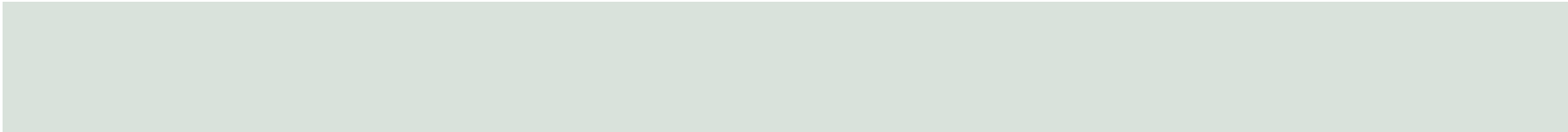




B4 | Directions, Strategies, Actions



Part B4 builds on the Objectives outlines earlier in this Report, and provides a series of Strategies and Actions, to guide the implementation of the recommendations which form this Urban Design Framework. The initiatives explained below correspond closely to the Precinct Plans above.

It is recognized that achieving the outcomes detailed in this section of the Urban Design Framework are influenced by a number of external constraints. The implementation of the actions will therefore be phased accordingly over the short, medium and longer terms.

DIRECTION 01: Integrating Horsham North

Direction 01

Re-integrating Horsham North with wider Horsham and reducing the barrier effect created by the railway line

Rationale

A key outcome for this project and associated works is to reduce the separation and isolation of Horsham North, caused primarily by the barrier effect of the railway line and perceptions of Horsham North being 'other' or 'outside' Horsham itself.

Re-integration can facilitate improved access to wider Horsham and its facilities and services, for Horsham North residents, especially for pedestrians and cyclists, as well as encouraging increased activity in Horsham North.

This can also reduce the prevailing negative perception of Horsham North, making it an integral part of Horsham.

Strategy 1.1: Improve existing pedestrian/cycle connections across the railway (see Precincts 03 & 04)

Purpose/intent:

The existing connections across the railway corridor are of very poor quality, in terms of accessibility, safety, amenity and appearance. In order to encourage their use and facilitate increased accessibility and movement between Horsham North and central Horsham, it is vital that these crossings are improved.

Action 1.1-A

Redevelop both existing pedestrian underpasses, to improve pedestrian access by replacing underpasses with at grade rail crossing that include appropriately scaled signage and safety measures.

The existing underpasses are located approximately on alignment with Albert Street and Wawunna Road. In both cases, there is the opportunity to create level crossings, to provide wide, straight, visible and 'open' pedestrian access.

The new level crossings should create opportunities for public art, along with carefully designed lighting, signage and landscaping.

Of the two existing links, the Albert Street underpass is considered a priority, as it is located closer to key movement routes and existing and proposed facilities in Horsham North.

This is proposed to be a medium term action.

Action 1.1-B

Identify opportunities for a new/extended pedestrian walkway attached to the existing road bridge.

The existing Kalkee Road overpass provides for limited pedestrian space and poor amenity. There may be opportunity to widen the pedestrian space and to provide additional separation from vehicular traffic on the bridge, through a 'clip-on'-type bridge extension.

Constraints to this potential include structural considerations, construction cost and DDA considerations (Disability Discrimination Act). That is, the existing bridge gradients may be too steep to provide DDA-compliant pedestrian access.

This is proposed to be a medium term action.

Action 1.1-C

Develop Kalkee Road and Edith Street as "Connection Corridors" or "green ways"

These two roads currently provide connections across the railway line, via a road bridge and level crossing respectively. The approach here is to reinforce the streets with existing connections across to central Horsham.

These Connection Corridors should incorporate treatments such as:

- Signage (pedestrian and cycle focussed)
- Consistent, improved street tree planting
- New, demarcated cycle lanes (preferably physically separated from traffic lanes)
- New pavement treatments to footpaths
- Regular rest/meeting points, with shelter and seating, these may coincide with bus stops
- New lighting, with pedestrian focus
- Linked to existing and proposed bicycle and pedestrian networks.

These treatments should extend well beyond Horsham North, into central Horsham, to signify continuity and 'stitching together'. These streets are intended to become the key 'safe routes' with highest pedestrian amenity and accessibility, as well as a focus for enhanced public transport and cycling facilities.

Primary "green way" connector routes:

- Kalkee Road, between Edith Street and Western Highway (somewhere near CBD)
- Edith Street, between Kalkee Road and the Wimmera River (somewhere across railway line)
- Albert Street, between Rasmussen Road and Searle Street (McPherson St intersection)

Secondary "Green ways" (lower priority)

- Lynott Street
- Hazel Street, between Kalkee Road and Dimboola Road/Western Highway

This is proposed to be a short term action.

Strategy 1.2: Create new pedestrian connections across the railway (see Precinct 04)

Purpose/intent:

Additional connections across the railway corridor will provide increased accessibility and further reduced the railway's barrier effect, while also providing new, contemporary crossings which will be safer and more comfortable for pedestrians and cyclists.

Action 1.2-A

Investigate opportunities for a new pedestrian and cycle link across the railway corridor at Albert Street to McPherson Street.

This may take the form of a new pedestrian level crossing (if allowable under current legislation) or a new footbridge or new/redeveloped underpass. New mixed-use development around this connection should be encouraged, to help to activate the area and increase safety. See also Action 1.1-A above.

This is proposed to be a medium term action.

Strategy 1.3: Encourage redevelopment of underutilised sites

Purpose/intent:

Underutilised or vacant land and disused buildings can be a visual blight in the urban environment, and create gaps in streetscapes and urban areas which lack activity or opportunities for visual interaction. Horsham North contains numerous underutilised sites, particularly in the industrial area alongside the railway corridor.

Well-designed redevelopment of these sites can enhance streetscape conditions, safety, activity levels and the general appearance of the urban environment.

Action 1.3-A

Encourage the re-use and redevelopment of underutilised or unoccupied land close to the railway corridor, for recreation purposes, community purposes, residential purposes and a range of appropriately scaled commercial activities that will support those uses.

Redevelopment of underutilised land close to the railway corridor will reduce the barrier effect of this area in separating Horsham North from the remainder of Horsham, filling in gaps with new activity.

New development should enhance streetscape conditions, and encourage activation of the public realm, and seek to 'infill' the available land close to the railway line, to reduce the 'gap' between Horsham North and central Horsham.

This is proposed to be a short term action.

Strategy 1.4: Establish a new Children's/Community Hub close to Dudley Cornell Reserve, to support redevelopment of this area as the focus for Horsham North (see Precinct 04)

Purpose/intent:

The planned Community Hub development is discussed in detail in Direction 4, below. It is proposed that this development, incorporating a new primary school for Horsham North and other community/children's health facilities, be located close to Dudley Cornell Reserve, where it can become part of focal point for Horsham North, and assist in creating a new identity for the area.

Action 1.4-A

Develop a children's community hub building (adjacent to Dudley Cornell Reserve) incorporating improved pedestrian and bicycle links to Horsham's existing and proposed pedestrian and cycle network, including additional and improved access across the railway line.

The new hub building can, in this way, start the process of creating a new focus for Horsham North, and provides a nucleus for the formation of the new focal point for Horsham north. The areas adjacent the Hub is discussed further in sections 2 and 4, below.

This is proposed to be a short to medium term action.



DIRECTION 02: Improving the Urban Environment

Direction 02

Improving the urban environment

Rationale

Physical improvements to the public realm (streetscapes, public places, open space) can help to enhance the image and perception of an urban area, and instil local pride amongst residents. These improvements also have a functional aspect, allowing easier movement, increased safety and greater amenity and comfort. Horsham North's public realm areas require significant upgrades, in terms of functionality and appearance.



Existing entry to Dudley Cornell Reserve

Strategy 2.1: Improve the accessibility, safety and edge conditions of Dudley Cornell Reserve (see Precinct 02)

Purpose/intent:

The safety and amenity of public spaces is greatly enhanced by active frontages in surrounding development. That is, buildings which face directly onto the space, allowing passive surveillance and visual interaction between the public and private realms. This creates a sense of activity and movement around the public space, and reduces 'hidden' areas or corners which can attract unsociable behaviour.

