

Horsham South Emerging Option

Discussion Paper for Stakeholder Engagement

March 2020



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March 2020

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Council has identified that a strategic approach to plan for future development in Horsham South is needed. Unplanned and uncoordinated development has placed pressure on services and infrastructure and created land use conflicts and amenity impacts in some areas.

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What is the Horsham South Structure Plan?

Horsham Rural City Council has identified that a strategic approach to plan for future development in Horsham South is needed. Unplanned and uncoordinated development has placed pressure on services and infrastructure and created land use conflicts and amenity impacts in some areas.

Horsham Rural City Council is in the first stages of preparing a Structure Plan for the area of Horsham South. As part of the “Transforming Horsham” program (see Figure 1), the Horsham South Structure Plan is one of four priority projects to reshape Horsham over the coming decades.

The Horsham South Structure Plan will be a strategic document that establishes a shared vision and framework for future growth, development and character of Horsham South.

The Horsham South structure planning process is intended to:

- › Coordinate future subdivision and development.
- › Identify the zoning of land and the layout of roads and open space for the area.
- › Identify and facilitate the resolution of strategic infrastructure issues.

Strategies and recommendations of the Horsham South Structure Plan will align with Council’s strategic vision to ensure Horsham remains:

*‘a vibrant, inclusive community
to live, work, play and invest.’*

This Emerging Option plan is a precursor to preparation of a formal Structure Plan. The Emerging Option Plan identifies a general direction for planned growth and development and identifies key issues to be resolved in Horsham South.

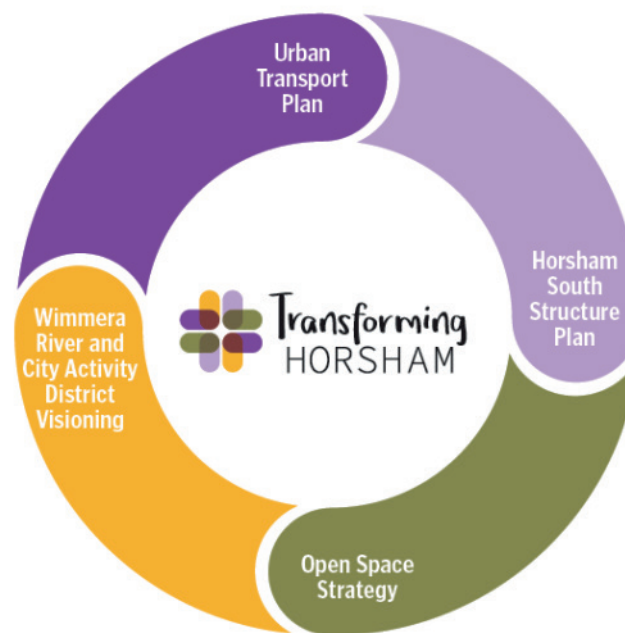


Figure 1 Transforming Horsham



The Emerging Option Plan identifies a general direction for planned growth and development in Horsham South.

Background

Horsham South and Haven are characterised by low density and rural living style residential development. Horsham South is home to the municipality's primary industrial areas, which are well located near the main roads of Henty Highway and Western Highway and provide significant employment for local residents. Protecting employment and providing rural living opportunities is of key importance to Council and the community.

A key feature of the Horsham area is the Wimmera River and the open space corridor along its banks that provide a valuable asset to the community. The river and adjacent area are a landscape of Aboriginal cultural heritage significance and any future development of the area needs to have regard to protecting the cultural heritage.

While the character of this area is valued, to date, there has been limited coordinated planning of the area. The unplanned development pattern has not allowed Council to strategically plan for infrastructure needs, particularly for sewerage and water. It has also placed pressure on Council services such as road maintenance and rubbish collection *and created landuse conflicts and amenity impacts in some areas.*

Growth has clearly been directed to the north of the Wimmera River reflecting the high level of service provision. The housing character to the north is older and smaller housing types, mostly detached houses, whilst the south of the river contains large scale modern homes and rural living is the dominant housing form around Haven.

Protecting employment and providing rural living opportunities is of key importance.

Whilst they are two distinct communities, residents and businesses to the north and south of the Wimmera River need to be connected to facilitate business and community relationships and for Horsham South residents to access community services.





These two distinct communities can be seen in the Local Context Plan (see Figure 2) on the following page. Horsham Central is characterised by a road network that provides a north, south, east and west grid in Central Horsham with radial connections focussed on Horsham Town Centre.

There is an openness and rural character in Horsham that continues into Horsham South. The Wimmera River provides the greatest open space network asset for the Horsham Rural City that is highly valued by the community.


