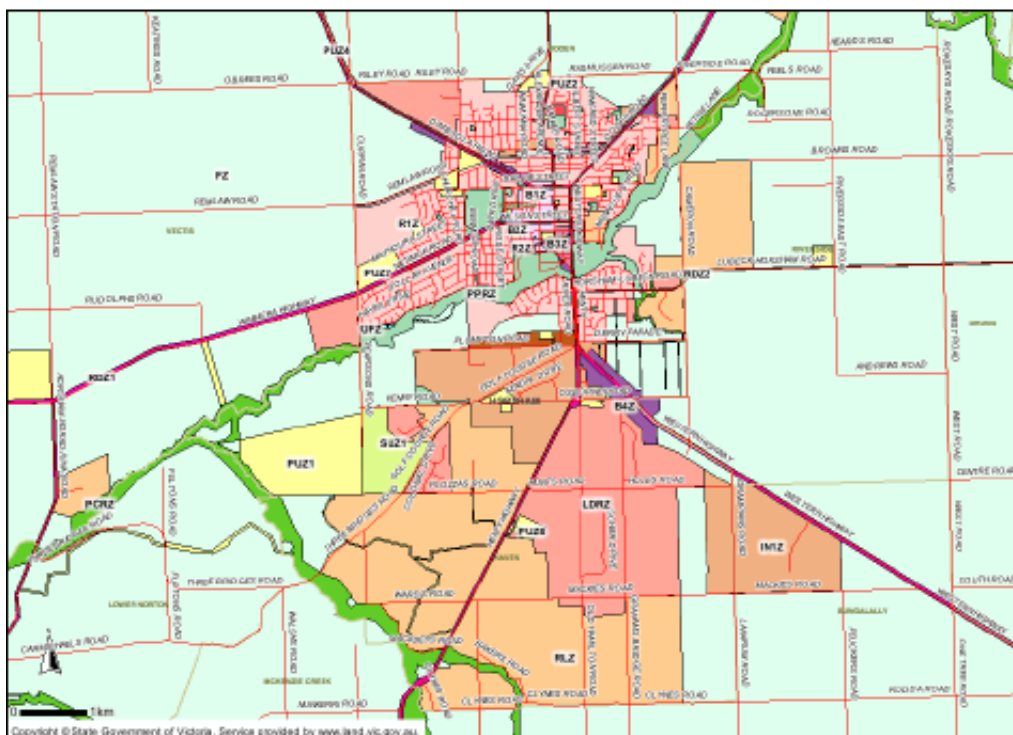
- Part A – Background Report
- Part B – Vision and Objectives Statement
- Part C – Options
- **Part D – Framework Plan**

The Framework Plan will serve as a planning tool that will help deliver the long term vision for the future urban growth and development of Horsham.

The purpose of this section of the report is to collate all findings which have emerged as part of this study to date and identify objectives and strategies, for each option for growth of the city of Horsham. It is not intended that this report will extensively repeat information contained in the Background, Vision, and Options stages of the project.

# 2 Study Area

The study area for the project is defined below. This may be defined as the Horsham urban area and surrounding environs (including Haven).



### 3 Framework Plan

The Framework Plan has been developed to guide the future growth, development and change of Horsham over the next 20-30 years.

This Framework Plan gives effect to the vision and objectives for the study area and the region, and should be read in conjunction with:

- Vision
- Themes
- Strategies
- Implementation
- Further strategic work

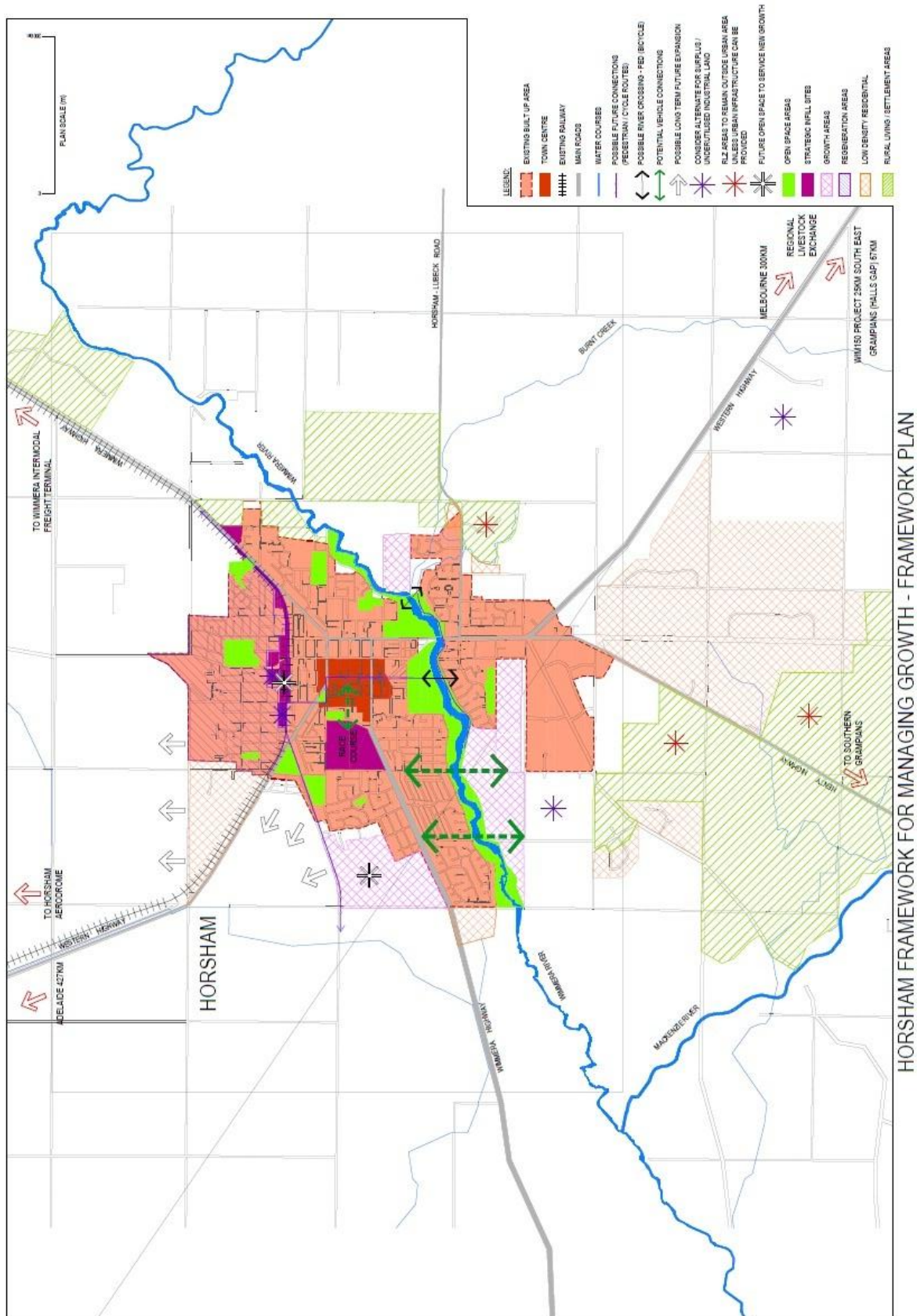
It intended that the Framework Plan will be implemented through changes to Council’s Municipal Strategic Statement in the Horsham Planning Scheme, and will be used to provide strategic direction for future decision making.

#### Summary of key strategic directions

No.	Strategic directions
1	Short to medium term urban growth opportunities for Horsham should be focused in the following areas: <ul style="list-style-type: none"> <li>• Town Centre (Horsham CAD),</li> <li>• Existing Urban Area (Outside of CAD),</li> <li>• Strategic Infill Sites</li> <li>• Regeneration and growth areas to the north and west of Horsham.</li> </ul>
2	Long term urban growth opportunities should be focused to the north and west of Horsham (subject to future housing needs).
3	Contain urban growth south and east of Horsham on land which is constrained or cannot be serviced.
4	Encourage retail and business activities within the Horsham CAD.
5	Consider alternative uses for surplus industrial land.
6	Establish and improve pedestrian and cycling routes in strategic locations, including Firebrace Street, and rail corridors.
7	Establish new linkages across the Wimmera River to improve connectivity between Horsham and communities to the south.
8	Establish new open spaces to Horsham’s north and west sequential with future growth opportunities.

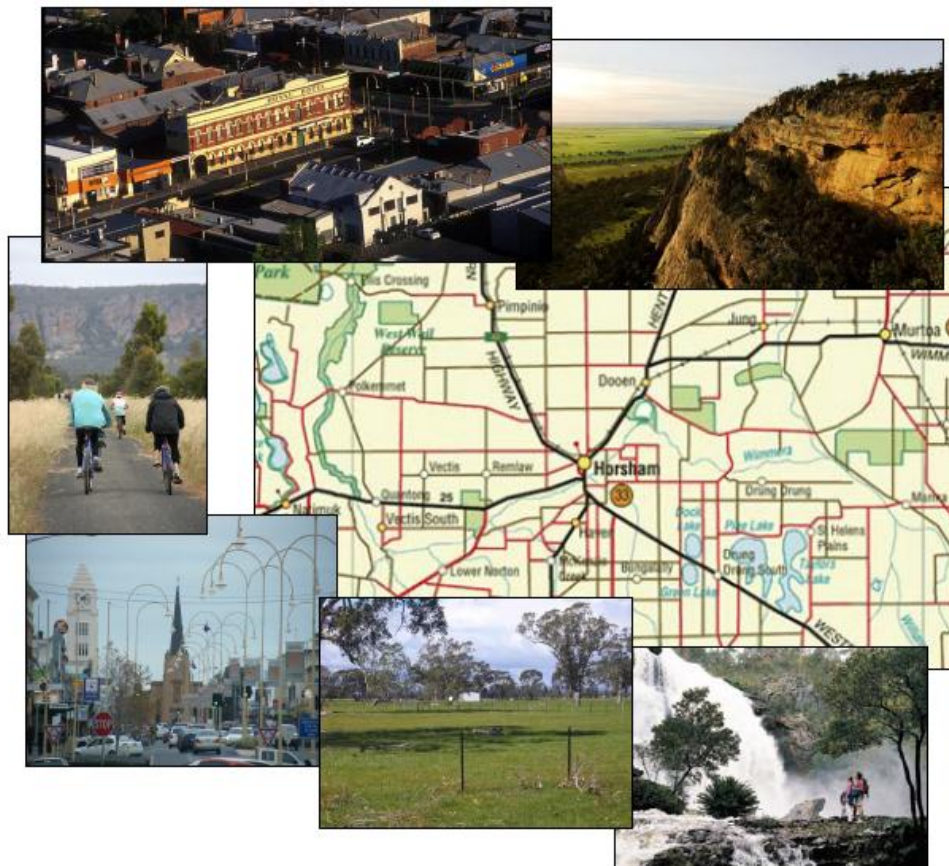
*Please refer to Horsham Framework Plan overleaf.*

## Horsham Framework Plan



## 4 Vision Statement

*“Over the next thirty years, Horsham will offer sustainable opportunities for growth and will develop as a distinctive regional city, renowned for its stunning natural landscapes, lifestyle and recreational attributes. Connecting Melbourne and Adelaide and a network of towns and communities in Victoria’s western region, Horsham will utilise this position to provide a diverse range of business opportunities with a key focus on agricultural research and production.”*





## 5 Opportunities, Challenges and Constraints

In preparing reports Parts A-C, key opportunities, challenges and constraints to growth have been identified. These are summarised as follows:

### 5.1 Opportunities for growth

- **Regional proximity and primacy:** Horsham’s primacy as a regional centre in the State’s west, its proximity on the Melbourne to Adelaide freight route, and access to other main highways and roads is of strategic advantage. The addition of the Wimmera Intermodal Freight Terminal (WIFT) at Dooen is expected to further Horsham’s importance within the region in future.
- **Landscape:** Horsham is surrounded by outstanding natural landscapes and river systems, including the Grampians National Park, Little Desert National Park, Lake Hindmarsh, Mt Arapiles, Lake Albacutya, Natimuk - Douglas (Chain of Lakes) and Wimmera River. These are integral to Horsham’s sense of identity.
- **Recreation and tourism:** Horsham benefits from recreational facilities including the golf course and equestrian centre. In addition, Horsham’s river systems, lakes, national parks and parklands provide access to a wide range of cycling, bushwalking, world renowned rock climbing, recreational boating, rowing, and fishing opportunities. A new Art Gallery, to be located within the recently approved Town Hall redevelopment will also provide further opportunities for the future.
- **Accessibility:** Horsham’s relative flat landscape, mixed with its compact settlement pattern ensures that most houses are accessible to the CAD through walking and cycling. Opportunities exist to improve accessibility to all members of the community by better connecting key destinations with where people live through the enhancement of public transport services and improvements to key pedestrian / cycle connections that provide for safe, convenient and direct movement. This will become more important as Horsham’s population ages in future but would require a shift in travel behaviour and choice over the long term.
- **Agricultural industries:** Horsham’s productive agricultural lands generate local produce for both the region and for export. Horsham has a “food advantage” which could be strengthened with improvements to transport, logistics and the possible introduction of food processing industries value adding for export.
- **Agricultural Research and Production:** Heightening linkages between agriculture and tertiary education, and research.

- **Renewable energy and new technologies:** Utilising new technologies, including the National Broadband Network (NBN) to deliver improvements to business and industry and improve livability for residents and visitors.
- **Mining:** Economic growth and employment opportunities could be leveraged from the construction and operation of a new mine 25km south east of Horsham.
- **Underutilised land:** Facilitating the appropriate redevelopment of redundant or underutilised buildings and land within the existing urban structure to maximise the efficient use of space and provide a catalyst for future investment.
- **Horsham CAD:** Strengthening the role of the Horsham CAD in providing a focal point for retail, office, entertainment, cultural, social and recreational activities.