Dudley Cornell Reserve is a highly utilised and valued community recreation asset, located centrally within Horsham North, comprising two sports ovals and a central access roadway and sports pavilion. However the safety, amenity and sense of activity within this Reserve is constrained by its edge conditions, which primarily comprise back fences to adjoining houses fronting onto surrounding streets. The Reserve is 'hemmed in' by surrounding houses.

Action 2.1-A

Encourage infill redevelopment and reconfiguration around Dudley Cornell Reserve to increase access and the extent of active frontage to the open space, without reducing the functionality of the open space

There is an opportunity for new infill residential development (townhouses or similar) around some edges of Dudley Cornell Reserve, to help activate the edges of the open space and create a safer public environment. This would occur particularly in the undefined area of open space south of the smaller oval, which is currently the site of safety/crime issues.

This new development could be implemented to varying extents, depending on the availability of private residential land, but the extent of required land acquisition is small for the significant benefit of 'opening up' the reserve to the surrounding urban area, and encouraging through-movement within the Reserve. This will allow the Dudley Cornell Reserve to play a more central, important role in the local area.

This is proposed to be a medium term action.

Action 2.1-B

Encourage existing houses which 'back onto' the Reserve to adopt lower height/visually transparent fences of the Reserve boundary, to facilitate increased passive surveillance of the Reserve area.

Fences which facilitate a stronger visual connection between private property and public open space, while maintaining appropriate levels of privacy and security, can help to enhance safety and the feeling of 'connectedness' between those in the park and the surrounding houses. Increased visual permeability will allow residents adjoining the Reserve to take 'ownership' and pride in the park, helping to maintain safety and an increased sense of activity.

This is proposed to be a short term action.

Action 2.1-C

Encourage redevelopment of commercial sites north of Dudley Cornell Reserve.

The land north of the Reserve occupied by GWM Water, VicRoads and AH Plant Hire, provide a strong opportunity for potential redevelopment for a neighbourhood activity centre and residential development, with additional open space provision. This development would benefit from main road frontage to Kalkee Road, and immediate proximity to the Reserve, forming an integrated, mixed-use hub located centrally within Horsham North.

This is proposed to be a medium term action.

Strategy 2.2: Encourage infill development on prominent, underutilised sites (see Precincts 03 & 04)

Purpose/intent:

As discussed in Action 1.3A above, redevelopment of underutilised land close to the railway corridor will reduce the barrier effect of this area in separating Horsham North from the remainder of Horsham, filling in gaps with new activity.

Action 2.2-A

Identify and investigate underutilised industrial/commercial sites, particularly those close to the railway corridor and the former CMI foundry site.

Identify sites which are currently vacant or underutilised in the urban area. Investigate site conditions relevant to potential re-use of the land, including:

- Land ownership and lease arrangements
- Existing buildings
- Ground contamination
- Interfaces with adjoining properties

This is proposed to be a short term action.

Action 2.2-B

Develop incentives to encourage redevelopment of land close to the railway corridor in Horsham North

Encouraging commercial and mixed-use development in Horsham North, particularly in the short-term, may require incentives such as tax initiatives or planning benefits, in order to ‘kick start’ redevelopment and business activity in the area.

This is proposed to be a short term action.

Action 2.2-C

Ensure that new development responds to principles of good urban design, as described throughout this framework, to maximise benefits to the urban structure and public realm quality.

It is vital that new development responds positively to the public realm, and contributes to an enhanced urban environment in Horsham North. Establishing effective and appropriate place-based design guidelines will provide a clear basis to guide development.

This is proposed to be a short term action.



Proposed streetscape improvements - New bus shelters and bicycle lanes



Proposed redevelopment of Dudley Cornell Reserve with active edges



Proposed redevelopment of parkland with enhanced edge conditions

Strategy 2.3: Enhance edge conditions to planned landscape/recreation corridor [CMI reserve] (see Precinct 05)

Purpose/intent:

A landscape plan has been prepared, and implementation commenced, for the landscape corridor at the east end of Horsham North, known as CMI Reserve. Implementation to date includes a new playground, and community vegetable garden.

This landscape plan is strongly supported, but the outcomes could be strengthened by improvements to the edge conditions of the landscape area. The existing conditions are dominated by back fences to adjoining houses, making the space feel isolated, quiet, disconnected and unsafe. Through targeted redevelopment, these edges may be improved to facilitate passive surveillance and active, open edges to a valuable community open space asset.

Action 2.3-A

Encourage new street connections to provide a more integrated movement network and higher levels of accessibility and permeability.

A new street link from the existing entry to the CMI Reserve car park into the existing residential area will run through the southern part of the landscaped corridor, but will provide an active movement link and strong connection into residential areas, integrating the open space with the development area.

This is proposed to be a long term action.

Action 2.3-B

Encourage redevelopment of existing residential properties which 'back onto' the landscape corridor, at the appropriate time.

If circumstances (ownership, condition) allow redevelopment of some or all of these properties, new development should provide for 'dual aspect' residential buildings, which face both the street and the landscape reserve.

This is proposed to be a medium term action.

Action 2.3-C

Continue implementation of the planned landscape area within the CMI Reserve, including community facilities, vegetable gardens, planting and play areas.

The established plan should continue implementation to provide a high quality recreational and productive asset for the community.

This is proposed to be a short term action.

Strategy 2.4: Streetscape improvements

Purpose/intent:

As discussed above, the urban environment in Horsham North would benefit from physical improvements, including streetscape beautification, lighting and signage, pavement repairs and other initiatives. These improvements will help to enhance local pride and sense of belonging and 'ownership' of the area, but can be quite modest in scale and cost.

Action 2.4-A

Establish an ongoing program of streetscape improvements across the urban area of Horsham North.

A planned, ongoing program of streetscape improvements across the area will demonstrate a continual process of upgrades and expenditure, and a commitment to 'bringing the area up to speed' with other parts of Horsham.

This program should include street planting, pavements, lighting and signage, and other street furniture, designed for visual consistency, quality and durability. Key connection routes should be prioritised, as discussed in Direction 3 below.

This is proposed to be a short term action.

Action 2.4-B

Ensure that maintenance and repairs are carried out in an organised and rapid manner, in response to any damage.

Any physical improvements should be accompanied by an effective, 'immediate response' maintenance program, to ensure that any damage is quickly repaired. This demonstrates a commitment to maintaining quality and protecting community assets, and to defeating any efforts at wilful damage.

New fixtures such as street furniture and lighting should be selected for durability and to minimise maintenance requirements.

This is proposed to be a short term/ongoing action.

DIRECTION 03: Improving Accessibility

Direction 03

Improving accessibility

Rationale

Accessibility has been identified as a key issue for the Horsham North community, including movement within Horsham North, and to other parts of Horsham and beyond. Conditions for walking and cycling are generally quite poor, and public transport services are limited, with unsatisfactory facilities and bus stops.

The provision of effective transport alternatives to the private car is vital for Horsham North, because of relatively low car ownership rates, and the need to facilitate more sustainable travel.

Further, the relatively short distances within Horsham North, and to central Horsham, and the flat landscape and wide streets with generally low traffic volumes, provide an ideal base for encouraging walking and cycling in the urban area.

Strategy 3.1: Identify key routes for pedestrian and bicycle movement, and enhance the amenity, safety and appearance of these routes

Purpose/intent:

The identification, enhancement and promotion of key “green way” routes along Kalkee Road, Edith Street and Albert Street, with improved conditions for safe and comfortable walking and cycling, will focus people movement to these routes, which will further enhance the sense of safety and activity. These routes will contribute to the effective re-integration of Horsham North with central Horsham.

Action 3.1-A

Develop and promote ‘green ways’ on Kalkee Road, Edith Street and Albert Street

The ‘green way’ concept relates to both sustainable travel (emphasising walking and cycling, as well as public transport), and a green environment, through new street trees, landscaping and water sensitive urban design (WSUD).