The aim of Council is to now plan strategically for the area's growth so opportunities to maximise benefits for all the community are not lost, and development can occur in an orderly way. A Structure Plan will provide a long-term strategic vision and approach to ensure that it is well planned and serviced, and avoid the challenges associated with ad hoc development.

The aim of Council is to now plan strategically for the area's growth so opportunities to maximise benefits for the community are not lost.





DRAWING KEY

-  STUDY AREA BOUNDARY
-  2, 4 AND 6 KM CATCHMENTS FROM HORSHAM CBD
-  HORSHAM AIRPORT
-  WATERWAY

LAND USE

-  RESIDENTIAL
-  OPEN SPACE
-  PRIMARY ACTIVITY CENTRE
-  COMMERCIAL ZONE
-  INDUSTRIAL ZONE
-  SPECIAL USE
-  CENTRAL ACTIVITY DISTRICT

MOVEMENT

-  ARTERIAL ROAD
-  MAJOR ROAD
-  RAIL LINE
-  HORSHAM TRAIN STATION

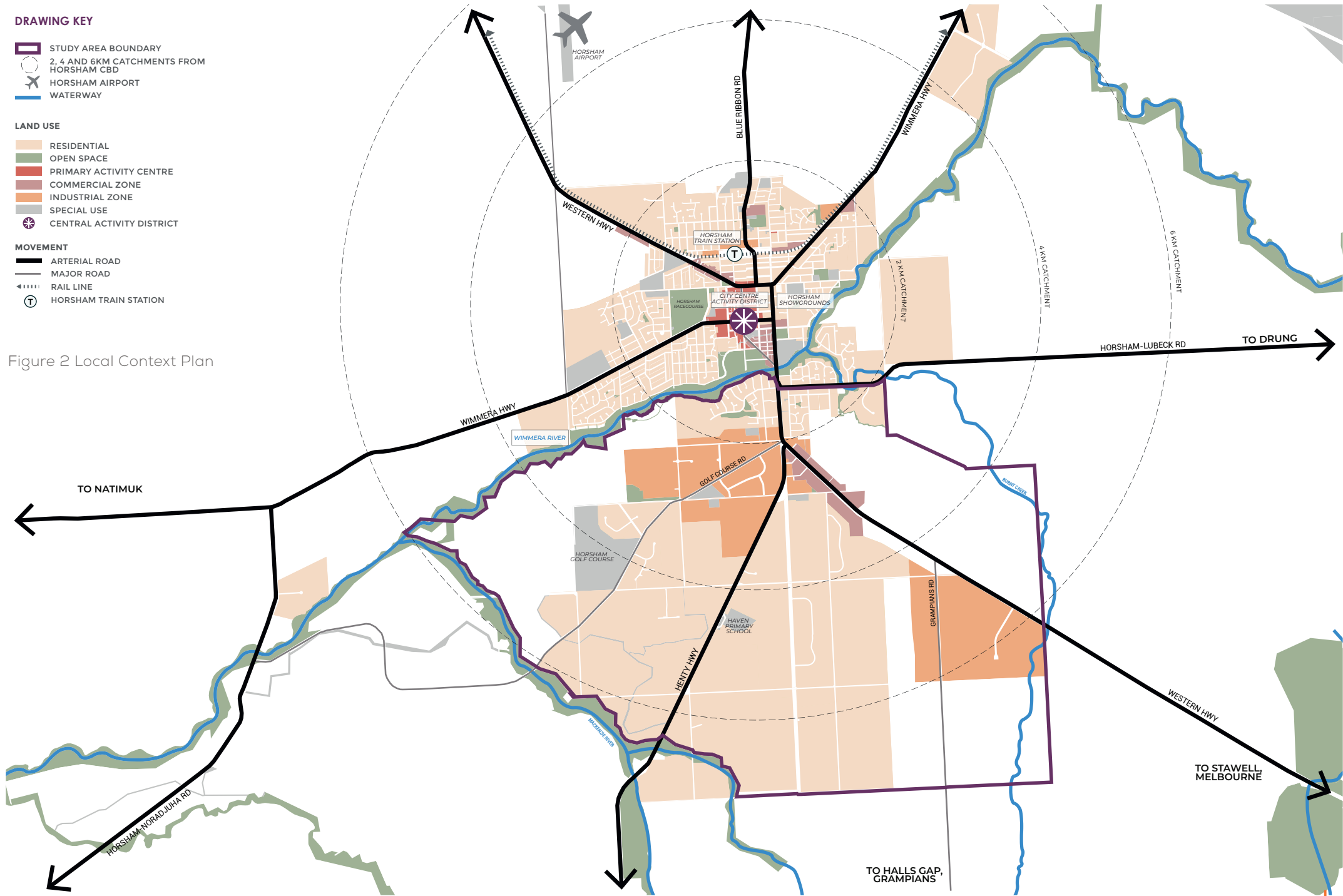


Figure 2 Local Context Plan

What is the Emerging Option Discussion Paper?