## 5.2 Challenges to growth

- **Accommodation:** Horsham faces a number of current challenges in providing housing and other forms of accommodation to meet future needs. This includes:
  - Limited rental and short-stay accommodation options.
  - A limited supply of social and public housing.
  - A lack of housing diversity. This includes a high proportion of single detached houses, and a shortage of smaller, well located housing types which may be suitable to accommodate an ageing population.
  - Transitioning current building stock to meet future needs.
- **Housing affordability:** The need to encourage housing products which can be brought to market that meet current and future needs.
- **Employment:** The need to attract and retain stable, and diversified forms of employment to attract families and retain young people in future.
- **Existing environmental constraints:** A need to ensure adequate protection of valued natural and cultural places and assets from the impacts of future development. These can be depicted spatially, and are broadly reflected in the constraints maps commencing overleaf.
- **Future environmental risks:** The need to prepare, adapt, and minimise the potential impacts associated with climate change which are likely to intensify in future. This includes the consideration of environmental risks such as drought, bushfire and flooding.
- **Protection of high quality agricultural land:** The need to protect of high-quality agricultural land from future development.

- **Servicing:** Ensuring that new development can be serviced in a timely and cost-effective manner and that new facilities and services can be delivered.
- **Sustainability:** Preparing / assisting communities to become more self-reliant, self sufficient and socially sustainable (such as renewable energy, food security, water, waste water, and transport).

### 5.3 Constraints mapping

Some existing constraints to growth can be spatially identified through mapping. For the purpose of this study, three constraints maps have been prepared to show:

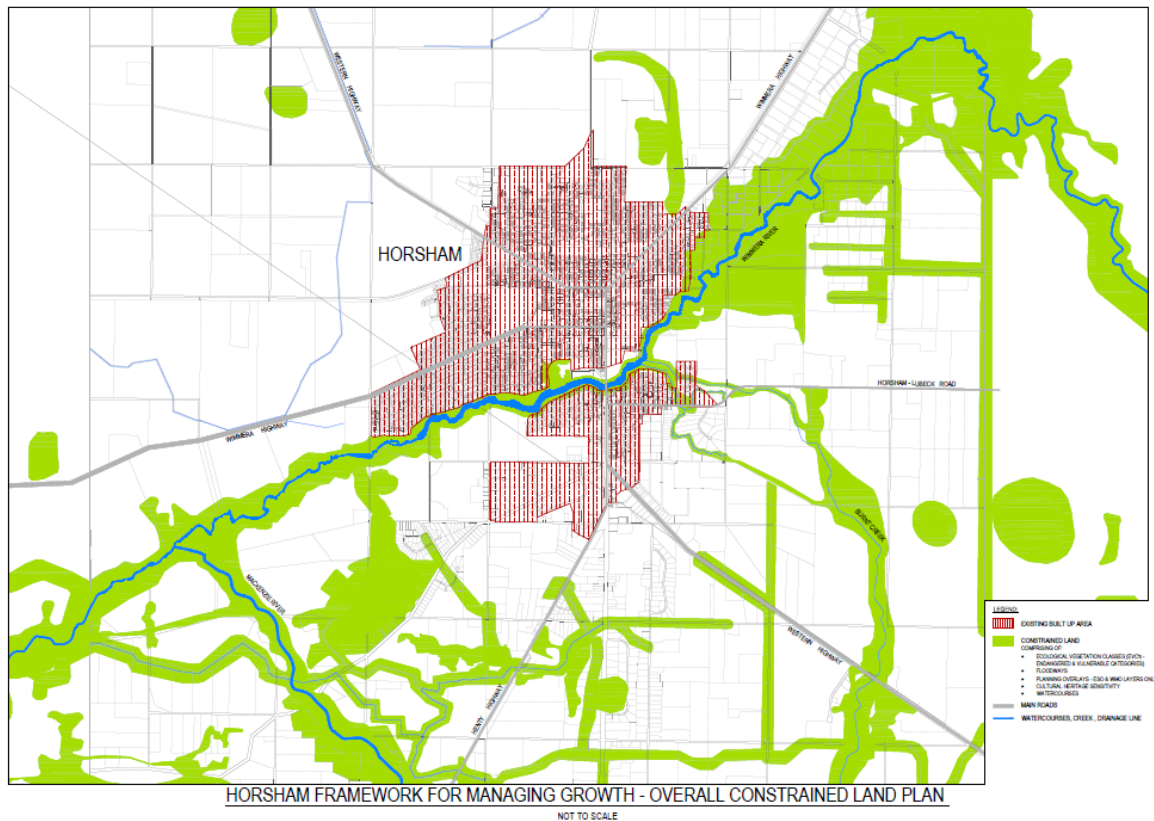
- Fully constrained land
- Constraint type
- Partially constrained land

Maps are provided overleaf.

### 5.3.1 Environmental Constraints

#### Fully constrained land

Fully constrained land identifies land which is likely to pose either no prospect of future development or significant cost to future development. Generally, these areas are located adjacent to watercourses or floodways or areas which are of ecological significance.

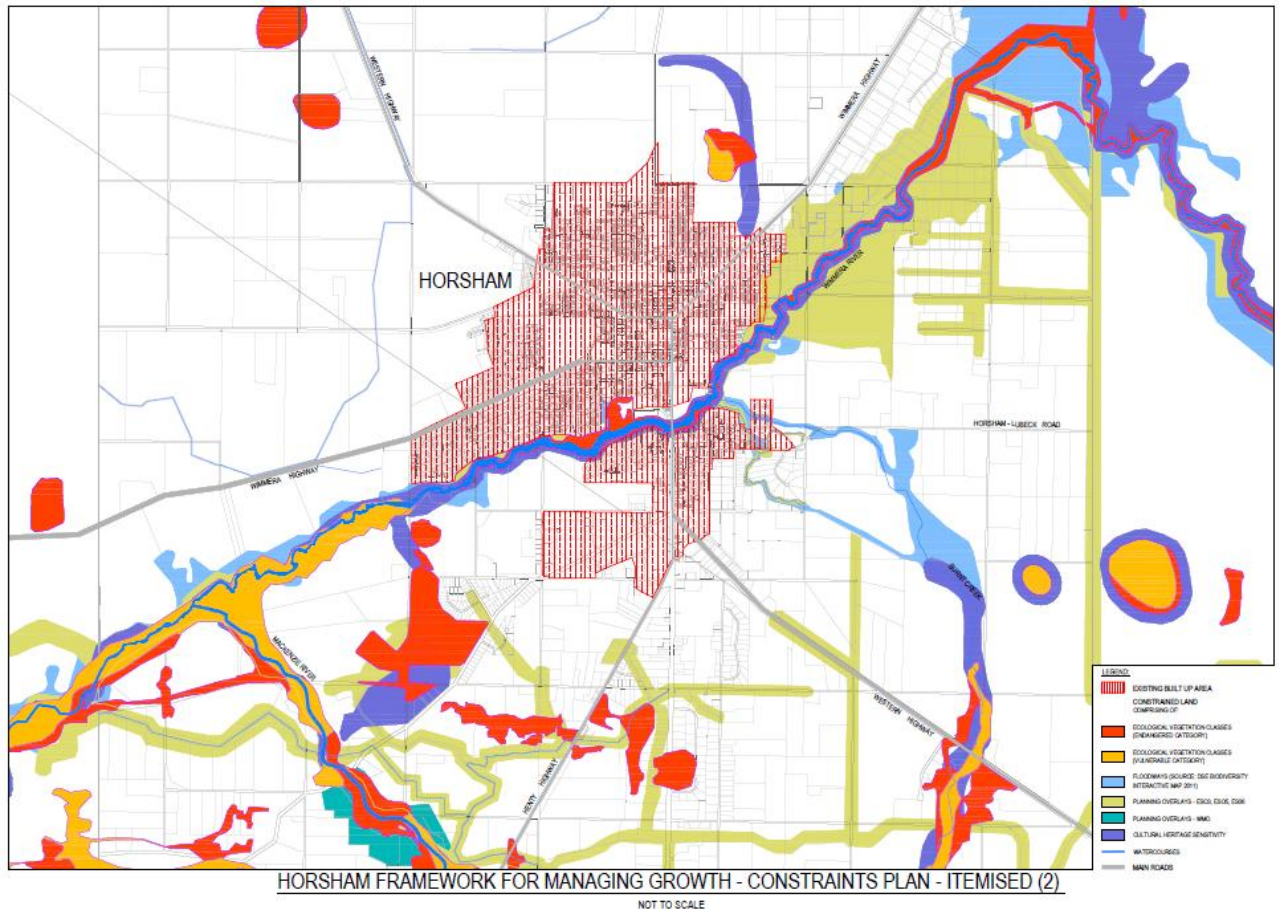


**LEGEND:**











-  EXISTING BUILT UP AREA
-  CONSTRAINED LAND  
COMPRISING OF:
  - ECOLOGICAL VEGETATION CLASSES (EVC's - ENDANGERED & VULNERABLE CATEGORIES)
  - FLOODWAYS
  - PLANNING OVERLAYS - ESO & WMO LAYERS ONLY
  - CULTURAL HERITAGE SENSITIVITY
  - WATERCOURSES
-  MAIN ROADS
-  WATERCOURSES, CREEK , DRAINAGE LINE

### Constraint type

Constraint types are mapped to identify the basis of each constraint.

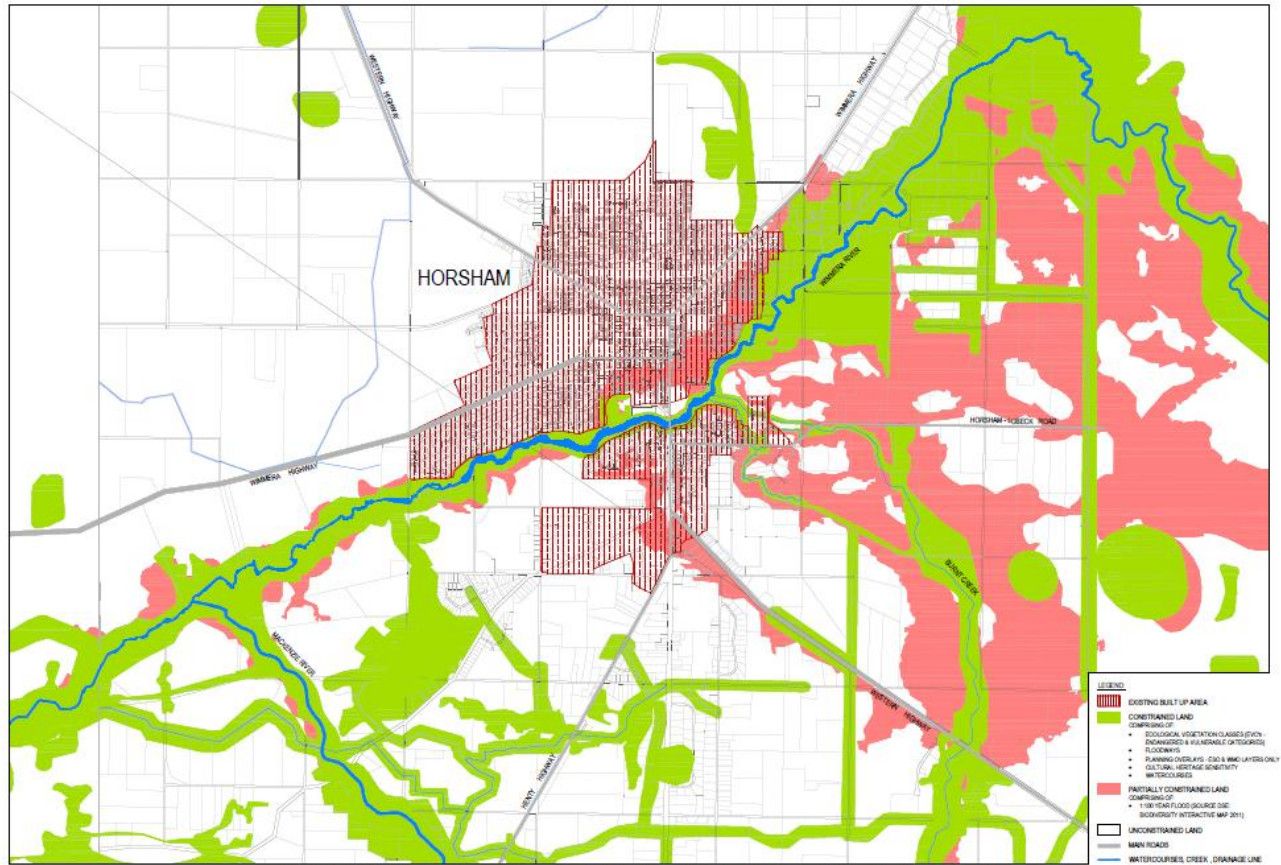


**LEGEND:**

-  EXISTING BUILT UP AREA
-  CONSTRAINED LAND  
COMPRISING OF:
-  ECOLOGICAL VEGETATION CLASSES  
(ENDANGERED CATEGORY)
-  ECOLOGICAL VEGETATION CLASSES  
(VULNERABLE CATEGORY)
-  FLOODWAYS (SOURCE: DSE BIODIVERSITY  
INTERACTIVE MAP 2011)
-  PLANNING OVERLAYS - ES03, ES05, ES06
-  PLANNING OVERLAYS - WMO
-  CULTURAL HERITAGE SENSITIVITY
-  WATERCOURSES
-  MAIN ROADS







### Partially constrained land

1 in 100 year floodways are added to the constraints map to identify land which would require some form of siting or flood mitigation constraint to be resolved (if developed).