Kalkee Road, Edith Street and Albert Street are identified as key north-south and east-west connectors, with sufficient width to accommodate high-quality streetscape improvements including pedestrian and cycling infrastructure.

Further, these ‘green way’ streetscape treatments should extend across the railway line beyond Horsham North, to emphasise continuity and integration across Horsham. New/modified bus routes should also focus on these streets.

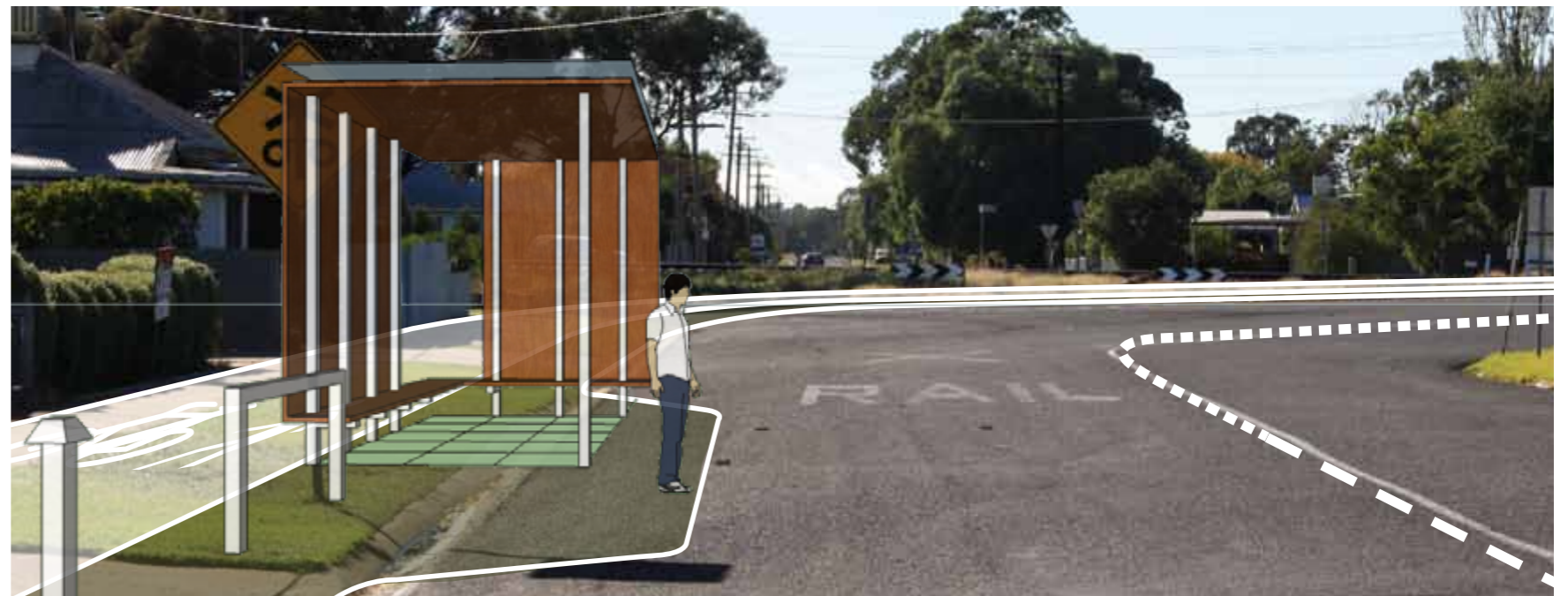
This is proposed to be a medium term action.

Action 3.1-B

Incorporate traffic calming devices to these “green way” streets and other key routes, to limit speeding and ‘hoon driving’ on the straight, wide local streets.

Initiatives such as kerb outstands, road narrowing, raised pedestrian crossings and alternate paving treatments should be incorporated as traffic calming devices, particularly focussing on key pedestrian and cycle connector routes.

This is proposed to be a medium term action.



Strategy 3.2: Create new street connections/links, focussing on Office of Housing area (see Precinct 05)

Purpose/intent:

Horsham North's primarily grid-based street structure provides for high levels of permeability and urban legibility for pedestrians. That is, grid-based, rectilinear streets (rather than circuitous, complex layouts) are easiest to navigate, and provide multiple choices of access routes through the area.

However, the primarily Office of Housing area, located north of Edith Street and east of Winifred Street, contains curvilinear, circuitous streets with multiple culs-de-sac or 'dead ends' and limited access points to the wider street network, so restricting movement and access.

Opportunities to reconnect these streets should be investigated and implemented where/when practicable. This action will require acquisition and demolition of a small number of existing houses, to allow connection of currently disconnected streets, but will result in much higher levels of accessibility and integration of this area within wider Horsham.

Action 3.2-A

Where/when appropriate, acquire identified residential properties and ensure affected residents have access to alternative secure accommodation, to allow removal of properties and creation of new street connections, at key locations.

New street connections will help the area north of Edith Street and east of Winifred Street to transition from an enclosed, isolated part of Horsham North, to a more integrated, interconnected and accessible urban area.

The new connections may also allow the creation of new 'pocket parks' alongside the new street links.

This is proposed to be a long term action.

Strategy 3.3: Install bicycle lanes on local streets

Purpose/intent:

Horsham North's wide streets, grid-based street network, low traffic volumes and flat terrain, as well as the relatively short distances, provide ideal conditions for local cycling access. The provision of demarcated cycle lanes on a range of streets will provide for safer cycling, while also helping to promote cycling as a legitimate transport option.

Action 3.3-A

Install separate, 'Copenhagen-style' bicycle lanes on key routes, including Kalkee Road, Edith Street and Albert Street.

A 'Copenhagen-style' bicycle lane is physically separated from vehicular traffic by a level change (kerb) and on-street parking areas, so is located adjacent to the footpath, and clearly marked for cyclist use. These lanes may be two-way on one side of the road, or one way on each side of the road.

This approach represents 'best practice' in on-road cycle lanes, and should be implemented as part of the "green ways" program on Kalkee Road, Edith Street and Albert Street.

This is proposed to be a medium term action.

Action 3.3-B

Install demarcated cycle lanes on other local streets

Simple 'painted white line' bicycle lanes can be installed on local streets easily and at low cost, and will provide a demarcated space on the street for cyclists.

This is proposed to be a short term action.

Action 3.3-C

Encourage local cycling through Council-run events and programs

Events such as "Ride to School/Work Day", "Car-free days" and organised local/regional bike rides, and programs such as bike giveaways or free repairs, will encourage cycling as a recreational pursuit, and help residents to 'discover' the potential for cycling to school, work, shops etc.

This is proposed to be a short term action.

Strategy 3.4: Improve footpath conditions

Purpose/intent:

The poor condition of footpaths in Horsham North has been identified as a key issue affecting accessibility and the perception of the area. Encouraging and facilitating walking as a transport mode will require the short-term improvement of streetscape conditions, with pedestrians as the priority.

Action 3.4-A

Implement footpath pavement repairs as part of an ongoing streetscape improvement program, focussing on key routes and priority locations.

Repair or replace footpaths along major local streets where required. Widen footpaths where possible, to encourage social walking. Ensure consistency of materials and finishes.

This is proposed to be a short term/ongoing action.

Action 3.4-B

Establish an ongoing footpath maintenance program, to rapidly address ongoing issues or damage.

Ensure required maintenance is carried out in a timely, responsive manner, and contributes to the wider improvement program.

This is proposed to be a short term/ongoing action.

Action 3.4-C

Improve the pedestrian path network on local streets

Narrowing the side local streets by formalising the on-street parking spaces, providing on-road cycle lanes and intermittent kerb outstands for narrower pedestrian crossing points, will help to improve conditions for walking and crossing streets. Also consider new zebra crossings at key locations, such as near the planned Community Hub.