The Emerging Option Discussion Paper is a summary of feedback provided by the community on the Key Strategic Directions Discussion Paper for Community Engagement (November 2019).

Feedback to date comprised aspirational ideas and identified key issues. This paper sets out an emerging option plan for Horsham South in response to this feedback.

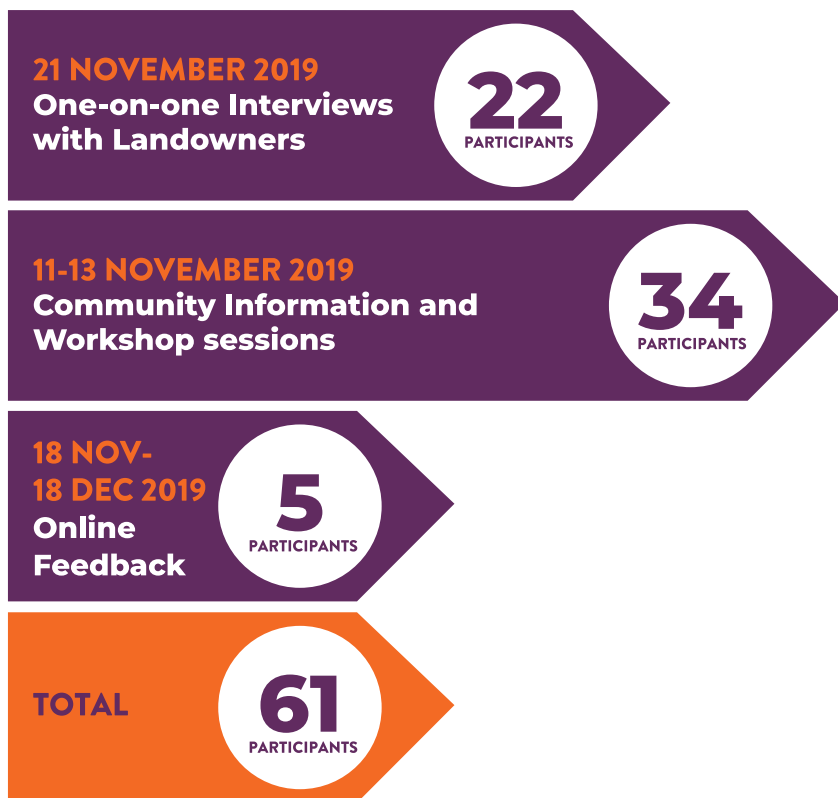
We will also explain next steps and opportunities for the community to engage with the development of the Horsham South Structure Plan moving forward.

Consultation methodology

A series of community information workshops and one-on-one interviews with landowners were held to start defining the Vision and help guide future development of the Strategic Directions for Horsham South.

The community also had the opportunity to submit their views via the Council feedback form in both hard and electronic versions.

Community consultation extended over 3 and half weeks (between 18 November 2019 to 13 December 2019) and attracted a total of 61 respondents across the various feedback methods as shown on the following page.



Key outcomes from this summary do not represent formal actions or a fixed proposal but instead will provide framework to guide preparation of the Horsham South Structure Plan.

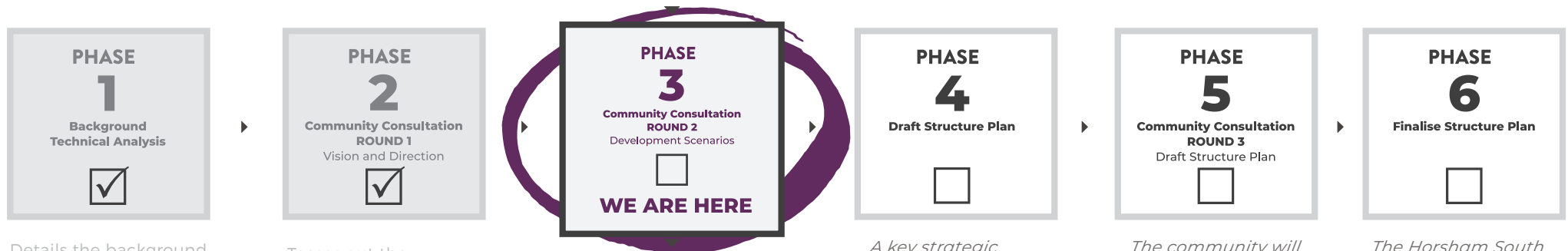
We will now be seeking your feedback on the emerging option plan.