HORSHAM FRAMEWORK FOR MANAGING GROWTH - CONSTRAINTS SUMMARY PLAN  
NOT TO SCALE

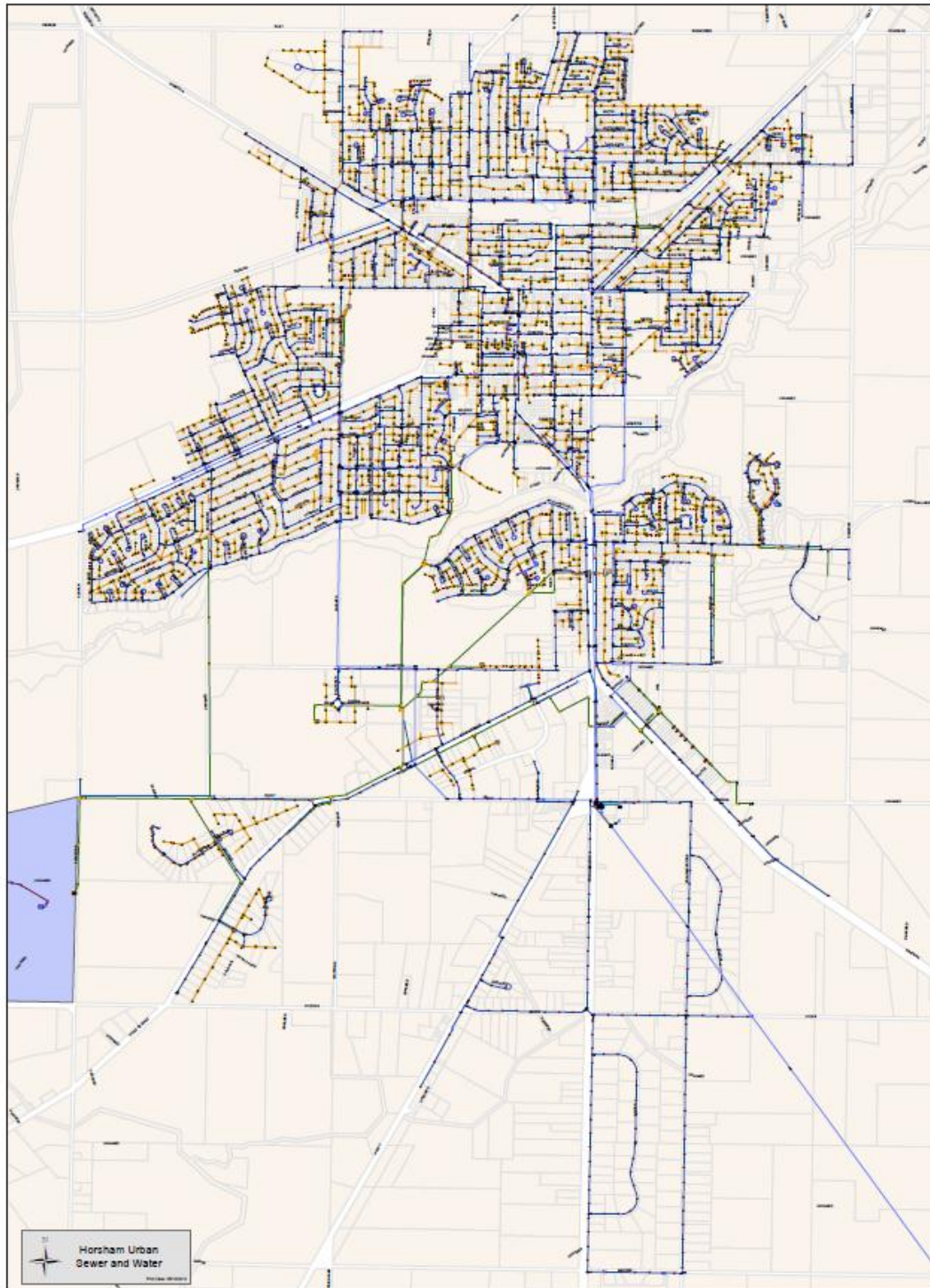
**LEGEND:**

-  EXISTING BUILT UP AREA
-  **CONSTRAINED LAND**  
COMPRISING OF:
  - ECOLOGICAL VEGETATION CLASSES (EVC's - ENDANGERED & VULNERABLE CATEGORIES)
  - FLOODWAYS
  - PLANNING OVERLAYS - ESO & WMO LAYERS ONLY
  - CULTURAL HERITAGE SENSITIVITY
  - WATERCOURSES
-  **PARTIALLY CONSTRAINED LAND**  
COMPRISING OF:
  - 1:100 YEAR FLOOD (SOURCE DSE: BIODIVERSITY INTERACTIVE MAP 2011)
-  UNCONSTRAINED LAND
-  MAIN ROADS
-  WATERCOURSES, CREEK , DRAINAGE LINE

### 5.3.2 Infrastructure servicing constraints

#### Sewer and Water

Existing sewer and water infrastructure is shown on the map below. The map identifies an absence of sewage infrastructure (brown line) and reticulated water (in some areas) south of Horsham in Haven.



GWM Water has advised that its infrastructure has been reviewed in the last few years. In this regard, the water infrastructure has been upgraded to sufficient pressure and supply to Natimuk, 25km west of Horsham, in anticipation of future growth. Horsham's wastewater treatment plant would require upgrade to meet the additional demand. Shared sewerage facilities in Horsham north would require augmentation work by the authority to meet with the increased demand.

The absence of sewer to areas south of Horsham, and the presence of reticulated water to only some lots within Haven is a significant constraint to growth. A key issue to resolve in future is whether Council (and by extension service authorities and landholders) deliver infrastructure services to the Haven area. If Haven and areas south of Horsham are to grow in future, then it will be critical to provide reticulated services to these areas.

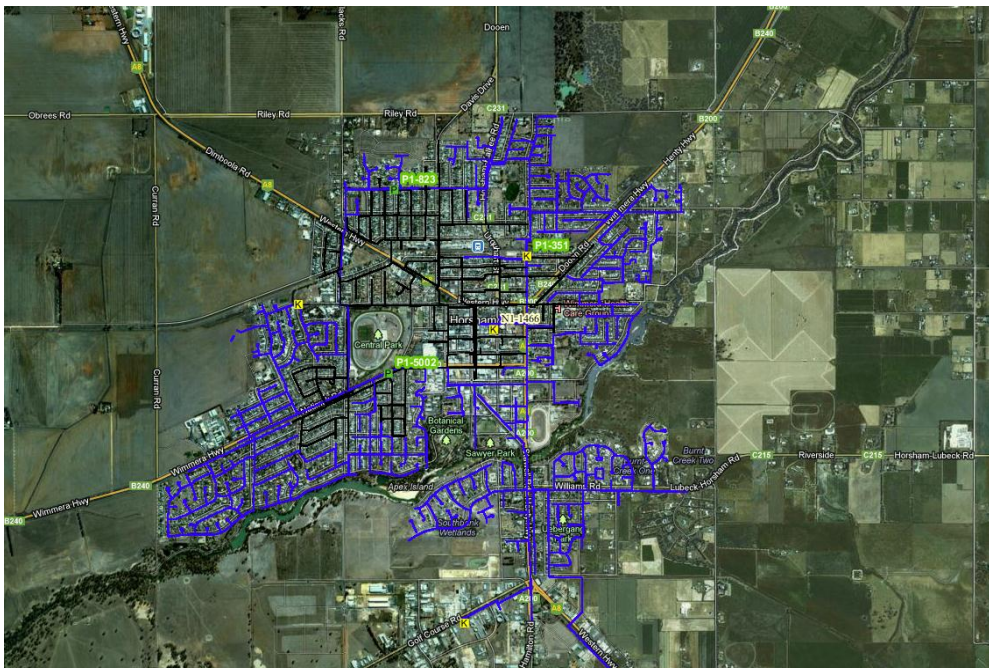
### Energy

Powercor advises that it is expecting low (natural) load growth in Horsham. To account for this medium term growth forecast (10 to 15 years), improvements to the local infrastructure would be gradually undertaken in the short term (5+ years) to upgrade the supply quality and reliability.

### SP AusNet (Gas)

SP Ausnet has both low and high pressure gas infrastructure within the municipality, with the low pressure systems planned to be upgraded to high pressure over the next 10 year period. SP AusNet has also advised that the current system has adequate capacity to meet the anticipated future demands. In the event of substantial load increase, SP AusNet will ensure adequate capacity will be available to meet the requirements.

The current gas infrastructure map is below: low pressure system in black and high pressure network shown in blue.





## Telecommunications

NBN Co is the responsible authority for providing telecommunication services in the Horsham Rural City Council. The NBN rollout is planned to commence in December 2013.

### 5.3.3 Summary – constraints to growth

Constraints mapping has been used to identify land which is either constrained or partially constrained. The presence of a constraint does not equate to “no development”. A constraint is an existing characteristic or condition which needs to be overcome before development can occur.

The purpose of mapping constraints was to provide a broad picture as to where land which is least affected by environmental and infrastructure factors. The mapping has been considered when establishing broad directions for future growth and is not intended to provide a detailed site or precinct specific level focus. It would be expected that more detailed investigation of individual site constraints would occur at a precinct or individual site planning phase.

Based on the constraints mapping, it can be concluded that:

- **Constraints to urban growth are generally found to the east and south of the Horsham urban area.** The presence of watercourses, drainage lines, and channels in particular form the major constraint to development. These constraints are often in parts of Horsham with relatively high landscape amenity (ie: land adjacent to the Wimmera River). This poses a challenge and pressure for the future in that the best available land which is likely to be in high demand is required to be protected for environmental or conservation reasons.

Another significant constraint identified in the mapping is the absence of sewer to areas south of Horsham, and the presence of reticulated water to only some lots within Haven. A key issue to resolve in future is whether Council (and by extension service authorities and landholders) deliver infrastructure services to the Haven area.

Haven contains undeveloped land which could potentially be developed more intensively (given the presence of large lot LDRZ and Rural Living lots). If infrastructure were to be provided to Haven (in addition to resolving other constraints), then further intensification could be considered. Intensification should not be supported without these issues being resolved. In this regard, more detailed land capability and servicing investigations are required to determine Haven’s ability to grow in a sustainable manner.

- **The most likely opportunities for outward growth are likely to be realised to the north and west of Horsham.** These areas are least constrained by environmental and infrastructure factors and are likely to provide more sustainable opportunities for outward growth, should this be required in future.



## 6 Themes, Objectives, and Strategies

The Framework for Growth will be developed around the following key themes.

- *Settlement and Housing*
- *Infrastructure*
- *Natural Environment and Open Space*
- *Economic Development and Employment*
- *Access and Movement*
- *Community services and facilities*
- *Sustainability*

Objectives, Strategies relate to each theme.



## 6.1 Settlement and Housing

### 6.1.1 Context

Horsham Rural Council's existing population in 2011 was estimated at 20,375 people Department of Planning and Community Development (2012) "Victoria in future". Approximately one quarter of this population reside outside of the Horsham urban area in townships and settlements.

Horsham's population is projected to grow, however it must be recognised that Horsham is situated in a region experiencing population decline. Over the next 20-30 years, Horsham is likely to see a significant increase in population of residents 60 years and over, and population decline of residents aged 50 or less. The Framework for Growth recognises these possible futures and plans for possible future impacts.

A growth scenario identified in Victoria In Future of 0.5% would result in an additional 110 people per year, and the need for an additional 71 households per year. A higher growth scenario has been developed that is based on recent (2005/06 – 2010/11) building approval activity and ABS data. When projected, this results in an average annual dwelling requirement of 125 households per year.

A review of Horsham's residential market suggests that the current supply of residential land is estimated at approximately 1,879 lots, comprising:

- 1,213 zoned broadhectare lots (65% of supply).
- 357 vacant non-urban residential lots (19% of supply) and
- 309 designated future residential lots (16% of supply).

Under a low growth scenario, there will be demand for an additional **1,413 dwellings in Horsham over the next 20 years**. This amount could be accommodated through an existing supply of residential land, and infill opportunities.

Under a high growth scenario (based on Council building records, and further supported by ABS data), there would be a requirement for an additional **2,500 dwellings over the next 20 years**. This is likely to include a mixture of greenfield development opportunities, as well as infill development of key sites and the provision of higher density housing formats.

**NOTE:** This does not include existing Low Density Residential or Rural Living lots of which there is significant supply to serve current and future needs. If supply is maintained or increased, it has the potential to reduce the demand for residential land in future.

### 6.1.2 Objectives

- To ensure adequate supply of housing to meet current and future housing needs.
- To encourage increased densities of development in areas that can capitalise on existing physical and social infrastructure.
- To encourage development which celebrates and capitalises on Horsham’s location, unique character, and “sense of place”.
- To maximise opportunities for growth within Horsham CAD and Horsham urban area.
- To identify opportunities for sustainable future growth outside of the Horsham urban area.
- To improve the diversity of housing options available within Horsham.
- To promote a high standard of Ecologically Sustainable Development (ESD).
- To promote housing affordability.
- To ensure that new development is located to avoid bushfire and flooding risks.
- To protect areas of environmental, cultural and agricultural significance from urban development.

### 6.1.3 Strategies

- Priority should be given to:
  - Urban development connected to reticulated services.
  - Smaller households with good access to services and facilities.
  - Retirement Living / Aged Care.
  - Short term accommodation for workers.
  - Affordable housing.

In recognition of the different characteristics, and settlement objectives for various parts of Horsham, strategies specific to the Settlement and Housing are structured as follows:

No.	Settlement Area
1	Town Centre (Horsham CAD)
2	Existing Urban Area (Outside of CAD)
3	Strategic Infill Sites
4	Growth Areas
5	Low Density Residential Zone (LDRZ)
6	Rural Living Zone (RLZ) areas (including Haven)
7	Farm Zone

#### 1. Town Centre (Horsham CAD)

The Horsham Central Activities District (CAD) provides shopping, entertainment, business, civic and community services to Horsham and the wider Wimmera region. This region contains a resident population of approximately 51,000 residents in Horsham Rural City and the shires of Northern Grampians, West Wimmera, Hindmarsh and Yarriambiack.

The Horsham CAD has an important role in providing services (including social and cultural) and jobs for the regional population, and this is reflected in the strategic policy commitments contained in the Horsham Planning Scheme. While the CAD appears to be performing a strong regional role

at present, a number of key development sites are located in the centre which, if developed appropriately, could contribute to the further vibrancy of the CAD.

The Horsham CAD is likely to continue to serve the primary retail functions for Horsham and the region. Population growth rates and additional dwellings do not indicate the need for significant new retail to be added outside of the CAD. A separate project - the *Horsham CAD Strategy* is being undertaken specifically in relation to the requirements of the Horsham CAD, including future retail requirements.

### *Strategies*

- Encourage retail and business activities within the Horsham CAD.
- Encourage compact urban forms and infrastructure.
- Encourage the development of strategic infill sites identified in the Horsham CAD Strategy and existing residential land which is yet to be developed.
- Improve connectivity between the Horsham CAD and surrounding urban area.
- Protect sites of cultural significance.
- Identify long term growth opportunity.

## **2. Existing Urban Area [outside of Horsham CAD]**

The existing urban settlement area can be defined by land zoned Residential 1 and Residential 2. This land is critical to Horsham's sustainable future growth in that it is serviced, and (in general) well located to services and amenities contained within the Horsham CAD. It is important that Horsham's residential stock adapts over time to meet future needs.