Example existing conditions

Strategy 3.5: Improve public transport connections to Horsham CBD and community facilities

Purpose/intent:

As discussed above, accessibility has been identified as a key issue for the Horsham North community, and the provision of effective transport alternatives to the private car is vital. Current public transport (bus) services and facilities in Horsham North are inadequate. Bus timetables are limited to weekday periods (not weekends or evenings) and services are infrequent.

Action 3.5-A

Review existing local bus services, with a view to implementing improvements, including routes, timetables, destinations, patronage and cost.

Identify existing shortfalls and issues with current services, and develop approaches to improvement.

This is proposed to be a short term action.

Action 3.5-B

Improve bus services and facilities for Horsham North

Implement improvements to services and facilities, including:

- Subsidised/free travel for seniors, concession holders and/or unemployed (as appropriate)
- Increased service frequency (minimum 30 minutes frequency)
- Expanded service hours, including early mornings, evenings and weekends, to support commuter travel and social activity
- Improved bus stop facilities, including seating, shelter and lighting, giving priority to key routes such as Kalkee Rd and Edith St
- Improved routes, to key destinations (supermarkets, library, city centre, sport and recreation facilities)

Also consider introducing a daily/weekly 'shuttle bus' that stops at key community facilities (supermarket, church, hospital etc.).

This is proposed to be a short term action.

Action 3.5-C

Improve the Rail Station environment

Improve the railway/Station interface by upgrading car park areas, signage and landscaping. Prioritise pedestrian/cycle links to/from the Station.

This is proposed to be a medium term action.

Action 3.5-D

Advocate for the re-activation of rail links to other towns

Currently the only passenger rail service stopping at Horsham is the Melbourne-Adelaide overland route. V/Line trains from Melbourne only extend to Ararat. It is suggested that opportunities to re-activate V/Line rail services to Horsham be investigated and implemented. When the railway line is re-aligned ensure that provision is made for passenger services to continue to Horsham.

This is proposed to be a short term action.



Existing conditions along Lynott St near level crossing



Proposed 'Safe-Places' along Lynott St

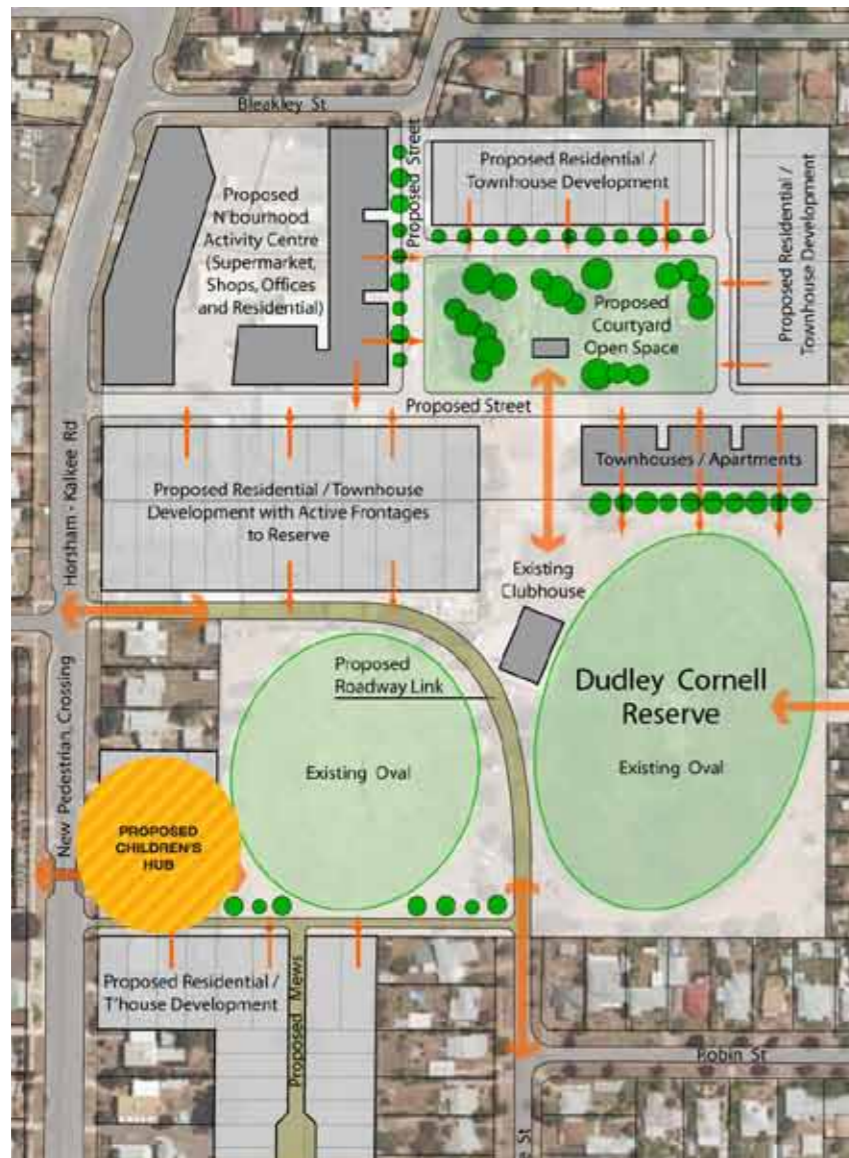
DIRECTION 04: Creating a Community Focus or 'Heart'

Direction 04

Creating a community focus or 'heart'

Rationale

Horsham Rural City Council, in conjunction with the Department of Education and Early Childhood Development (DEECD), is in the early stages of planning for a new Community Hub development, comprising redeveloped/relocated primary school for Horsham North, and other children's services and facilities.



Strategy 4.1: Deliver a new Children's/Community Hub development, comprising primary school, care services, MCH etc, as a focus for the Horsham North community (see Precincts 02 & 04)

Purpose/intent:

As the major new facility currently being planned for Horsham North, it is vital that the new Children's/Community Hub delivers excellent outcomes for the urban area, helping to generate activity, safety, pride, identity and 'sense of place' in Horsham North.

It is envisaged that this Hub will become a civic/community focus, forming a new 'heart' for this part of Horsham. In an area of serious disadvantage, isolation and long term neglect, the message of this development is, in many ways, as important as the function.

Action 4.1-A

Plan the Children's/Community Hub as a vehicle for local area regeneration.

The provision of new facilities, with high quality design and maintenance, can create a community 'heart' or central focus, which signals a new start for Horsham North, and a new commitment to quality, service provision, safety and sustainable growth in the area. The Hub could provide a broad range of services and activities, to assist with 'grassroots' regeneration activities in the area.

By locating the Children's/Community Hub adjacent Dudley Cornell Reserve, it is possible for the development to become the impetus that starts the process of reinvestment in the area. The Hub will become a key attractor for the area, and the co-location of services and other new developments in the vicinity will assist in creating the new heart of the community. As show in the concept drawings, potential exists for private development of new facilities and housing to leverage off of this new facility.

This is proposed to be a short term action.

Action 4.1-B

Design the Hub as a highly visible 'beacon' and landmark.

To contribute effectively to broader urban regeneration, and to become a new civic 'heart' for Horsham North, the Hub should be located and designed to be highly prominent and visible in the urban area, 'standing out from the crowd'. A new, contemporary and well-designed development will attract the full spectrum of community members to utilise the facilities.

This is proposed to be a short term action.

Action 4.1-C

Integrate other uses within the Hub, such as a commercial café, community action centre, meeting rooms, community kitchen, playground and outdoor urban plaza.

A diverse mixture of uses within the Hub will help it to become a civic 'heart', attracting the full range of community members to use the facilities, and broadening its role from just an educational facility, to a vibrant, enjoyable urban centre of activity.

Land to the north of Dudley Cornell Reserve may also benefit from the increased activity levels generated by the construction of the Children's/Community Hub. This land may be developed for a range of commercial and residential uses that will further improve the role of this area as the new focus for Horsham North.

This is proposed to be a medium term action.