This will form Phase 3 - Community Consultation (Round 2) - Emerging Option Report.

The engagement process will commence on 23 March 2020 and closes 5pm 18 May 2020 with further engagement activities with the community and other stakeholders occurring in Horsham on 21 April 2020 to 23 April 2020.

Where Are We Now?

The Horsham South Structure Plan comprises six phases:



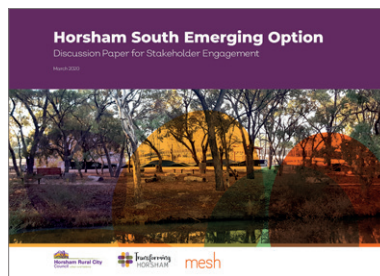
Details the background analysis of existing conditions and reviews previous studies to understand key issues in Horsham South.



Teases out the existing strategic work completed by Council, identifies trends within Horsham and sets the informal aspirations for Horsham South.



Explores key themes we heard from the community on the Vision and Strategic Directions in the form of an Emerging Option Plan. This plan will guide preparation of the draft Structure Plan.



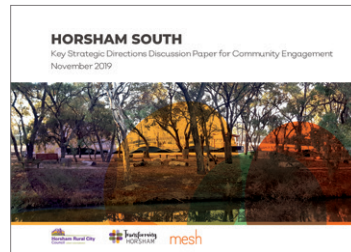
A key strategic tool to manage growth, facilitate change and guide infrastructure delivery in Horsham South, over the long term.

The community will be asked to provide comments on the draft Structure Plan prior to it being finalised.

The Horsham South Structure Plan will be updated to reflect the feedback from the community and will be implemented into the Horsham Rural City Council Planning Scheme.

What Have We Heard to Date?

PHASE
2
Community Consultation
ROUND 1



We received a number of valuable comments and a wide array of diverse and differing opinions in relation to the *Key Strategic Directions Discussion Paper for Community Engagement*.

Table 1 summarises the general comments received through surveys (online and written submissions), workshops and information sessions. Further details on the vision statement and the key strategic directions are explained in the next section.

Seven 'Key Themes' have emerged in response to the feedback received:

1. **Two distinct communities separated by the Wimmera River and the industrial precinct.**
2. **Support for increased residential densities that supports existing infrastructure.**
3. **Reduce land use conflict between the residential and industrial areas.**
4. **Insufficient connectivity impacting transport movement.**
5. **Maintain character preservation and celebrate Aboriginal cultural history.**
6. **Provision of community infrastructure to promote integration and accommodate future population growth.**
7. **Lack of servicing (water and sewerage) for new allotments.**

| Key Themes | What you told us? |
|--|---|
| 1. Two distinct communities separated by the Wimmera River and the industrial precinct. | Many highlighted two distinct communities in the Horsham area - there is the 'suburban' character north of the Wimmera, and in the growing area north of the industrial precinct, and the community around Haven, which is much more open and rural in character. Better connectivity between the two communities needs to be addressed so residents can access daily needs and shopping. |
| 2. Support for increased residential densities that supports existing infrastructure. | A diverse range of allotment sizes to accommodate a range of housing that maximises existing infrastructure was supported by many, however, retention of the low-density character of the area was also important. There was support for a diverse range of housing types such as 2-3-bedroom housing and an aged care facility to accommodate the growth of an ageing population. |
| 3. Reduce land use conflict between the residential and industrial areas. | There was consensus for the use of transitional interfaces and other design treatments to reduce land use conflict between the existing and future industry and residential areas. General to strong support for encouraging industries with heavy vehicle movements to establish at other industrial areas. Support for consolidating/rationalising Industrial land - especially undeveloped industrial adjoining/ surrounded by existing residential development. |
| 4. Insufficient connectivity impacting transport movement. | Access could be improved by more frequent bus services, better cycling and pedestrian links and to explore an alternative truck route for improved road safety. There was general support for the proposed extension of pedestrian and cycle links. There was mixed support for a second river bridge for local traffic only (no trucks) to integrate the north and south of Horsham and support emergency evacuations. Concern regarding potential amenity and connectivity impacts of an alternative truck route through Horsham South on residence. |
| 5. Maintain character preservation and celebrate Aboriginal cultural history. | Many valued the character and the culturally sensitive sites of Horsham and believe this should be preserved. |
| 6. Provision of community infrastructure to promote integration and accommodate future population growth. | There were a range of suggestions for the provision for an aged care facility, multipurpose hall, a recreational facility and an Aboriginal Cultural Centre within the area. |
| 7. Lack of servicing (water and sewerage) for new allotments. | Feedback identified land in Horsham South can be easily developed compared to the north Horsham however, there needs to be careful consideration of how further low-density subdivision can be serviced in terms of cost or the capability of the land to support septic systems. |

Table 1. Community Consultation - Key Themes

Testing the Vision and Strategic Directions

The Vision and Key Strategic Directions have been informed by background investigations and community and stakeholder engagement.