At present, there is lack of large, easily developable sites with good access to services. It is possible that over the lifetime of the Framework, strategic infill sites within the existing urban area will become available and provide opportunities to meet a number of current and future housing needs.

A lack of housing diversity (limited medium density housing stock) must be addressed in order to provide suitable housing to meet future needs.

### *Strategies*

- Encourage medium density residential development within a 400 metre radius of the Horsham CAD.
- Improve connectivity between the Horsham CAD and surrounding urban area.
- Encourage compact urban forms and infrastructure.
- Ensure that the staging of residential development occurs in a logical and efficient fashion with concurrent staged augmentation of infrastructure.
- Encourage the development of strategic infill sites.
- Encourage the development of retirement living and aged care uses within the Horsham urban area.

- Encourage opportunities to increase the supply of affordable housing, both within private sector and in the form of social housing, to cater for lower income households, older people and young people who wish to remain within the local area.
- Encourage the integrated planning of new development to incorporate access to community facilities, open space, and recreation opportunities.
- Provide infrastructure to support sustainable transport modes within the established urban area, including public transport facilities, end of trip facilities, and infrastructure to support walking and cycling.
- Avoid the clustering of social housing.
- Ensure that the development of land in the floodplain of the Wimmera River and Burnt Creek is designed and constructed to respond to the risks associated with flooding and inundation.
- Protect sites of cultural significance.

### **3. Strategic Infill Sites**

A number of strategic infill sites have been identified. Infill sites have been selected as they demonstrate the following attributes:

- Land is of a size that would allow significant growth and change.
- The land may provide opportunities for additional housing.
- The land may support the development of smaller household types to meet current and projected future needs.
- The land could be expected to be developed over a 30 year time horizon.
- The land is strategically located within the existing Horsham urban area with access to services and amenities.
- Change is supported by either an existing plan or policy, or has been identified in consultation with key stakeholders in preparing the FFG.

The identification of strategic infill sites would be subject to further detailed investigation with Council, Stakeholders, and the community through the implementation of the FFG project and other Council initiatives.

#### *Strategies:*

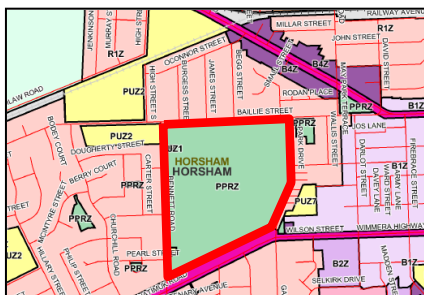
- Ensure that appropriate remediation investigations and procedures are undertaken as part the development of strategic infill sites for residential purposes, where the potential for contamination exists.
- Ensure that the staging of residential development occurs in a logical and efficient fashion, with concurrent augmentation of infrastructure.
- Ensure a range of lots sizes within new subdivisions to provide for dwellings of a variety of sizes.
- Encourage new subdivisions to adopt best practice in relation to walkable neighbourhoods, water sensitive urban design, energy efficiency and sustainability.
- Encourage opportunities for mixed use development.
- Encourage urban design that promotes safety, healthy lifestyle, physical activity, social interaction and accessibility to open space and recreation opportunities.
- Encourage the integrated planning of new development to incorporate access to public art, community facilities, open space, and recreation opportunities.



- Provide infrastructure to support safe and convenient sustainable transport modes within the established urban area, including public transport facilities, end of trip facilities, and infrastructure to support walking and cycling.
- Encourage the development of aged care facilities, including affordable and accessible housing.
- Encourage and attract young families through the provision of appropriate education, child care, community facilities, entertainment, culture, sporting and open space opportunities.
- Encourage compact urban forms and infrastructure.
- Encourage further investigation of the following strategic redevelopment sites:



**Aerial View of Racecourse Site**



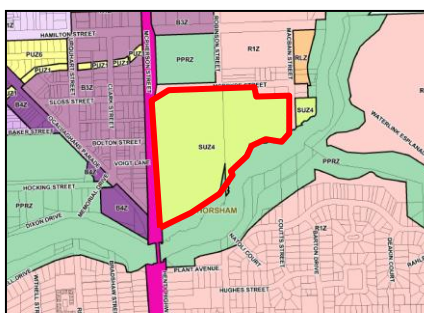
**Zone Map of Racecourse Site**

### Horsham Racecourse

- The racecourse site is ideally situated adjacent to established residential areas (to the north, west, east and south beyond Natimuk Road).
- The site has good access via Natimuk Road.
- The site is ideally situated within close proximity to the Town Centre.
- The site is still currently used, however over the life of the Framework, could become available either through re-location or partial/whole re-development. The Framework should allow for this outcome over a medium – long term time horizon.
- The site may provide opportunities for uses including open space, residential, and future expansion of the CAD when required.
- Development of the site would be required to consider environmental, heritage and planning investigations, open space and linkages through to the other neighbouring residential estates.
- Development of this site would also be required to consider the economic implications if the racecourse is not re-located.



**Aerial View of Showgrounds Site**



**Zone Map of Showgrounds Site**

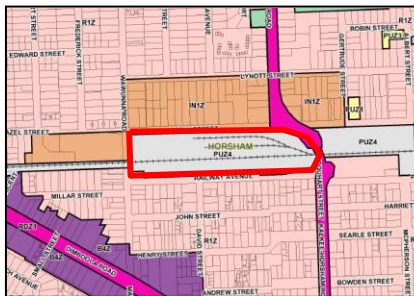
### Showgrounds

- The showgrounds site is ideally located south of an existing residential area.
- The site has good access from Western Highway (McPherson Street).
- The site is within close proximity to the Town Centre.
- The site has a large frontage to the Wimmera River.
- The site is still used, but over the life of the Framework, some of the land may become available for redevelopment (partially / all). The Framework should allow for this outcome over a medium – long term horizon.
- The site may provide opportunities for a variety of uses including residential given the surroundings.
- Development of the site would be required to consider flood mitigation measures given the close proximity to the Wimmera River and previous flooding history to the southeast, in addition to any potential archaeological heritage and environmental investigation.

- The site provides the opportunity to enhance the entrance into Horsham.
- The site would also require to consider interface treatments with the adjoining business uses beyond Western Highway to the west.



**Connections through Rail Corridor/Horsham North Site**



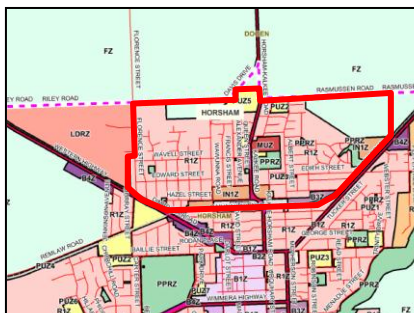
**Zone Map of Rail Corridor/Horsham North Site**

### Rail Corridor

- Council has resolved that an options and cost benefit study to be undertaken to determine the advantages or otherwise of a realignment of the Melbourne-Adelaide national rail corridor to redirect railway traffic out of the city centre to a “northern shortcut” which would save approximately 7kms of interstate freight travel distance.
- This area provides the opportunity to re-integrate Horsham North with wider Horsham and breakdown the barrier effect created by the railway line.
- The rail corridor is ideally situated north of an established residential area (beyond Railway Avenue).
- The site is within close proximity to the Town Centre.
- The site may provide opportunities for uses including residential given the surroundings, in addition to potential educational, recreational, open space, and community activity along the length of the railway line if this was to be diverted to by pass the town.
- The site also provides opportunities to improve pedestrian and cycle connections across the railway corridor.
- Future development would be subject to detailed environmental and planning investigation/approvals.



**Aerial View of Horsham North Site**



**Zone Map of Horsham North Site**

### Horsham North

- Horsham North can be better utilised, and is identified as an urban regeneration area.
- Relocation of the railway (as discussed above) presents opportunities to better connect Horsham north to the existing Horsham urban area. An Urban Design Framework (UDF) has been prepared by Council contemplating this outcome. The UDF should be used to guide future growth and change of the Horsham North area.
- Horsham North presents opportunities for a variety of uses, including residential, health, educational, recreational and community facilities.
- Several large sites offer the opportunity for redevelopment, including various sites along the railway, the CMI Foundary site, and underutilised land along Kalkee Road.
- Horsham north provides an opportunity to develop affordable land with access to existing infrastructure services.
- Relocation of industry is encouraged to provide opportunities for revitalization.
- A new Horsham Civic/Community Hub to support the reintegration of Horsham North.

	<ul style="list-style-type: none"> <li>• Streetscape improvements could be made throughout this area including street planting, pavements, lighting, and signage and other street furniture.</li> <li>• Improvements to encourage pedestrianisation, cycling, and public transport use should also be encouraged.</li> </ul>
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#### 4. Growth Areas

Growth Areas have been identified as they demonstrate the most likely direction for outward growth of Horsham. The purpose of identifying Growth Areas is to:

- Identify land for future residential use.
- Assist authorities to co-ordinate and plan for future infrastructure upgrades.
- Assist in ensuring that the subject land (and adjoining land) is not used for a purpose which may compromise future residential use.
- Provide certainty for investors and landholders as to where future growth and change is likely to occur

Growth Areas have been selected as they display the following attributes:

- Relatively few constraints, when compared with other undeveloped land.
- A reasonable level of connectedness to the existing Horsham area.
- Can be serviced with connections to existing infrastructure.
- The land could be developed over a 30 year time horizon.
- The land can provide opportunities for additional housing.
- Would provide an amenity suitable for housing.
- Reasonable proximity to services and amenities within the existing Horsham urban area.

*Strategies:*

- Ensure that future urban development occurs within a logical sequence determined by: demonstrated demand, infrastructure connectivity and availability of supporting services.
- Ensure that the staging of residential development occurs in a logical and efficient fashion, with concurrent augmentation of infrastructure.
- Ensure a range of lots sizes within new subdivisions to provide for dwellings of a variety of sizes.
- Encourage new subdivisions to adopt best practice in relation to walkable neighbourhoods, water sensitive urban design, energy efficiency and sustainability.
- Ensure that the use, development, or subdivision is avoided where it may prejudice the conversion of land for residential purposes.
- Encourage urban design that promotes safety, healthy lifestyle, physical activity, social interaction, and accessibility to open space and recreation opportunities.
- Encourage the integrated planning of new development to incorporate access to public art, community facilities, open space, and recreation opportunities.

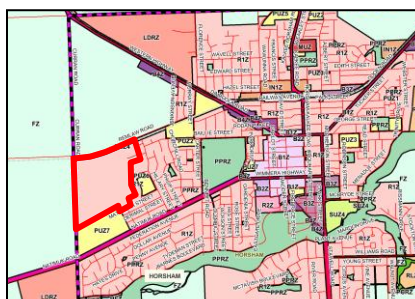
- Provide infrastructure to support safe and convenient sustainable transport modes within the established urban area, including public transport facilities, end of trip facilities, and infrastructure to support walking and cycling.
- Avoid the use of panel fencing interfacing residential and rural land.
- Encourage the use of perimeter roads and open space as interface treatments between urban and non-urban land.
- Encourage the development of aged care facilities, including affordable and accessible housing.
- Encourage and attract young families and individuals to Horsham through the provision of appropriate education, child care, community facilities, entertainment, culture, sporting and open space opportunities.
- Encourage compact urban forms and infrastructure.
- Ensure subdivision for residential development contributes to the inter-connectedness of Horsham’s street network, and links with Horsham’s pedestrian and cycle path network.
- Identify the following growth areas:
  - Horsham West (Jenkinson Estate)
  - Horsham West (land north of Jenkinson Estate)
  - Horsham North



**Aerial View of Horsham West Site**



**Approved Development Plan for Horsham West Site**



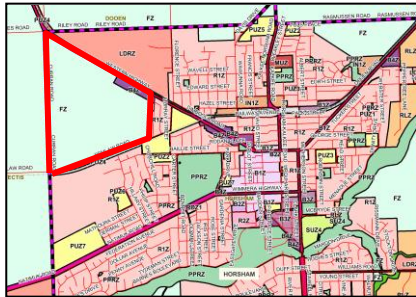
**Zone Map for Horsham West Site**

### Horsham West

- The land forms a logical growth area to the west of Horsham. The land is already zoned Residential 1 and has a Development Plan approved for residential subdivision (also known as Jenkinson Estate).
- The land has good proximity to access to the surrounding urban area and urban infrastructure to area so the east
- The site has good proximity to town centre services and amenities.
- The site can benefit from potentially utilising the old rail corridor, which runs parallel to Remlaw Road to the north. The corridor may provide a strategic / major pedestrian and cycle path connection to schools and the rest of the city.
- Development of the site would be required to consider environmental, heritage, planning and infrastructure investigations, in addition to open space and linkages through to the other neighbouring residential estates (this may have been undertaken as part of the approved Development Plan).
- Future development would also be required to consider upgrades to social infrastructure such as schools based on capacity.



**Aerial View of Land North of Jenkinson Estate Site**



**Zone Map of Land North of Jenkinson Estate Site**

### Land north Of Jenkinson Estate

- This land is situated to the west of an established residential estate and to the north of Jenkinson Estate (beyond the railway line and Remlaw Road) which has a Development Plan approved for residential subdivision.
- The site is currently farmland, however over the life of the FMG, the land could be required for long term growth. It is not intended that the land be rezoned or developed in the short-medium term. Curran Road would then provide a logical and distinctive definition between urban and non-urban land.
- The land may provide opportunities for residential and recreational uses.
- The land may benefit from utilising the old rail corridor, which runs parallel to Remlaw Road to the north. The corridor may provide a strategic / major pedestrian and cycle path connection to schools and the rest of the city.
- The land has access to town centre services and amenities.
- The land can be accessed via Remlaw Road (from the south), Western Highway (from the north), Curran Road (from the west) and Jenkinson Avenue (from the east).
- Development of the site would be required to consider environmental, heritage, planning and infrastructure investigations, in addition to open space and linkages through to the neighbouring residential estate to the east.
- Future development would also need to consider managing the interface between urban and non-urban land.