DIRECTION 05: Place Making

Direction 05

Place Making

Strategy 5.1: Turn the existing Rail Corridor into a gathering place for the Horsham community. (see Precinct 03 & 04)

Purpose/intent:

This key area will become the key focus point for Horsham North and wider Horsham. Through considered urban design, siting, configuration, and a range of new activities and uses, the area will become an effective vehicle for the re-integration and urban renewal of Horsham North. The area now occupied by the rail line and its freight handling and other associated uses will be transformed into a place to go for recreation, socialising, and community activities. These activities will be supported by a range of new uses to be introduced to the area, which may include café, bicycle hire, a Men's Shed, BBQ and picnic areas, and other business that would support the role of the area as a place to gather. The area may also include some small scale medium density housing.

Action 5.1-A

Create a public open space area along the existing rail corridor, including the existing freight handling area, that includes areas for active and passive recreation opportunities for all times of the year, adds to Horsham's network of pedestrian and cycling path, potential for new residential development, and appropriately scaled commercial development that will support these new activities.

As the rail corridor currently has the barrier effect of separating Horsham North from the remainder of the city, turning it into an area that attracts and engages people, allows for easy and pleasant movement through and across the area, and provides linkages with other areas of the city, will help to revitalise this area, filling in a prominent gap in the urban fabric. The creation of this place should signal a positive change in Horsham North, and 'bridge the divide'.

Key considerations for development of an activity place on railway land include:

- Potential land contamination, from previous or adjoining land uses
- Dangerous pollution from nearby land uses
- Noise and vibration from passing trains and adjoining land uses
- Safety and accessibility, regarding adjoining roads and railway lines
- Requirement to purchase or lease land, probably from VicTrack
- Relocation of the rail line
- Managing potential conflicts between the proposed new activities and the rail line in the intervening period
- Integrating residential and complementary commercial activity within the redeveloped area

Some of these issues will require site investigations during the early project planning phase, to determine an appropriate site. Others can be addressed through effective architectural design.

Key benefits from creating an activity place in the railway corridor include:

- Forming a positive, new gateway gesture at a key entry point to Horsham North
- Accessibility from across Horsham North, and from other parts of Horsham
- Visibility from central Horsham, inviting visitation, activity and exploration
- Opportunity to incorporate new and enhanced pedestrian connections using the railway corridor
- Bringing people towards central Horsham, becoming more a part of the town
- Increasing amenity of adjoining streets, through new frontages onto a new people oriented area.
- Improving the image and perception of Horsham North, through a prominent, contemporary development at a highly visible location
- Improving access to open space for a large area of the city
- Creating a major east west pedestrian and cycle connection for the northern area of the city (once the rail line has been removed).

This is proposed to be a long term action.

Action 5.1-B

Instigate an effective project development process, with a Project Manager and skilled and experienced team.

The project process should incorporate the following key stages:

- Site investigations and confirmation
- Briefing and determination of requirements for long-term sustainability
- Urban Design – siting and configuration of buildings, including entries, frontages, connections and open spaces
- Detailed design and documentation
- High quality construction

This is proposed to be a short term action.

Action 5.1-C

Ensure that the design of the various components of the area are appropriate to the place, its purpose and context.

The redevelopment of the area must deliver on a range of strategic initiatives that make best use of the land and its locality. The redeveloped rail corridor must create an area which:

- Is highly visible from the north and south
- Is accessible from the north and south
- Can be open to the east and west once the rail line is removed
- Is open and welcoming, not concealed or hidden away
- Has a substantial, positive, active frontage to major roads/streets
- Has significant potential for future expansion
- Incorporates enhanced pedestrian crossings over the railway corridor
- Makes a strong, positive statement to visitors/residents on arrival in Horsham North – about a forward looking, changing place and community
- Creates a place that caters to the needs and aspirations of the community

This is proposed to be a medium term action.



Existing conditions along Edith St near level crossing



Proposed 'Safe-Places' along Edith St

DIRECTION 06: Improving safety in the public realm

Direction 06

Improving safety in the public realm

Rationale

Safety in the public realm in Horsham North has been identified as a primary issue, affecting local residents' health, accessibility, sense of isolation, life opportunities and choices regarding school, work and social activity.

Many or most of the initiatives in this UDF are aimed at increasing levels of safety in streets and spaces, through direct or indirect initiatives, but there are opportunities for specific initiatives to demonstrate a commitment to facilitating safe movement for residents.

Strategy 6.1: Create "Safe Places" for meeting and waiting

Purpose/intent:

Issues with safety in the public realm, and the difficulty of accessing facilities in other parts of Horsham, suggest the need for 'meeting points' or facilities where residents can meet together, or wait for public transport, in a safe environment.

Action 6.1-A

Create a series of "Safe Places"

These Safe Places should be carefully designed with CPTED (Crime Prevention Through Environmental Design) principles and latest technologies, and may comprise:

- Sheltered space and seating
- Effective lighting
- Emergency on-call security system / CCTV
- High levels of visibility and visual openness
- Public transport information
- Regular monitoring and maintenance
- Direct overlooking from nearby houses and other buildings

These should be located at key intersections and streets, for easy access from a local residential catchment, and direct proximity to transport services.

This is proposed to be a short term action.

Action 6.1-B

Encourage local 'ownership' and protection of Safe Places

There may be opportunity to encourage key local residents to take 'ownership' and care of these new facilities, if located close to their homes, as an approach to community-based responsibility and supporting local pride of place.

This is proposed to be a short term action.

Action 6.1-C

Encourage pedestrian movement to focus on key routes in the short term, to concentrate activity and movement

The identified "green way" connector routes of Kalkee Road, Edith Street and Albert Street should be promoted as key pedestrian movement spines, which link into all other streets. In this way, pedestrian activity can be concentrated on these streets, to increase safety levels here.

This is proposed to be a short term action.

Strategy 6.2: Activate key edges to streets and open spaces, and increase activity levels on local streets

Purpose/intent:

Active edges to streets and spaces are created by buildings with visible entries and frontage windows, allowing 'eyes on the street' or passive surveillance, and visual interaction between the public realm and internal spaces. This condition increases the presence of other people, and so helps to increase perceived and actual safety.

Action 6.2-A

Ensure all new development has a positive impact on the public realm

Ensure that new development provides positive frontages to the public realm, to encourage passive surveillance and visual interaction. This may be achieved through prominent, visual entries, large windows at ground floor level, and other design devices to make internal activity visible from the public realm.

This is proposed to be a short term/ongoing action.

Action 6.2-B

Encourage medium-density residential development within the established urban area of Horsham North

Increased residential development and local resident population will result in increased activity levels, and therefore greater safety levels. More people make a place feel busier, more vibrant, and safer.

New residential development should focus on established urban areas, rather than urban expansion necessarily, to 'fill the gaps' and concentrate activity in a defined area, supporting walkable access.

This is proposed to be a short term/ongoing action.

Strategy 6.3: Provide high-quality, contemporary youth-focussed facilities in Horsham North

Purpose/intent:

The provision of youth-focussed facilities or other youth-specific recreation opportunities, demonstrates a commitment to and respect for young people in the local area, and may result in a safer public environment (less boredom, vandalism, anti-social behaviour, resulting from increased opportunities for social behaviour).

In other locations, such as the new youth space in Geelong, an investment of a high quality facility in a prominent, valuable location, has been responded to by respect and care for the facilities by the young people using them. This type of contemporary facility can provide opportunities for physical exercise, social interaction, performance, events and gatherings, and a positive place for young people to 'hang out'.

Action 6.3-A

Expand the role of the North Gym facility on the current Primary School site, as a contemporary fitness facility, with associated running tracks and other outdoor facilities.

By developing a contemporary recreation facility which appeals to young people, and provides a range of services and recreational opportunities, the health of local youth may be improved.

This is proposed to be a short term/ongoing action.

Action 6.3-B

Investigate the potential to develop a youth recreation space / facility in Horsham North

A new youth-focussed facility should be located close to one of the identified "green way" connector routes (Kalkee Road, Edith Street and Albert Street), and should be prominent and highly visible. Further, the design and location must be demonstrably inclusive, and in a location which is integrated with all other activities.

This is proposed to be a short term action.