Revisions to the draft vision following the consultation have included a number of changes and additions to the Strategic Directions providing more clarity on outcomes for each direction.

Vision Statement

Throughout consultation, the vision statement was informed by three key strategic planning frameworks of:

- › **Do you share this vision?**
- › **Is there anything else you would add?**
- › **Is there anything you would remove?**

The vision for Horsham South has been developed based on community feedback to reflect key aspirations for a transitional urban form and the desire to create the Wimmera and Mackenzie River as a key landscape asset and a key link between central Horsham and Haven that promotes safe, attractive, accessible and connected networks.

As such, the emerging vision statement for the Horsham South is that:

Horsham South will develop in a holistic and coordinated way, to rectify a previous history of ad hoc development.

Planned development will accommodate the urban growth of Horsham, encourage the continued operation of important industries and will protect and enhance the semi-rural character of Haven.

GROWTH

Horsham South will grow as a community with a character that offers a transition (in terms of lot size, housing and streetscape character, industrial and commercial types) between the commercial and urban form of Horsham and the agricultural landscape.

The amenity and connectivity offered by the Wimmera and MacKenzie River will be extended into the community through additional open space and movement networks.

EMPLOYMENT

Employment will remain a key strength of the area, with industrial, freight and other commercial uses encouraged in key locations that have good transport connections and that minimise conflict with residential land use.

LANDSCAPE / HERITAGE

Landscape of Aboriginal heritage significance will be respected and celebrated and will form a key component of the identity of the area.

So too will the landscape's natural values, with development to the south managed to retain a sense of open space and semi-rural character and lifestyle appeal.

COMMUNITY

The future community will be well connected to Horsham, by road and pedestrian links, and will be serviced by well-located facilities to meet the local needs of the residents.

Growth will be carefully planned and delivered so as to ensure services and infrastructure are available to the community in a timely and cost-effective manner.

Whilst well connected to central Horsham, Horsham South and Haven will be recognised as having its own distinctive character and community.

It is intended that this draft vision will be developed, reviewed and tested as part of targeted consultation associated with this Emerging Option Report and broader consultation associated with the draft Horsham South Structure Plan.

This vision is delivered through a number of Key Strategic Directions and Desired Actions that relate to the urban form, interface between land uses, transport network, community facilities and services.

Strategic Directions

Five key directions have been shaped through consultation with the community and key stakeholders that supports the vision for Horsham South:

1.

COORDINATED GROWTH THAT RESPECTS THE EXISTING CHARACTER OF THE AREA.

Strategic Direction 1.

2.

APPROPRIATED INTERFACES BETWEEN LAND USES.

Strategic Direction 2.

3.

INTERCONNECTED TRANSPORT NETWORK THAT IS CONTINUOUS, SAFE AND EFFICIENT.

Strategic Direction 3.

4.

ACCESSIBLE SOCIAL AND COMMUNITY FACILITIES.

Strategic Direction 4.

5.

EFFICIENT USE OF EXISTING AND NEW SERVICES (WATER, SEWERAGE AND DRAINAGE).

Strategic Direction 5.

These directions will provide an overarching story and future direction for what the Horsham South Structure Plan should achieve and will guide the recommendations in the draft Horsham South Structure Plan.



Horsham Golf Course



Haven Primary School

These directions will provide an overarching story and future direction for what the Horsham South Structure Plan should achieve.





COORDINATED GROWTH THAT RESPECTS THE EXISTING CHARACTER OF THE AREA.

Strategic Direction 1.

community feedback

Key messages from the community were:

Many comments supporting allotments of 1-2 ha (minimum) to maintain the semi-rural character and open feel.

There was support diversity of allotments sizes around Haven (minimum 1 ha) and larger allotment sizes on the outer edges of Haven.

There was support for consolidation of development around the Haven Community Centre.

A number of respondents were in support of residential development around the golf course.

There were comments that 4 ha lots are too large to maintain and too small for farming uses.