**Aerial View of Horsham North**



**Zone Map of Horsham North**

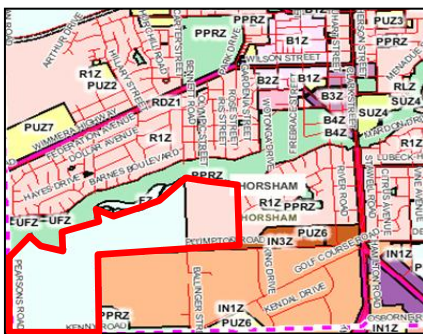
### North of Horsham

- This area is currently zoned Farming Zone and would require further investigation of potential rezoning particular sites if required for further growth.
- This area ideally forms a natural growth area to the north of the City.
- This area is ideally located north of established residential properties.
- Development of this area would be required to consider environmental, heritage, planning and other infrastructure investigations, in addition to linkages through to other existing neighbouring residential estates.
- Development of this area requires consideration of the effects of the proposed highway bypass and the relocated rail line.
- Development of this area may also be limited by any potential plans to extend the airport runway, although this will require further environmental investigation.
- Future development would also need to consider managing the interface between urban and non-urban land.

**Aerial View of Southbank Site**



**Zone Map for Southbank Site**



**Southbank**

- The site ideally forms a growth area to the south west of the City.
- The site is currently zoned partially Residential 1 and partially zoned Farm Land.
- The site is within good proximity to access via Pearsons Road to the west, Kenny Road to the south and Plumpton Road to the east.
- The site is ideally located west of an emerging residential estate.
- The site has good proximity to town centre services and amenities.
- The site is within close proximity to the Wimmera River to the north which will provide wider recreational benefits.
- Development of the site would be required to consider environmental, heritage, planning and infrastructure investigations, in addition to open space and linkages through to the other neighbouring residential estates.
- Future development would also be required to consider upgrades to social infrastructure such as schools based on capacity.

**1) Zone Map of land east of the Wimmera River**



**2) Zone Map of LDRZ land west of Curran Road**



**Other**

- Strategic direction is also provided for two other parcels of land:
  - 1) Land shown on the first the map to the left east of the Wimmera River is contained within two zones. A planning scheme amendment could be undertaken in future to include the residual Farm Zone component within the Residential Zone. This would form the western most extent of the Horsham urban area.
  - 2) LDRZ land west of Curran Road - Land shown on the second map to the left has been zoned LDRZ, but has poor connectivity to surrounding areas. Curran Road forms a logical western extent to Horsham. If used for Rural living or large lot LDRZ, then the land may serve benefit as a transition between the Farm Zone and Residential area. Give its poor connectivity, the land should not be intensively developed.

## 5. Low Density Residential Zone (LDRZ)

Horsham contains sufficient Low Density Residential land to meet current and future needs. If supply is increased, it has the potential to reduce the demand for other residential land in future. It is not intended that further LDRZ land be created.

### Strategies



Zone Map of Horsham LDRZ Areas

- Avoid the further rezoning of isolated land for LDRZ purposes in proximity to the City of Horsham.
- Ensure that the staging of residential development occurs in a logical and efficient fashion.
- Ensure potential future residential development in these areas does not disrupt or restrict existing or future viable agricultural or rural activities.
- Ensure LDRZ land is supplied with necessary infrastructure.
- Ensure that LDRZ land that cannot be supplied with infrastructure (e.g. drainage, water supply, sewer, and stormwater management) is not subdivided into lots that are too small to accommodate on site systems.

## 6. Rural Living Zone (RLZ) Areas (Haven)

While the Framework for Growth is primarily targeted at providing strategic direction for urban growth, it also recognises the role that existing Rural Living areas play in Horsham's overall settlement pattern and lifestyle appeal. Approximately one quarter of this population reside outside of the Horsham urban area in townships and settlements. *Source HRCC Health and Wellbeing Plan 2010 – 2013).*

These areas are widespread (particularly to the south of Horsham in Haven). The FFG proposes to maintain the settlement extent of the Rural Living Zone, with an assumption that undeveloped land may be developed in future. It can therefore be expected that some further growth in Horsham's Rural Living zones will occur over the next 30 years. This growth however should remain in line with the purpose of the Rural Living Zone and be responsive to any constraint on the subject land (BMO, ESO, LSIO, etc).

The FFG supports current role of the Rural Living Zone which is *"to provide for residential use in a rural environment."* It must be recognised that the RLZ is not a residential zone, and not intended for intensive development. The zone seeks to *"encourage use and development of land based on comprehensive and sustainable land management practices and infrastructure provision."*

In Haven, environmental and servicing constraints do not support further intensification for uses other than those associated with Rural Living. Within this context, priority should be given to intensification within the Horsham urban area which is already serviced and provides greater opportunities for housing to be located in close proximity to services and facilities which support residential use. Haven should remain in the Rural Living Zone as a non-urban area to provide lifestyle opportunities on larger lots in line with its current zoning. Land that cannot be supplied with infrastructure (e.g. drainage, water supply, sewer, and stormwater management) should not be subdivided into lots that are too small to accommodate on site systems.

## Strategies



Zone Map of Horsham RLZ Areas

- Avoid the further rezoning of isolated land for Rural Living purposes.
- Ensure that the staging of residential development occurs in a logical and efficient fashion.
- Only consider adjustments to the Schedule to the Rural Living Zone to reduce lot sizes where: Land is located within reasonable proximity to the Horsham CAD, does not encumber long term residential growth, does not compromise rural or agricultural land use, is not encumbered by exiting subdivision patterns, is not encumbered by industry or environment.

## 7. Farm Zone (FZ)

Land within the Farm Zone continues to serve the primary purpose of supporting rural and agricultural uses. Settlement within the Farm Zone needs to consider the suitability of the land for agriculture.



Zone Map of Farming Zone (FZ) Land

- Ensure that new uses and buildings protect environmental features including large stands of trees, native revegetation, native animal habitat and movement corridors, watercourses, and drainage lines.
- Ensure that further subdivision and development does not detrimentally impact upon water or agricultural land production.
- Ensure that further subdivision and development does not reduce the capacity of agricultural production.

## Limits to urbanisation

At present, there is no consistent approach in Horsham for deciding where urban growth can occur and where no-urban values should prevail. Through the course of the project, it has been established that clear, consistent direction is needed to provide greater certainty for decision makers, investors, and the community to reduce land speculation.

There are long term limits to urban development where non-urban values and land uses should prevail. The distinction between urban and non urban land in Horsham is defined as:

- 1) Existing urban areas and possible future urban areas.
- 2) Rural balance.

Existing urban areas and possible future urban areas can be seen on the Settlement and Housing Map overleaf. Existing urban areas are reflective of the urban zones contained within the Horsham Planning Scheme. Proposed future urban areas include land that needs to be set aside for possible future urban development to meet future housing needs. The Framework for Growth seeks to priorities existing urban areas and possible future urban areas as the target of future settlement and infrastructure investment for the City of Horsham.

The Rural balance can be identified as Rural Living Zone and Farm Zone land located outside of the urban area. Non-urban land is to be used for activities such as agriculture, rural living,



conservation, resource development, water supply, and sewage treatment that require large areas of open land.

The Framework for Growth does not seek to draw or apply a boundary between urban and non urban land in the form of an Urban Growth Boundary or Settlement Boundary. Given Horsham's fragmented settlement pattern, a boundary is problematic to define and would achieve little in providing future strategic direction. To provide the necessary direction sought by Council, stakeholders, industry, and the community, the Framework for Growth instead establishes directions for growth, and criteria which must be satisfied in order for non-urban land to be considered for urban purposes.

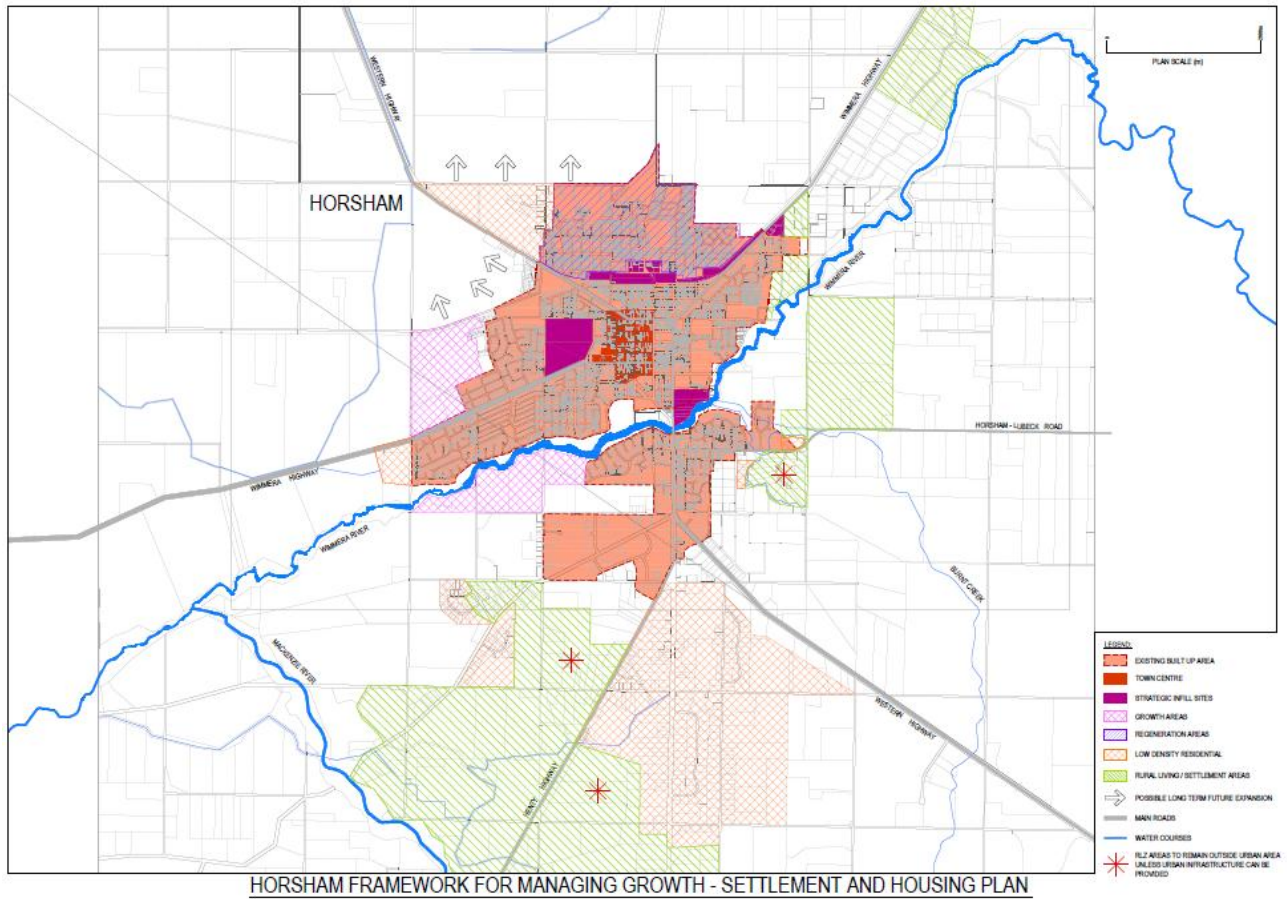
This approach is intended to support the orderly development of land, discourage the unnecessary extension of infrastructure and help preserve important qualities of Horsham's rural areas.

**Criteria for considering proposals to rezone of non urban land:**

Council will consider all of the following criteria for proposals to rezone non-urban land:

- 1) The land has been identified in a designated growth area or long term expansion area, as defined in the Horsham Framework for Managing Growth.
- 2) The proposal includes a strategic assessment of needs.
- 3) The proposal demonstrates a net community benefit.
- 4) The proposal demonstrates that the land:
  - Can be supplied with necessary urban infrastructure.
  - Can be connected to existing urban areas in a logical and efficient fashion.
  - Is not encumbered by exiting subdivision patterns.
  - Is not encumbered by industrial or environmental priorities.
  - Is located in reasonable proximity and connectivity to the Horsham CAD.
  - Does not disrupt or restrict existing or future viable agricultural or rural activities.
  - Can be developed without compromising other growth areas or long term expansion areas.
- 5) The proposal satisfactorily addresses any relevant Ministerial Guideline or Practice Note.

### 6.1.4 Settlement and Housing Map



## 6.2 Infrastructure

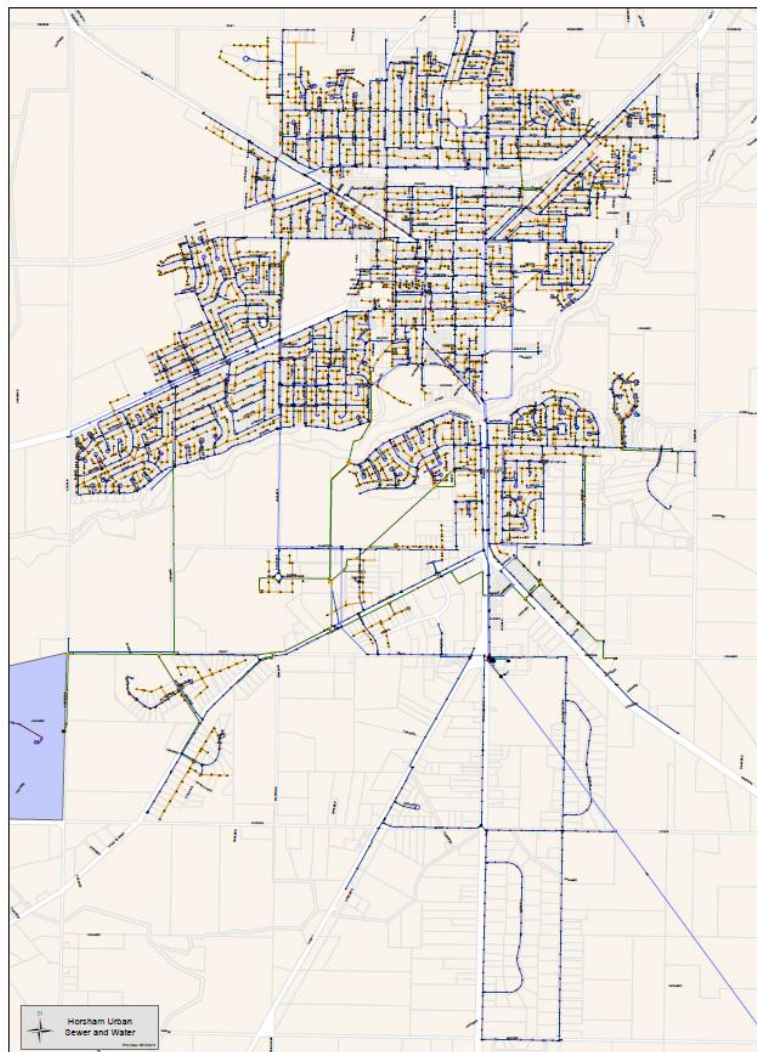
### 6.2.1 Context

Horsham, like many regional cities faces a number of challenges in providing and maintaining high quality, safe, and reliable infrastructure for its community. The Framework for Growth seeks to focus infrastructure priorities to meet current and future needs.