DIRECTION 07: Improving the 'Image' and Perception of Horsham North

Direction 07

Improving the 'image' and perception of Horsham North

Rationale

Horsham North's negative image and perceptions of Horsham North as a poor, unsafe place that should be avoided, is recognised as a primary issue affecting its future development. Achieving positive change in the image and perception of this area is therefore a key outcome for the implementation of this project, and is vital to achieve effective and sustainable urban renewal.

Strategy 7.1: Identify and develop a new strategic role for Horsham North, as a vehicle for urban renewal

Purpose/intent:

What will Horsham North become?

Identifying an agreed Vision and future role for Horsham North will provide a strong basis for change, towards an ultimate goal. This vision and strategic role should encompass economic, social, cultural and environmental considerations, in response to local opportunities, and should provide a clear 'driver' for change in the area. It should seek to answer:

Action 7.1-A

Officially 'remove' the title Horsham North, replaced by simply "Horsham", or: identify a new name for Horsham North.

An official name change can signify broader changes and new directions. A new name may be based on historic/cultural references, or could be a more modest change, such as "New Horsham" (like New Gisborne, or the New Gorbals, UK). Extensive and effective community participation should inform and drive this process.

This is proposed to be a short term action.

Action 7.1-B

Develop a bold, forward-thinking and 'big' vision for the future of this part of Horsham

Through effective and comprehensive community consultation, in Horsham North and other areas of Horsham, as well as other consultation and strategic planning, a Vision should be developed, to guide future development and confirming what this urban area will become in the future. Community support and 'buy in' is essential, as is thinking big.

The aims established for the Horsham Community Action Centre (HCAC) are strongly supported. These are:

- Address issues of service fragmentation
- Enhance the strengths of the Horsham North community
- Enhance capacity to attract outreach services
- Enable sharing of infrastructure / resources
- Provide a community focal point
- Provide opportunities for sustained service provision of education, training, well-being and safety
- Build the skills, knowledge and capacity of community members
- Provide a welcoming and supportive and non threatening meeting place; and
- Enhance the links between Horsham North and the broader community

Many of these aims are inherent in the Directions, Strategies and Actions set out in this Urban Design Framework Report.

This is proposed to be a short term action.

Action 7.1-C

Develop a series of Actions or "Terms of Reference" to guide progress towards the Vision

An effective Vision must be accompanied by an appropriate implementation strategy, providing a clear 'road map' to achieving the preferred future for the area. This strategy should commence with immediate, short-term initiatives and progress to longer term actions.

The residents of Horsham North have established an outline for the next few years, describing the preferred future for the area, in the form of an Action Plan. The numerous Actions fall under the following themes:

- Horsham North 'A great place to Live'
- Horsham North 'A great place to Learn'
- Horsham North 'A great place to Play'
- Horsham North 'A great place to Work'
- Horsham North 'A great place for Families'
- Horsham North 'A place that is friendly to the Environment'

Again, the contents of this UDF reflect these Themes.

However, this UDF also takes a longer-term view, and envisions more substantial change and development, while maintaining the valued characteristics and community strengths which characterise Horsham North today, and continuing to respond to the established themes (above) for community action.

This is proposed to be a short term action.

Strategy 7.2: Promote/publicise the new role within Horsham and beyond

Purpose/intent:

Communication is key to changing perceptions of a place. Notifying residents across Horsham and beyond of the new direction and changes underway will begin to change residents' image of Horsham North, and may help to mobilise 'on the ground' support for key initiatives

Action 7.2-A

Design, create and distribute newsletters, emails, website and other publicity materials on a regular basis, to communicate and promote the changes taking place in Horsham North.

This communication activity must take place within Horsham North, and across wider Horsham and nearby locations. Recent reference examples include:

Canvey Island, near London, UK
<http://www.canveycomesalive.co.uk/>

This is proposed to be a short term/ongoing action.

Action 7.2-B

Conduct events and announcements to communicate the changes underway in Horsham North

Events and gathering in Horsham north can become vehicles to signal and communicate the area's new role and position in the town and wider region.

This is proposed to be a short term/ongoing action.

DIRECTION 08: Generating Economic Activity in Horsham North

Direction 08

Generating economic activity in Horsham North

Rationale

Horsham North accommodates some business activity in the southern areas close to the railway line. This area, however, will likely undergo a great deal of change in the level of business activity when the existing rail freight and logistics activities move to the newly created Wimmera Intermodal Freight Terminal Precinct (WIFTP). There is also a limited amount of local convenience shopping available in the area.

The potential exists to create a new mixed use commercial and residential precinct adjoin the Children's/Community hub adjacent Dudley Cornell Reserve. Development of this nature will assist in increasing the activity levels in this new focal point for Horsham North.

Economic development can bring multiple benefits to an urban area, including improved access to shopping for food and other goods, employment opportunities, meeting and social interaction, and enjoyment. Increased business activity will make the area more active, vibrant and busy, creating a better 'feel' in the area.

Strategy 8.1: Reinvestment and Employment

Action 8.1-A

Create a Mixed Use commercial and residential area north of Dudley Cornell Reserve and the Children's Hub.

To further establish the Dudley Cornell Reserve area as the new focal point for Horsham North, the establishment of new commercial centre to service the neighbourhood, along with opportunity for medium density housing fronting onto the reserve should be pursued. This new development should provide an active frontage to the reserve, as well as integrate with the proposed Children's Hub.

This is proposed to be a medium term action.

Action 8.1-B

Identify opportunities for retail to support the function of the redeveloped rail corridor.

The redeveloped rail corridor will become a focus of social, cultural and recreational activity for the whole Horsham community. This new role will be supported by subordinate commercial activity that will service that function, such as café, bicycle hire, BBQ and picnic areas, and other business that would support the role of the area as a place to gather.

This is proposed to be a medium to long term action.

Action 8.1-C

Encourage businesses to (re)locate in Horsham North

New business activity will provide several benefits to Horsham North, including a more diverse, developed urban area, local employment and training opportunities, increased activity levels, and spin-off benefits for other businesses, such as shops and cafes.

This is proposed to be a medium term/ongoing action

Action 8.1-D

Encourage the rezoning and redevelopment of current and former industrial areas within the urban area of Horsham North, especially along the railway corridor.

Existing industrial areas add to the barrier condition and separation between Horsham North and other parts of Horsham. These areas also blight the visual landscape, and leave gaps in the urban fabric or an otherwise predominantly residential area. Rezoning and redevelopment will address this issue, and lead to a new 'frontage' for Horsham.

Ensure all new development addresses/improves streetscapes through positive frontages.

Encourage new clean, advanced industries (such as energy technology or clean production/manufacturing) to locate in existing industrial areas.

This is proposed to be a short term action.

Strategy 8.2: Retail

Action 8.2-A

Council to investigate the feasibility of a new retail based development (local activity centre) in Horsham North focused on convenience based shopping, or preferably a supermarket (possibly small size).

This is proposed to be a short term action.

Action 8.2-B

Encourage the development of a small-scale retail convenience centre on Kalkee Road.

This is proposed to be a medium term action.

Action 8.2-C

Encourage an activity centre (retail/commercial) development on the current VicRoads/GWM Water/AH Plant Hire sites, with the primary frontage to Kalkee Road.

This is proposed to be a medium term action.

Action 8.2-D

Encourage existing activities and events to locate in Horsham North

Key events on Horsham's calendar can be used as vehicles for re-integration, by encouraging these events to locate partly or fully within Horsham North, bringing people into the area, and demonstrating support for the area.

Existing Horsham events such as Farmers' Markets, annual celebrations and community gatherings should be located within the Horsham north area, perhaps temporarily, to help to bring people into this area, and to introduce the changes underway. Events and communal gatherings can help give places a new image, encouraging residents to view the places differently.

A range of community programs that are currently delivered throughout Horsham should be encouraged to take place in Horsham North, and the redeveloped rail corridor.

This is proposed to be a short term/ongoing action.