Consistency in the residential subdivision pattern is important.

Many comments supporting the potential expansion of existing residential development along Wimmera River subject to flooding mitigation strategies.

There was minimal support for smaller residential lots south of the Industrial area.

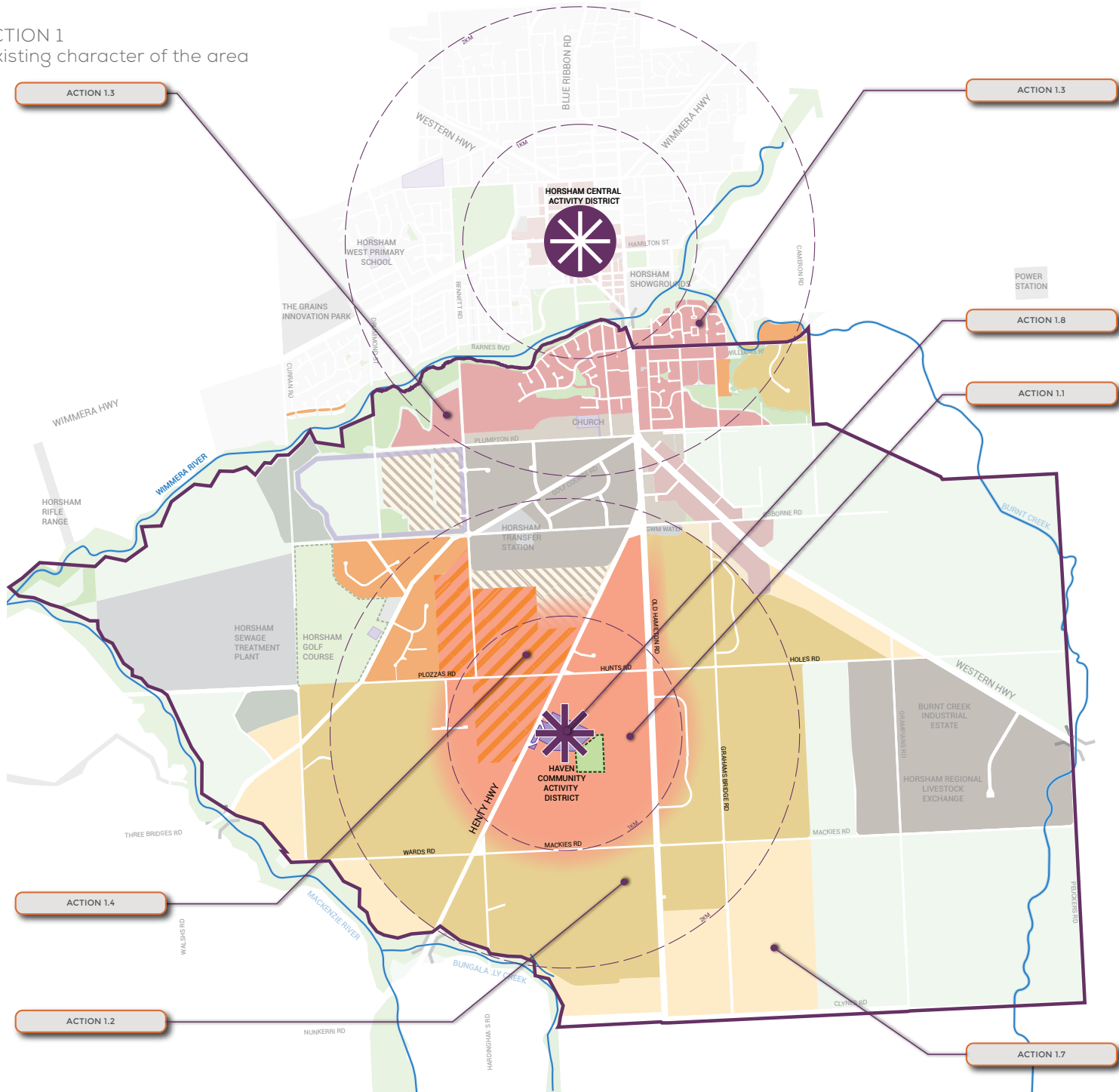
| Desired Actions | |
|-------------------|---|
| ACTION 1.1 | Support coordinated development of lifestyle residential allotments (approx. 1ha - 2ha) within 1km of the Haven catchment to ensure optimal use of community facilities and infrastructure. |
| ACTION 1.2 | Support coordinated development of rural living residential (approx. 2ha - 10ha) within 2km of the Haven catchment to ensure consistent residential subdivision pattern. |
| ACTION 1.3 | Encourage expansion of existing residential development in the urban area around the Wimmera River and Burnt Creek Precinct with consideration of flooding. |
| ACTION 1.4 | Investigate the potential subdivision of allotments less than 1ha north-west of the Haven Community Activity District. |
| ACTION 1.5 | Ensure new residential development contributes to the character of the area through streetscape treatments, coordinated subdivision pattern and protection of biodiversity. |
| ACTION 1.6 | Encourage provision of a range of housing options for a range of household sizes and forms. |
| ACTION 1.7 | Limit subdivisions and protect land for agricultural use outside the 2km Haven Catchment. |
| ACTION 1.8 | Protect the semi-rural character of Haven. |