A key focus of the Framework for Growth is to prioritise the future delivery and upkeep of infrastructure. It is not intended that urban infrastructure will be provided to isolated rural residential land.

The absence of sewer in Haven (and reticulated water in some areas) is a key constraint to growth. In this regard, it is not intended to intensify Rural Living zoned land in Haven and land south of Horsham which is not provided with urban services. Proposals to subdivide land will only be supported where infrastructure can be provided, or where the land can satisfactorily treat waste through on-site systems.

The importance of housing affordability is a key issue for Horsham. Infrastructure design standards must be flexible in order not to prohibit development from occurring. It will be important for new urban areas to be designed with the sequential provision of infrastructure to ensure that the costs associated with the delivery of infrastructure are met.



## 6.2.2 Objectives

- To ensure the provision of infrastructure to meet current and future needs.
- To align future infrastructure priorities with the directions of the HFMG.
- To ensure that urban development is connected to reticulated services.
- To ensure that non-urban development can treat and retain all wastewater on site (in the absence of reticulated sewerage).
- To encourage the use of sustainable infrastructure technologies.
- To consider a broader spread of natural gas infrastructure.
- To maximise the benefits of broadband network roll out.

## 6.2.3 Strategies

- Ensure the sequential provision of sewerage and water infrastructure is carefully considered in connection with new urban areas.
- Encourage the use of sustainable technologies in future infrastructure.
- Provide clear focus and delivery of priority areas requiring future infrastructure. In this regard:
  - Future extensions to the infrastructure network should be focused to the north and west of Horsham where future growth is anticipated,
  - Future extensions to the infrastructure network should also be focused at the strategic infill areas identified in this study.
- There is a critical need to investigate the environmental, social, and economic benefits and limitations of providing reticulated services to Haven. Future opportunities for urban growth should only be considered where infrastructure constraints can be fully resolved.
- Specify information requirements to accompany applications for new subdivision and development, including the provision and connection to existing infrastructure and the effects on agricultural production.
- Undertake investigations for the provision of drainage and sewer infrastructure in connection with land that is to be rezoned for further development.

## 6.3 Natural Environment and Open Space

### 6.3.1 Context

Horsham contains a number of recreation areas and open spaces. The Wimmera River is a significant landscape and recreation asset and influence over Horsham's settlement pattern.

Horsham is surrounded by outstanding natural landscapes and river systems, including the Grampians National Park, Little Desert National Park, Lake Hindmarsh, Mt Arapiles, Lake Albacutya, Natimuk - Douglas (Chain of Lakes) and Wimmera River. These are integral to Horsham's sense of identity.

Horsham benefits from recreational facilities including the golf course and equestrian centre. In addition, Horsham's river systems, lakes, national parks and parklands provide access to a wide range of cycling, bushwalking, world renowned rock climbing, recreational boating, rowing, and fishing opportunities.

Improvements can be made over time to reinvigorate these public spaces to promote ongoing prosperity within the town.

It is evident that some areas within Horsham (both existing and planned) are poorly served by their access to open space.

Significant biodiversity assets are present south of Horsham, including native vegetation of high or very high significance. This poses a development constraint to new development on in this area, in that significant biodiversity would need to be identified and protected prior to development.



Wimmera River

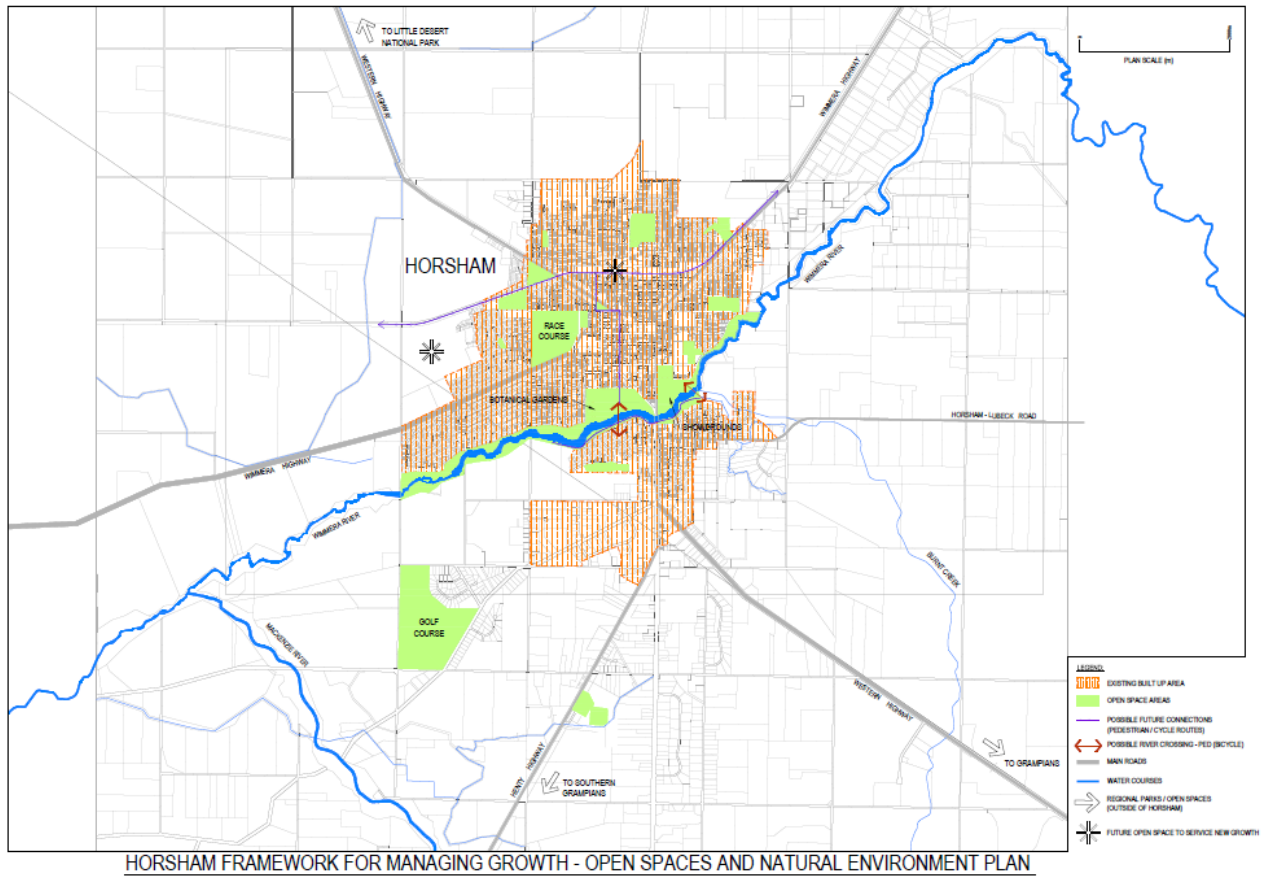
### 6.3.2 Objectives

- To protect areas of environmental, cultural and agricultural significance from urban development.
- To maintain and enhance the natural environmental assets including waterways, wildlife corridors, and native vegetation.
- To better utilise and connect existing open space assets.
- To encourage opportunities for walking and social interaction.
- To promote ESD principles through the design of new open space infrastructure.
- To consider the level of developer contributions and other funding sources for open space improvements.

### 6.3.3 Strategies

- Ensure that development standards reduce environmental impacts associated with stormwater run-off and habitat loss and destruction.
- Restrict development in flood and fire prone areas.
- Ensure the retention of native animal habitat areas.
- Encourage new development areas to connect with existing movement corridors and networks, unless it is demonstrated that this cannot be achieved.
- Prepare an Open Space Strategy to determine current and future needs for open space.
- Identify and address existing gaps through the provision of improved linkages and new open space.
- Investigate the establishment of new walking and cycling linkages, including:
  - A connection between Firebrace Street and the southern bank of the Wimmera River.
  - Showgrounds and land to the south east of the Wimmera River.
  - Firebrace Street and current and disused railway alignments north of the Horsham CAD.
- Encourage the masterplanning of new development in infill and growth areas open space in areas where population growth could likely to occur in future, including:
  - Showgrounds
  - Horsham Racecourse
  - Horsham West
  - Southbank
- Encourage recreation opportunities along the Wimmera River corridor.
- Prepare a Masterplan for the Wimmera River trail to examine ways to accommodate uses such as:
  - Additional recreation opportunities.
  - Walking and Cycling.
  - Small scale business that supports the recreational aspects of the corridor.

### 6.3.4 Natural Environment and Open Space Map



**LEGEND:**

-  EXISTING BUILT UP AREA
-  OPEN SPACE AREAS
-  POSSIBLE FUTURE CONNECTIONS (PEDESTRIAN / CYCLE ROUTES)
-  POSSIBLE RIVER CROSSING - PED (BICYCLE)
-  MAIN ROADS
-  WATER COURSES
-  REGIONAL PARKS / OPEN SPACES (OUTSIDE OF HORSHAM)
-  FUTURE OPEN SPACE TO SERVICE NEW GROWTH





## 6.4 Economic Development and Employment

### 6.4.1 Context

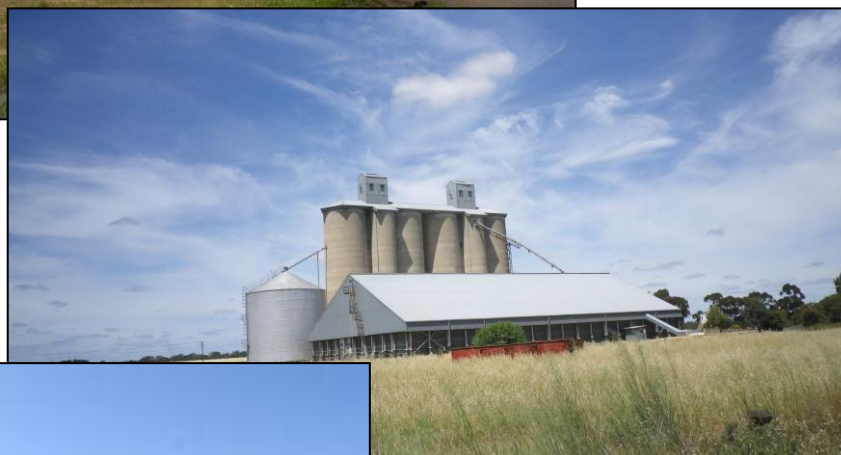
Horsham’s primacy as a regional centre in the State’s west, its position on the Melbourne to Adelaide freight route, and access to other main highways and roads is of strategic advantage. The development of the Wimmera Intermodal Freight Terminal (WIFT), and the potential for significant further development of the surrounding precinct, at Dooen is expected to further Horsham’s importance within the region in future.

Horsham remains an important service centre for agricultural industry. Horsham’s industrial land however needs restructuring to consider its purpose, location, and serviceability. A proportion of Horsham’s existing industrial land remains unserviced, and undeveloped for industrial purposes.

Horsham’s productive agricultural lands generate local produce for both the region and for export. Horsham has a “food advantage” which could be strengthened with the improvements to transport, logistics and the possible introduction of food processing industries, value adding for export.



Existing Industries within Horsham



Grains Innovation Park

### 6.4.2 Objectives

- To maximise opportunities for employment which capitalise on Horsham’s regional position and access to key infrastructure.
- To encourage a sustainable business environment for retail, commercial, industrial, agricultural and tourism based businesses.
- To support the on-going growth and development of the retail and commercial sectors within Horsham CAD.
- To maintain a compact and integrated CAD.
- To provide for long term growth to strengthen the role and vibrancy of the Horsham CAD as a regional centre serving the Wimmera.
- To improve the safety and attractiveness of the public realm.
- To enhance the image and identity of Horsham.
- To develop strategic linkages between tertiary education and business.
- To encourage light industrial businesses to continue to locate outside of the Horsham CAD.
- To encourage the location of State Government Departments within Horsham.
- Encourage opportunities for home-based businesses and enterprises.
- To encourage and support the agricultural and agronomy services including associated research and development.
- To ensure that highly productive agricultural land remains under agricultural production.