Action 8.2-E

Develop new events for Horsham North and wider Horsham, which focus on and celebrate ongoing changes in the area

Programming for events, gatherings and entertainment and is an important aspect of public space design and management, as well as communicating a new image and role for a place. In terms of this UDF, events could be programmed for the Dudley Cornell Reserve, current Primary School site (when the school is relocated) or by closing off key streets temporarily.

Another highly successful event can be a "Ride to Work/School Day" or "Car-free Day", where residents are encouraged to try cycling, walking, running and recreation, through temporary limitations on car traffic. This helps to introduce people to other transport options, and in this case, to new "green way" connector routes or new streetscapes and bicycle lanes.

This is proposed to be a short term/ongoing action.

Strategy 8.3: Residential

Action 8.3-A

Encourage/facilitate new infill residential development within the urban area of Horsham North

Infill development should be encouraged, as it will lead to a more vibrant, active and diverse urban area. Infill development should be located especially where it can provide a benefit to exiting streets and open spaces, through enhanced active frontages, passive surveillance opportunities, and improved appearance and amenity.

This is proposed to be a medium term action.

Action 8.3-B

Encourage/facilitate new residential development north-east of the existing Horsham north area and south of Rasmussens Road

While new development on this currently vacant land can bring several benefits, as discussed above, such as increasing the population 'critical mass' and helping to improving the image of the area, development here may also further limit potential for infill development/consolidation within the established urban area, which can also bring many benefits.

The release of land for residential development should be carefully managed on a Horsham-wide basis. However, from an urban design point of view, it is suggested that infill development, if it can be made financially viable, is likely to bring greater benefit to the Horsham North area, than further, low-density development and dispersal.

This is proposed to be a medium term action.



Proposed shared path along Rasmussen Rd

DIRECTION 09: Improving Health and Recreation Opportunities

Direction 09

Improving health and recreation opportunities

Rationale

The community and stakeholder consultation process for this study identified various issues and concerns regarding health and physical activity in Horsham North. The current lack of local health facilities and services has been well documented, and is being addressed through other processes.

The combination of limited accessibility, safety issues and poor quality walking paths, limited residents' opportunities to engage in walking on local streets. Financial and transport constraints further limited access to recreational facilities, such as Horsham's aquatic centre and skate park.

The increased provision of local, accessible and free of charge recreational activities can provide great opportunities for encouraging physical activity and improved health, social interaction, youth-focussed and family-based recreation.

Strategy 9.1: Encourage new health facilities and services in Horsham North

Purpose/intent:

There are no dedicated health facilities currently located in Horsham North. Accessing facilities in other parts of Horsham can be difficult and challenging for some residents. Therefore new facilities within Horsham North should be encouraged, and should be co-located with other facilities, such as retail shops, community facilities (such as the children's hub) or education spaces.

Action 9.1-A

Encourage medical practitioners and/or health services to (re)locate in Horsham North, through planning or other incentives.

The location of health facilities within the local Horsham North area will provide increased accessibility to services, while contributing to a more established urban area, making it feel less isolated and neglected. Co-locating new medical facilities with other commercial or community spaces provides opportunities for residents to make multi-purpose trips to an activity centre, while also increasing activity around key locations in the area.

This is proposed to be a medium to long term action.

Action 9.1-B

Ensure that the Children's Hub has the capacity to host visiting medical specialists.

This is proposed to be a medium term action.

Strategy 9.2: Increase opportunities for active and passive recreation (see Precinct 01)

Purpose/intent:

The increased provision of local, accessible and free of charge recreational activities can provide great opportunities for encouraging physical activity and improved health, social interaction, youth-focussed and family-based recreation.

Increased physical activity and health brings many other benefits, improving energy, confidence, productivity and happiness.

Action 9.2-A

Redevelop the existing Horsham North Primary School site as a passive recreation space

The planned relocation/redevelopment of the Horsham North Primary School will provide an opportunity for new uses of the current site.

Developing the site as a passive recreation space would include the existing North Gym, along with new walking/jogging trails, outdoor exercise equipment, and passive open spaces.

This is proposed to be a long term action.

Action 9.2-B

Establish a new Shared Path connection alongside Rasmussen Road, linking the primary school site to the entrance to Police Paddocks.

This initiative provides a tangible and accessible connection between the urban area of Horsham North, and the significant recreation/conservation asset of Police Paddocks, creating an integrated ‘hub’ for passive recreation, and creating a strong link between the urban area and the Police Paddocks, especially for pedestrians and cyclists.

This is proposed to be a short term action.

Action 9.2-C

Establish new on-road cycling lanes/paths and improved footpaths.

New and improved street-based infrastructure will encourage increased walking and cycling, for recreation, access to local facilities, and travel to school and work. Infrastructure can greatly assist in establishing alternative modes as serious transport options.

This is proposed to be a short term action.

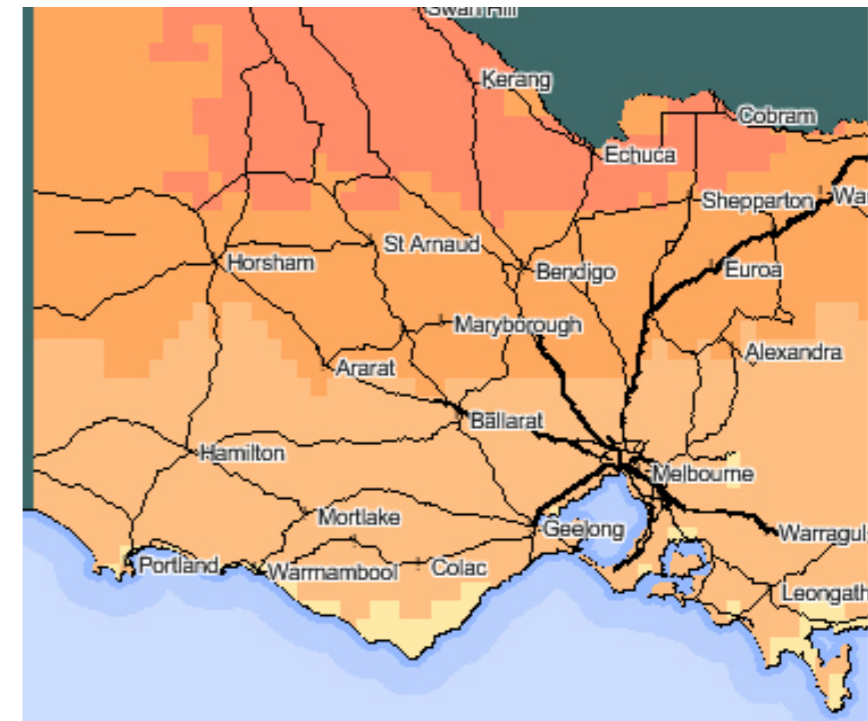
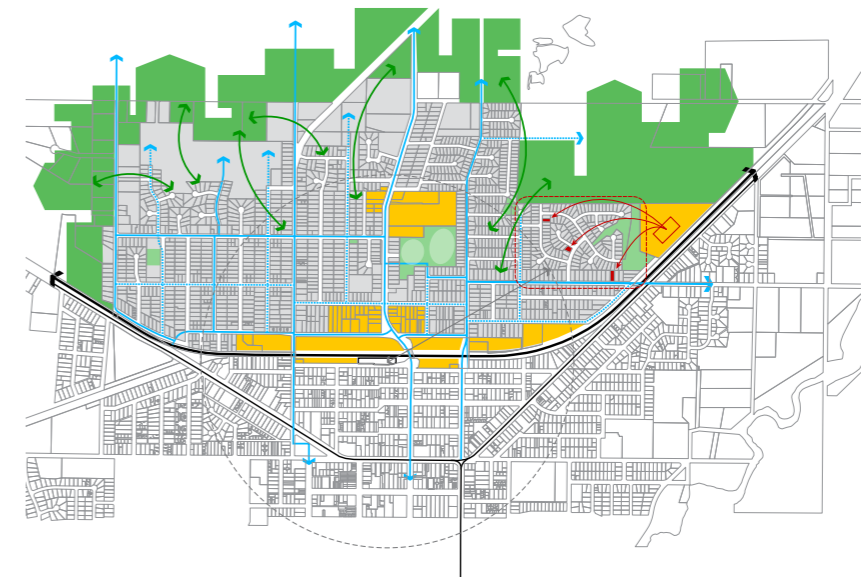
Action 9.2-D

Encourage the re-use and redevelopment of underutilised or unoccupied land close to the railway corridor, for recreation purposes, community purposes, residential purposes and a range of appropriately scaled commercial activities that will support those uses.