Table 2. Strategic Direction 1 Desired Actions

Figure 3 STRATEGIC DIRECTION 1
 Urban form to reflect the existing character of the area

DRAWING KEY

-  STUDY AREA BOUNDARY
-  HORSHAM CENTRAL ACTIVITY DISTRICT
-  HAVEN COMMUNITY ACTIVITY DISTRICT
-  1KM/2KM CATCHMENTS FROM COMMUNITY DISTRICT
-  WATERWAY
-  BRIDGE
- RESIDENTIAL**
-  SUBURBAN RESIDENTIAL (LESS THAN 1000M²)
-  SMALL LIFESTYLE RESIDENTIAL (1000M² - 150A)
-  POTENTIAL LOTS LESS THAN 1HA
-  LARGE LIFESTYLE RESIDENTIAL (1HA - 2HA)
-  RURAL LIVING RESIDENTIAL (2HA - 10HA)
-  RURAL PROPERTIES (10HA OR MORE)
- OPEN SPACE + AMENITY**
-  PERCEIVED OPEN SPACE
-  COMMUNITY FACILITY



community feedback

Key messages from the community were:

Landscaping treatments (such as mounding and planting) are the preferred means of managing the interface between residential and industrial land uses.

Support for consolidating/rationalising industrial land - especially undeveloped industrial adjoining/surrounded by existing residential development.

General to strong support for encouraging industries with heavy vehicle movements to establish at other industrial areas.

That there is a general feeling that the Bypass may create incentives for industry to establish at WIFT and Burnt Creek.

Further investigations into an economic development strategy to understand the economic value in the industry area.