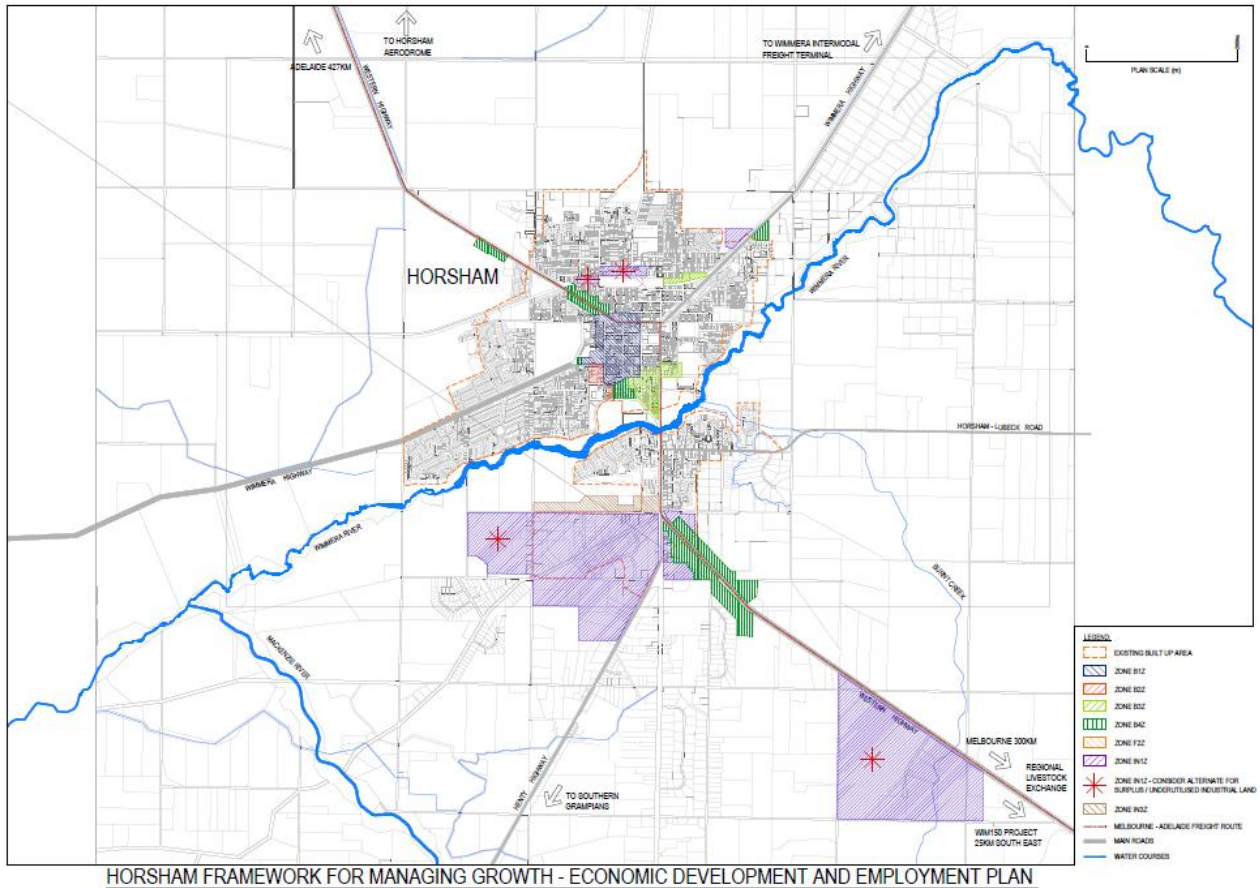
### 6.4.3 Strategies

Location	Strategies
<i>Town Centre</i>	<ul style="list-style-type: none"> <li>• Implement key findings from the Horsham CAD Strategy, including:                             <ul style="list-style-type: none"> <li>○ Locate core retail activity at the ground level of buildings on within the CAD. Encourage office, residential at upper levels.</li> <li>○ Encourage the redevelopment of underused land, (such as Coles, Spotlight), to ensure greater efficiency of land use and improved urban design outcomes.</li> <li>○ Encourage greater intensity of development, where possible, in the central CAD area bounded by Baillie Street to the north, Firebrace Street to the east, Darlot Street to the west, and Wilson Street to the south.</li> <li>○ Encourage mixed use development (including office, commercial accommodation, education or health-related uses) on land located south-west of the intersection of Wilson Street and Darlot Street.</li> <li>○ Retain, where possible, older buildings that contribute to the character of the centre.</li> <li>○ Design buildings to enhance the street life and appearance of the centre.</li> </ul> </li> </ul>

Location	Strategies
	<ul style="list-style-type: none"> <li>○ Provide weather protection for pedestrians through the design of new buildings by ensuring that verandas are incorporated into the design of new developments.</li> <li>○ Develop a signage strategy for the centre that will provide a suite of co-ordinated signs for information, direction and promotion.</li> <li>○ Encourage businesses in these areas to engage with the activity on the street, and encourage refurbishment, where appropriate to improve performance and create a vibrant pedestrian environment.</li> <li>○ Investigate a 'main street' traders association to promote markets and organise events within the CAD.</li> <li>○ Encourage the attraction of businesses and developments that serve the Wimmera region and beyond.</li> <li>○ Encourage highway based retailing and restricted retailing to locate outside of the Horsham CAD, along Dimboola Road.</li> <li>● Encourage high quality short term accommodation options aimed at workers.</li> </ul>
Industry	<ul style="list-style-type: none"> <li>● Encourage industrial development in established industrial zones.</li> <li>● Encourage the provision of additional small scale service and light industrial activity in existing undeveloped Industrial 1 zoned land.</li> <li>● Encourage the use of land in proximity to the Wimmera Intermodal Freight Terminal for uses which benefit from Intermodal transport connectivity.</li> <li>● Encourage the use of land in proximity to the Horsham Aerodrome for uses which benefit from location to aviation services.</li> <li>● Prepare an Industrial Land Supply Strategy to consider the restructuring of undeveloped industrial land south of Horsham could be given to rezoning underutilised Industrial 1 Zone land to: <ul style="list-style-type: none"> <li>● Farm Zone (FZ)</li> <li>● Industrial 3 Zone (IN3)</li> <li>● Residential 1 Zone (R1Z)</li> <li>● Public Park and Recreation Zone (PPRZ)</li> </ul> </li> </ul>
Tourism	<ul style="list-style-type: none"> <li>● Encourage appropriate economic development and tourism opportunities.</li> <li>● Develop a signage strategy for the purposes of information, direction and promotion.</li> <li>● Improve signage and town entry treatments.</li> <li>● Encourage the development of high quality short term accommodation options aimed at workers.</li> <li>● Celebrate Horsham's location, unique character, and sense of place through: <ul style="list-style-type: none"> <li>○ Improved entry treatments, including strengthened streetscapes on major tourist routes.</li> <li>○ Identifying places of heritage significance.</li> </ul> </li> </ul>

Location	Strategies
	<ul style="list-style-type: none"> <li>○ Through the promotion of Horsham as:                             <ul style="list-style-type: none"> <li>▪ A destination with stunning natural landscape and access to numerous recreation opportunities.</li> <li>▪ A stop off between Melbourne and Adelaide.</li> </ul> </li> </ul>
Agricultural / Rural	<ul style="list-style-type: none"> <li>• Identify and protect high quality agricultural land for sustainable agricultural use.</li> <li>• Encourage the diversification of agricultural activities, including value adding industries.</li> <li>• Encourage new and emerging business opportunities, including home based businesses which provide additional employment opportunities.</li> <li>• Protect viable agricultural areas from the incursion of urban development by managing growth in a logical and consolidated manner and by utilising clear policy direction for determining land use and development.</li> <li>• Encourage the retention and expansion of agricultural industries.</li> <li>• Provide and maintain appropriate buffer treatments to land identified for future growth.</li> <li>• Encourage new and intensified use and development which leverages the Wimmera Southern Mallee Pipeline.</li> <li>• Encourage new development to incorporate sustainable energy technology.</li> <li>• Encourage the development of agricultural based activities at the Regional Livestock Exchange.</li> <li>• Encourage the development of the alternative and renewable energy sector.</li> <li>• Encourage development of the WIFT precinct in accordance with the WIFT Precinct Structure Plan.</li> </ul>

### 6.4.4 Economic Development and Employment Map



**LEGEND:**

- EXISTING BUILT UP AREA
- ZONE B1Z
- ZONE B2Z
- ZONE B3Z
- ZONE B4Z
- ZONE F2Z
- ZONE IN1Z
- ZONE IN1Z - CONSIDER ALTERNATE FOR SURPLUS / UNDERUTILISED INDUSTRIAL LAND
- ZONE IN3Z
- MELBOURNE - ADELAIDE FREIGHT ROUTE
- MAIN ROADS
- WATER COURSES



## 6.5 Access and Movement

### 6.5.1 Context

Horsham provides a gateway between Melbourne and Adelaide along major freight and tourist routes. A number of projects are currently underway which are considering changes to major road and rail routes.

Like many urban and regional centres, Horsham remains highly dependant on private vehicle usage for transport. A number of current and future environmental challenges require the diversification of current dependencies, including transport. Measures are required to minimise trips and provide transport choice for current and future communities.

Horsham has a number of strategic advantages which can be utilised to encourage more sustainable forms of travel (in particular walking and cycling). This includes a relatively flat topography, and an urban area which is located within 3km of Firebrace Street (the central spine to the Horsham CAD). These attributes can be leveraged to encourage changes in travel behaviour.

### 6.5.2 Objectives

- To provide an efficient movement network for vehicles, pedestrians and cyclists.
- To cater for potential future public transport improvements and new services.
- To improve the legibility of the Horsham CAD for visitors (way-finding, signage, ease of movement).
- To provide appropriate connections to rural communities and town centres.
- To promote walking through improved amenity and appropriate infrastructure provision (i.e: shade structures and verandahs).
- Promote alternative forms of travel.
- To improve connectivity for pedestrians, cyclists and vehicles across the Wimmera River.
- Encourage opportunities for greater utilisation of major infrastructure including Horsham airport, railway line.

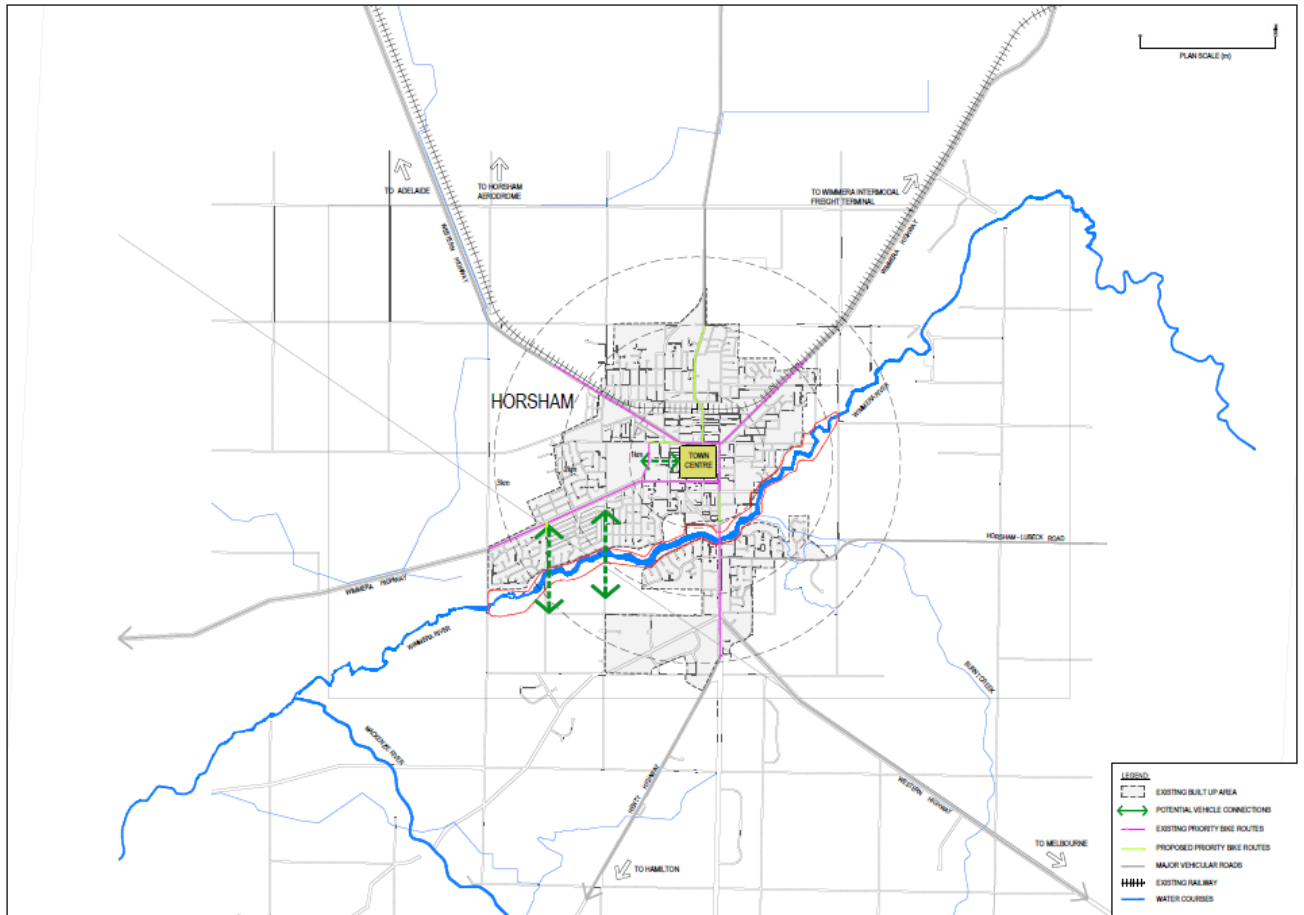
### 6.5.3 Strategies

- Identify future on-road and off-road cycle networks and pedestrian infrastructure requirements.
- Maintain the safe and efficient operation of the Horsham Airfield through appropriate buffers and height restrictions on nearby land, and encourage the development of adjacent land for complimentary industrial and business uses associated with airport use.
- Ensure that future roads and accessways are compliant with the requirements of the *Disability Discrimination Act*.
- Ensure that all future subdivisions are designed to provide for future public transport access in accordance with the Public Transport Guidelines for Land Use and Development (Department of Transport).
- Ensure safe vehicle speeds at the entrance to Horsham.
- Resolve the effects on the local road network resulting from the recently announced alignment of the Horsham Bypass.

- 
- In conjunction with the resolution of the Horsham bypass issues, consider the location for a second vehicular crossing of the Wimmera River to service existing and emerging communities and improve access to existing services and amenities.
  - Improve signage and town entry treatments.
  - Prepare a Sustainable Transport Plan for Horsham.
  - Encourage alternative forms of travel through:
    - Improved taxi services.
    - Improved bus services, in particular improved connections with the nearby regional centres.
    - The promotion of cycling and cycling road safety, and the provision of bicycle parking facilities and drinking fountains within the town centre, and adjacent to activity nodes and public transport.
    - Development of a “Walking School Bus” program.
    - Provision of a community bus service.
    - Car pooling.
    - Provide a pedestrian and cycle only bridge across the Wimmera River connecting eastern development fronts to the centre of town.