Redevelopment of underutilised land close to the railway corridor will reduce the barrier effect of this area in separating Horsham North from the remainder of Horsham, filling in gaps with new activity.

New development should enhance streetscape conditions, and encourage activation of the public realm, and seek to ‘infill’ the available land close to the railway line, to reduce the ‘gap’ between Horsham North and central Horsham.

This is proposed to be a medium to long term action.



Solar Map of Victoria. Source: Sustainability Victoria

DIRECTION 10: Working Towards a Zero Emissions Neighbourhood

Direction 10

Working towards a Zero Emissions Neighbourhood

Rationale

One avenue for achieving the objectives of Direction 6 'Improving the Image and Perception of Horsham North', including creating a new strategic 'role' for the area, is to incorporate the principles of sustainable urban design as a foundation for urban improvements and future development. Horsham North presents numerous potentials for becoming a leading, innovative sustainable town or 'demonstration project', including initiatives in Renewable Energy Generation, Sustainable Transport, Localised Food Production and 'Green-Collar' Employment.

Whilst these opportunities provide a substantial foundation for the long-term development of Horsham North as a sustainable neighbourhood, in the short-term, they may inform the basis of an application to the Sustainability Victoria 'Zero Emission Neighbourhoods' (ZEN) Grants and Assistance Program. Whilst such a program would be adjunct to the long-term goals of achieving sustainable environmental, social and economic outcomes for Horsham North, a successful application would provide the 'seed funding' necessary to kick-start key initiatives, such as electricity co-generation, tri-generation and/or third-pipe recycled water reticulation.

Therefore this Direction provides a series of strategic directions for working towards a leading, innovative, sustainable urban area in Horsham North and beyond. This approach is posited as an ideal, topical and locally-relevant potential new strategic role for the area.

The development of Horsham North as a demonstration 'Eco-Town' could encompass a broad range of urban regeneration initiatives, across environmental, economic and social categories, such as:

- Low-cost energy, through local production
- Expanded community agriculture, and education around healthy eating and sustainable farming
- Employment and job training, in high-technology industries
- Focus on sustainable, affordable transport
- Utilising local climate conditions to generate clean energy

Strategy 10.1: Sustainable Transport

Purpose/intent:

The development and encouragement of sustainable transport in Horsham north can provide several benefits, as follows:

- Reducing carbon emissions by providing attractive alternatives to car transport
- Reducing transportation costs for local residents
- Improving physical health outcomes
- Increased safety for pedestrians and cyclists
- Improved streetscape design and quality
- Potential to reduce 'hoon' driving through traffic calming

Action 10.1-A

Cycling infrastructure

Plan and implement a comprehensive bicycle network for Horsham North and wider Horsham.

Extend bicycle network to secondary streets

Provide sheltered bicycle lockers and hoops at Horsham Station and all community facilities and key destinations

Improve cycling and pedestrian connections to the Horsham town centre and key destinations

This is proposed to be a short term action.

Action 10.1-B

Pedestrian infrastructure

Extend and enhance pedestrian infrastructure (footpaths, street plantings, etc)

Provide rest facilities (seats, water bubblers) at key locations

Improve pedestrian-scale lighting, especially along key routes

Install a system of pedestrian way-finding signage

Improve pedestrian amenity through paving, landscaping, lighting and other initiatives

This is proposed to be a short term action.

Action 10.1-C

Bus services

Review bus routes throughout Horsham North, and connecting to central Horsham, to ensure adequate coverage

Review and extend bus timetables to support commuter and recreational trips, including:

- Increased frequency (30 minutes or less)
- Evening services
- Saturday / weekend services (all day)

Provide attractive, accessible and well-lit bus-shelters, including along the proposed "green ways".

This is proposed to be a short term action.

Strategy 10.2: Renewable Energy and Resources

Purpose/intent:

Investment in and development of infrastructure for renewable energy and resources will bring particular opportunities for Horsham North, and various potential benefits:

Benefits:

- Reducing carbon emissions through local, renewable energy generation
- Reducing energy costs for local residents

Potential opportunities:

- Electricity co/tri-generation at former CMI Foundry Site and other industrial uses located throughout Horsham North, to supply heat and cooling for industrial use, and energy for domestic and industrial use
- Solar electricity generation, in a centralised location
- Solar hot-water installation program for individual dwellings

Action 10.2-A

Electricity Co-generation / Tri-generation

Explore opportunities for electricity co-generation /tri-generation with industries in Horsham North.

This is proposed to be a medium term action.

Action 10.2-B

Solar electricity / Solar hot-water

Investigate feasibility of large-scale or centralised solar electricity production, perhaps integrated with the proposed Community Hub development. Promote and subsidise the adoption of solar hot-water systems to local residences

This is proposed to be a medium term action.

Action 10.2-C

Wind power

Investigate the feasibility of a large-scale wind power facility on the outskirts of Horsham North, and/or small-scale wind generation within the urban area.

This is proposed to be a medium term action.

Action 10.2-D

Third-pipe recycled water distribution

Investigate the feasibility of third-pipe recycled water distribution throughout Horsham North

Incorporation of third-pipe system with public water infrastructure (for parks and gardens) and proposed food production areas may reduce implementation costs

Consult with Grampians-Wimmera-Mallee Water (GWM Water)

This is proposed to be a medium term action.

Strategy 10.3: Food production and carbon emission offsets

Purpose/intent:

Horsham North benefits from an abundance of arable/productive land in close proximity to the urban area, forming a 'green-belt'. This area could be utilised for expansive 'urban farming', producing healthy, affordable food for local consumption, and a source of work and training for local residents.

Other related opportunities include collecting household food waste for reprocessing/fertilising, third-pipe recycled water distribution from Grampians-Wimmera-Mallee Water, and carbon sequestration through tree planting.

Action 10.3-A

Establish localised food production

Investigate opportunities to utilise agricultural land adjoining the urban area of Horsham North for local food production.

Establish community based programs for involving residents in food production, harvesting, exchanging and selling, including education and training opportunities for children and adults.

This is proposed to be a short term action.

Action 10.3-B

Establish food and garden waste reprocessing facility

Establish the collection of household (organic) and garden waste for commercial composting reprocessing

Collect farm waste for fertilising food production areas

This is proposed to be a medium term action.

Action 10.3-C

Tree planting and carbon sequestration

Engage local community groups in tree planting programs

Collect carbon credits for community (or private) programs, and measure the impact of local efforts

Establish replanting programs for the periphery (hinterland inc. police paddocks) and public domain (including recreation reserves and nature strips)

This is proposed to be a short term action.

Strategy 10.4: Providing 'Green-Collar' Employment

Purpose/intent:

New business activity and economic development is much needed in Horsham North, and will bring associated benefits including employment opportunities, training and education, and opportunities to 'clean-up' unsightly parts of the urban area, improving appearances, amenity and safety.

Action 10.4-A

Attract innovative 'green-industries' to Horsham North

Improve / remake the image of Horsham North through green-industry initiatives – encouraging sustainability-focussed business to locate in Horsham North, through incentives and synergistic planning.

Engage local young people by providing opportunities for 'green-collar' employment and training support (through TAFE, High School, etc)

Identify local and regional parties (private and public) that may be interested in establishing green-industries in Horsham North

Devise a strategy to encourage green-industries to invest in business development, local employment and training, as part of a business 'incubator' facility or regional program for sustainable economic development.

Consult with local education providers for training opportunities and synergies with prospective green-collar employers.

This is proposed to be a medium term action.