### 6.5.4 Access and Movement Map



HORSHAM FRAMEWORK FOR MANAGING GROWTH - ACCESS AND MOVEMENT PLAN

**LEGEND:**

-  EXISTING BUILT UP AREA
-  POTENTIAL VEHICLE CONNECTIONS
-  EXISTING PRIORITY BIKE ROUTES
-  PROPOSED PRIORITY BIKE ROUTES
-  MAJOR VEHICULAR ROADS
-  EXISTING RAILWAY
-  WATER COURSES



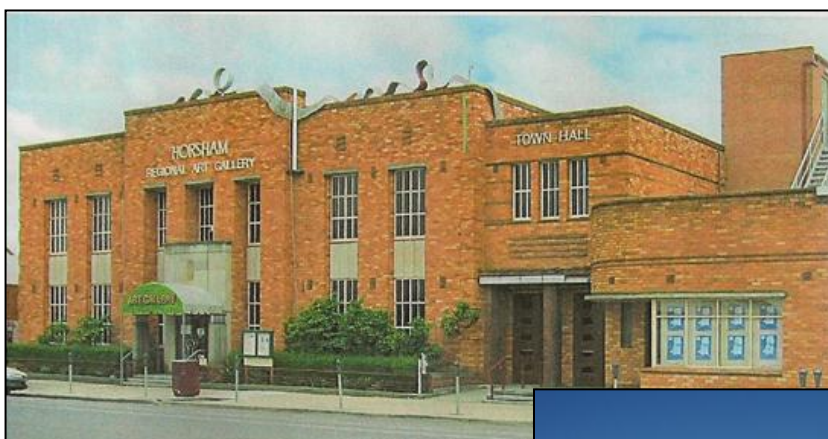
## 6.6 Community Services and Facilities

### 6.6.1 Context

Horsham's population is projected to grow, however it must be recognised that Horsham is situated in a region experiencing population decline. Over the next 20-30 years, Horsham is likely to see a significant increase in population of residents 60 years and over, and population decline of residents aged 50 or less. These possible futures have a number of impacts on the demand for community services and facilities.

Horsham has a number of social and community attributes which support future growth and change. Cultural activities and events, art, public spaces, and various sporting and leisure activities contribute to the vibrancy of the City. Each contributes to the overall wellbeing of the Horsham community, and points of interest to visitors.

There is little available data on current demand on projected future social and community infrastructure needs. A number of recent projects have increased social infrastructure provision within Horsham, including a review of the outdoor pool at the aquatic centre, expansion of the Wimmera United Care Centre to include community meeting rooms, expansion of the existing skate park and creation of an art gallery within the existing town hall. Further changes will be required to meet future needs.



**Horsham Town Hall**



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**Horsham Regional Art Gallery**

### **6.6.2 Objectives**

- To ensure that Horsham is provided with an appropriate level of social and community infrastructure to meet current and future needs.
- To provide community and cultural facilities that are well connected and easily accessed by all members of the community.
- To adapt social infrastructure to meet changing community needs and expectations.
- To enhance opportunities for 'aging in place' (ensuring that communities are designed to accommodate residents across an entire life cycle).
- To encourage co-location, multiple access, and flexibility of use of facilities.

### **6.6.3 Strategies**

- Encourage the development of retirement and aged care housing within walkable access to the Horsham Town Centre.
- Encourage hospital and associated medical facilities to establish in the vicinity of the Horsham Base Hospital.
- Investigate opportunities for the co-location of services.
- Provide greater opportunities throughout the study area for informal social interaction and casual, low cost meeting places. This should include both internal and external spaces.
- Investigate the provision of new and upgraded meeting facilities to better meet contemporary community standards.
- Explore opportunities for public toilet facilities, including baby change facilities within, or within immediate proximity of the Horsham Town Centre.
- Undertake detailed investigation of social and community infrastructure needs.

## 6.7 Sustainability

### 6.7.1 Context

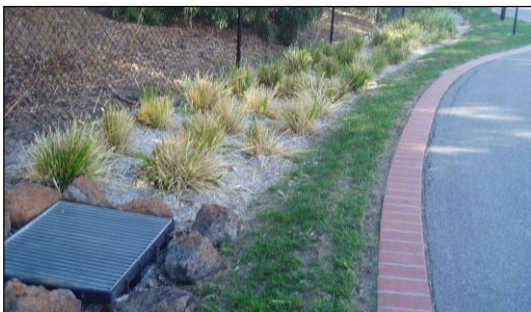
Managing land use and development in order to provide a ‘quality of life’ for the present community, without comprising the opportunities for future populations is, and will continue to be a huge challenge for Horsham. Horsham faces a number of challenges, including:

- Climate change
- Peak Oil and pressure on energy resources
- Changes in population size, age structure and diversity
- Changes in agricultural practices

The impacts of these broad issues may not manifest or be seen over the short-term. The Framework for Growth acknowledges the wide range of challenges with a view to providing strategic direction to assist with future decision making and adaptation.



Images: Alternative energy



Images: Water Sensitive Urban Design (WSUD)

### 6.7.2 Objectives

- To improve the community's capacity to manage and adapt to the impacts of climate change, including extreme weather events.
- To ensure that Horsham remains viable in an energy constrained future environment.
- To promote an energy efficient urban structure and buildings.
- To ensure Horsham is self sufficient.
- To protect the quality of land and water resources of the municipality through appropriate environmental management.
- To encourage sustainable modes of transport.
- To encourage Water Sensitive Urban Design (WSUD) in new development.

### 6.7.3 Strategies

- Incorporate the use of ESD measures into new buildings or retrofitting of existing buildings to improve energy efficiency and solar passive design. This could incorporate measures including:
  - Water Sensitive Urban Design (WSUD)
  - Sustainable building materials
  - Waste Management practices
  - Lot / Building orientation
- Prepare a Sustainable Transport Plan for Horsham.
- Prepare a climate change adaptation strategy.
- Encourage medium density residential development within a 400 metre radius of the Horsham CAD.
- Encourage compact urban forms and infrastructure.
- Provide infrastructure to support sustainable transport modes within the established urban area, including public transport facilities, end of trip facilities, and infrastructure to support walking and cycling.
- Encourage new subdivisions to adopt best practice in relation to walkable neighbourhoods, water sensitive urban design, and energy efficiency.
- Encourage urban design that promotes healthy lifestyle, physical activity, and accessibility to open space and recreation opportunities.
- Encourage the integrated planning of new development to incorporate access to community facilities, open space, and recreation opportunities.
- Encourage the use of sustainable technologies in future infrastructure.
- Ensure that development standards reduce environmental impacts associated with stormwater run-off and habitat loss and destruction.
- Restrict development in flood and fire prone areas.
- Ensure the retention of native animal habitat areas.
- Identify and protect high quality agricultural land for sustainable agricultural use.
- Encourage alternative forms of travel through:
  - Improved taxi services.

- 
- Improved bus services, in particular improved connections with the nearby regional centres.
  - The provision of bicycle parking facilities and drinking fountains within the town centre, and adjacent to activity nodes and public transport.
  - Development of a “Walking School Bus” program.
  - Provision of a community bus service.
  - Car pooling.



## 7 Implementation

Implementation is confined to the Study Area referred to in Section 2. The strategies contained within the Framework for Growth will be implemented by the actions outlined below. In some circumstances, it may be necessary to complete further strategic work (identified in Section 7 of this report) prior to proceeding.

Origin / Theme	Key Actions
<i>Settlement and Housing</i>	<ul style="list-style-type: none"> <li>• Update MSS and LPPF to identify the key directions arising from this report.</li> <li>• Develop a methodology for determining the need for expansion of the urban area of Horsham.</li> <li>• Apply the Development Plan Overlay to Strategic Infill sites, and Growth Areas.</li> <li>• Continue to apply the Rural Living Zone to all other land currently contained within this zone. Utilise the schedule to the Rural Living Zone to ensure that lot sizes reflect the ability of the land to be serviced and connections to infrastructure (services, transport, and social).</li> <li>• Apply the Development Plan Overlay to land within the LDRZ and RLZ which is not connected to reticulated services.</li> <li>• Maintain the Farm Zone for the majority of rural land.</li> <li>• Implement the Horsham North UDF.</li> </ul>
<i>Infrastructure</i>	<ul style="list-style-type: none"> <li>• Monitor and implement the findings of the Ministerial Advisory Committee Standardised Infrastructure Contributions review to improve Council's capacity to fund local infrastructure.</li> <li>• Ensure that Local Policy reflects the critical need to investigate the environmental, social, and economic benefits and limitations of providing reticulated services to Haven.</li> <li>• Develop a sequential approach to infrastructure provision and augmentation.</li> </ul>
<i>Natural Environment and Open Space</i>	<ul style="list-style-type: none"> <li>• In conjunction with relevant authorities and agencies continue to refine, update and apply the suite of Environmental Overlays, as appropriate (Environmental Significance Overlay, Land Subject to inundation Overlay, Floodway Overlay, Significant Landscape Overlay, Bushfire Management Overlay, Vegetation Protection Overlay).</li> <li>• Apply the Development Plan Overlay to Strategic Infill sites which are currently used for open space and recreation purposes. This is to ensure that there future use and development is clearly defined and does not adversely impact upon the overall provision of open space within the City of Horsham.</li> <li>• Facilitate the masterplanning of new development in infill and growth areas to ensure that future open space needs are met, in particular: Showgrounds, Horsham Racecourse, Horsham North, Horsham West, Southbank, Horsham East.</li> <li>• Prepare a Masterplan for the Wimmera River trail to examine ways to accommodate uses such as: Additional recreation opportunities, and Walking and Cycling, and new linkages.</li> </ul>

Origin / Theme	Key Actions
<i>Economic Development and Employment</i>	<ul style="list-style-type: none"> <li>• Implement the findings of the Horsham CAD strategy.</li> <li>• Monitor the findings of the Ministerial Advisory Committee established to reform the zones across Victoria. Review for possible impacts on the Horsham CAD and tourism activities in rural areas (in particular).</li> <li>• Identify activities which may benefit from the application of the Rural Activity Zone to encourage tourism development.</li> <li>• Implement the WIFT Precinct Structure Plan.</li> </ul>
<i>Access and Movement</i>	<ul style="list-style-type: none"> <li>• Following the resolution of key strategic projects currently underway relating to the Western Highway and Melbourne –Adelaide railway, apply the Public Acquisition Overlay to land required for these key transport infrastructure projects to ensure that land is set aside for these purposes.</li> <li>• Prepare a Sustainable Transport Plan to include the development of an on-road, off-road cycle network plan for Horsham.</li> </ul>
<i>Community services and facilities</i>	-
<i>Sustainability</i>	-

## 8 Further Strategic Work

The Framework for Growth provides a high level strategic investigation of the future directions for Horsham’s sustainable growth. Further strategic work will be required in a number of areas to assist in implementing the strategies contained within this report. A table summarising these initiatives is provided below. It is possible that some of the projects below could be combined in order to make the best use of available resources.

Theme/Origin	Project	Purpose
<i>Settlement and Housing</i>	Settlement Strategy	Establish a hierarchy of settlements to determine where growth and change should occur. This should include settlements areas outside of the Horsham urban area and provide an assessment of servicing and community infrastructure.
<i>Settlement and Housing</i>	Housing Strategy	To identify current and future supply of residential land. The Strategy would draw upon investigations carried out as part of the Urban Development Program, and Horsham Framework for Managing Growth to provide a detailed assessment of residential needs, constraints, and opportunities. In an effort to provide land to market which can be serviced. The project may also include urban design guidelines to manage growth and change.
<i>Settlement and Housing</i>	Horsham South Structure Plan (including Haven).	A significant proportion of land south of the Wimmera River has been developed in an ad-hoc manner. A Structure Plan is required to provide strategic direction for the future use of land south of the Horsham urban area. The project should include a detailed investigation of: <ul style="list-style-type: none"> <li>• Land Use</li> <li>• Infrastructure</li> <li>• Land capability</li> <li>• Connectivity</li> <li>• Interfaces</li> <li>• Restructuring and rezoning of land</li> </ul>
<i>Settlement and Housing,</i>	Development Plans	For key infill redevelopment sites and new growth areas. Development plans can be prepared in conjunction with the preparation of a Schedule to the Development Plan Overlay (with the involvement of a developer/developers), or in response to the prescribed requirements of a Development Plan Overlay Schedule.
<i>Settlement and Housing,</i>	Subdivision design guidelines	Establish clear guidelines to accompany applications for new subdivision and development (i.e. the provision and connection to existing infrastructure).
<i>Natural Environment and</i>	Open Space Strategy	There is little available data on the supply of open space within Horsham. Anecdotally, it

Theme/Origin	Project	Purpose
<i>Open Space, Settlement and Housing.</i>		would appear that Horsham has an undersupply of open space, Some parts of Horsham are underserved by open space and recreation opportunities. Planned growth areas will need to provide open space to meet their future needs. Opportunities exist to review existing conditions and future requirements to ensure that Horsham grows in a sustainable (healthy and liveable) manner. Opportunities also exist to examine ways of improving access to existing open spaces.
<i>Natural Environment and Open Space,</i>	Masterplans	<p>Prepare a Masterplan for the Wimmera River trail to examine ways to accommodate uses including Additional recreation opportunities, Walking and Cycling.</p> <p>Encourage the masterplanning of new development in infill and growth areas open space in areas where population growth could likely to occur in future, including: Showgrounds, Horsham Racecourse, Horsham North, Horsham West</p>
<i>Economic Development and Employment,</i>	Industrial Land Supply Strategy	The project would mirror a number of similar investigations currently underway across the State to identify current and future supply of industrial land. The Strategy would draw upon investigations carried out as part of the Urban Development Program, and Horsham Framework for Managing Growth to provide a detailed assessment of industrial needs, constraints, and opportunities. In an effort to provide land to market which can be serviced. The project may also include infrastructure costing and civil investigation and design to provide land which can confidently be rezoned and delivered to market.
<i>Access and Movement</i>	Sustainable Transport Plan	This would include the development of an on-road, off-road cycle network plan for Horsham.
<i>Community services and facilities</i>	Social and Community Infrastructure Assessment	There is little available data on current demand on projected future social and community infrastructure needs. An assessment is required against the strategic directions outlined in the Horsham Framework for Managing Growth, and relevant regional strategic projects to ensure that future social and community infrastructure needs are met. This work is important to ensure that Horsham pre-empts and adapts to a future challenges such as projected growth, an increased demand for urban living (migration from surrounding settlements and rural areas), and population ageing.

Theme/Origin	Project	Purpose
<i>Sustainability</i>	Climate Change Adaptation Strategy	Horsham’s vulnerability to the impacts of climate change will have a significant affect on the way that planing for future growth and change will occur. It is likely that a climate change adaptation strategy will be prepared for the Wimmera Southern Mallee Region (mirroring similar projects currently underway across the State). It will be important to understand the impacts on Horsham and make necessary adjustments to future plans for growth.
<i>All</i>	Advocacy positions	Continue to develop advocacy positions to major state and strategic reviews which reinforce Horsham’s desired future role.

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**Attachment 1 – Reproduction of maps in A3 format**