Desired Actions

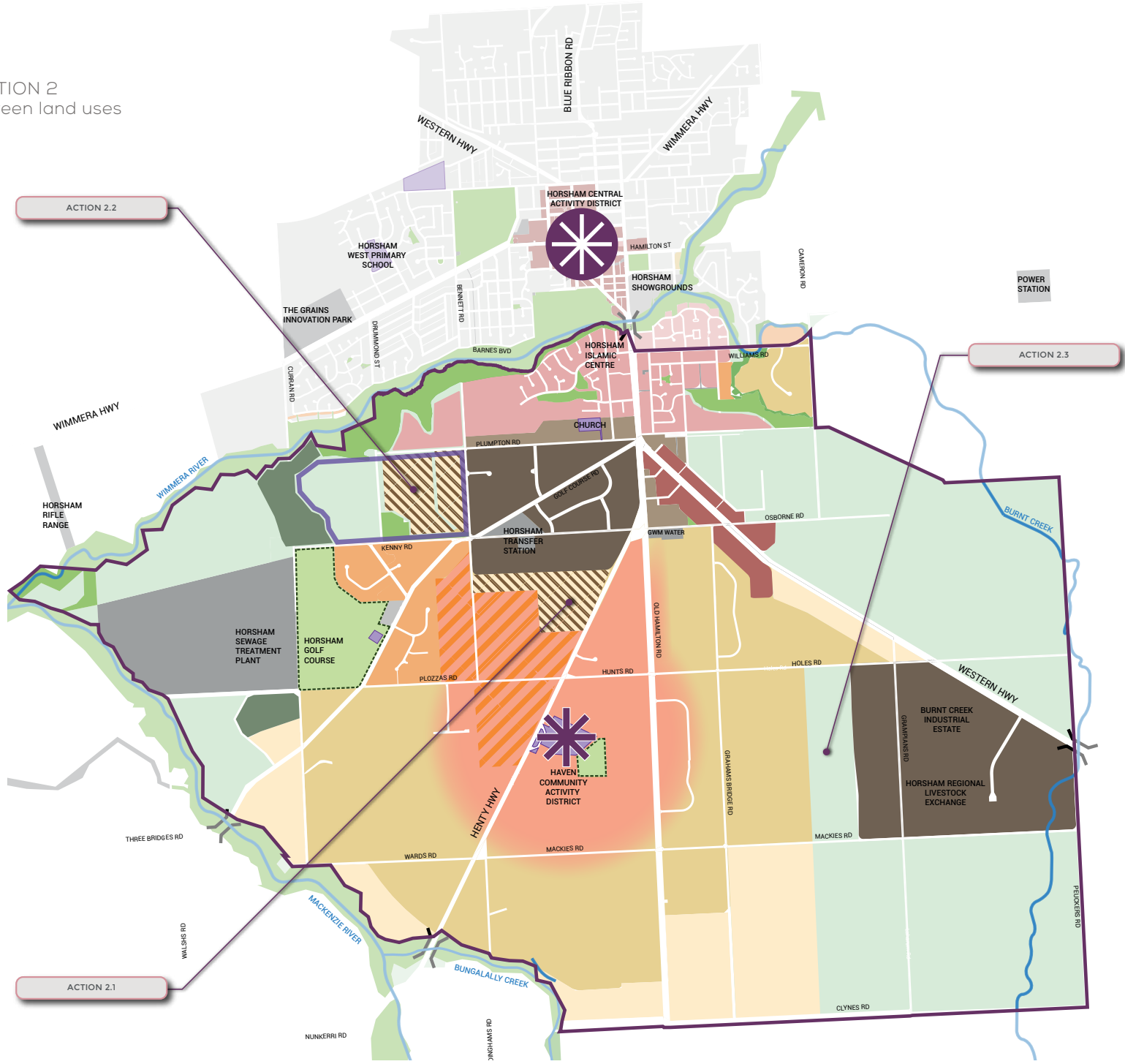
- | | |
|-------------------|---|
| ACTION 2.1 | Investigate preferred interface transition (landscaping or zoning treatments) between the industrial precinct and residential areas south of the Horsham Transfer Station. |
| ACTION 2.2 | Investigate interface transition between the industrial precinct and employment areas west of Bennett Road. |
| ACTION 2.3 | Retain current rural buffer between residential and industrial area north of Peuckers Road. |
| ACTION 2.4 | Provide zoning interface transitions where there is an identified future potential conflict as shown on the plan. |
| ACTION 2.5 | Encourage industries involving transport and logistics or heavy vehicle movements to locate to the Wimmera Intermodal Freight Terminal (WIFT) Industrial Precinct or Burnt Creek. |

Table 3. Strategic Direction 2 Desired Actions

Figure 4 STRATEGIC DIRECTION 2
Appropriate interfaces between land uses

DRAWING KEY

-  STUDY AREA BOUNDARY
-  HORSHAM CENTRAL ACTIVITY DISTRICT
-  HAVEN COMMUNITY ACTIVITY DISTRICT
-  WATERWAY
-  BRIDGE
- RESIDENTIAL**
-  SUBURBAN RESIDENTIAL (LESS THAN 1000M²)
-  SMALL LIFESTYLE RESIDENTIAL (1000M² - 1HA)
-  POTENTIAL LOTS LESS THAN 1HA
-  LARGE LIFESTYLE RESIDENTIAL (1HA - 2HA)
-  RURAL LIVING RESIDENTIAL (2HA - 10HA)
-  RURAL PROPERTIES (10HA OR MORE)
-  AGRICULTURAL PROPERTIES
-  OTHER ESTABLISHED RESIDENTIAL OUTSIDE STUDY AREA
-  LONG TERM INVESTIGATION AREA
- EMPLOYMENT + AGRICULTURE**
-  HEAVY INDUSTRIAL
-  LIGHT INDUSTRIAL
-  INVESTIGATE INTERFACE TRANSITION
-  ESTABLISHED COMMERCIAL ZONE
- OPEN SPACE + AMENITY**
-  FUTURE CONSERVATION RESERVE (SUBJECT TO DETAILED CULTURAL HERITAGE ASSESSMENT)
-  EXISTING OPEN SPACE
-  PERCEIVED OPEN SPACE
-  COMMUNITY FACILITY
-  OTHER INFRASTRUCTURE (LABELED)



3.

INTERCONNECTED TRANSPORT NETWORK THAT IS CONTINUOUS, SAFE AND EFFICIENT.

Strategic Direction 3.

community feedback

Key messages from the community were:

There was strong support for connected walking, cycling and public transport infrastructure.

There were many comments around better connectivity to Haven and Horsham central, east west connections to the school and Watson Lane link to Wimmera River.

There was strong support for connected walking, cycling and public transport infrastructure, including east west connections to the school and Watson Lane link to the Wimmera River.

Mixed support for a second river crossing needed for local traffic and emergencies.

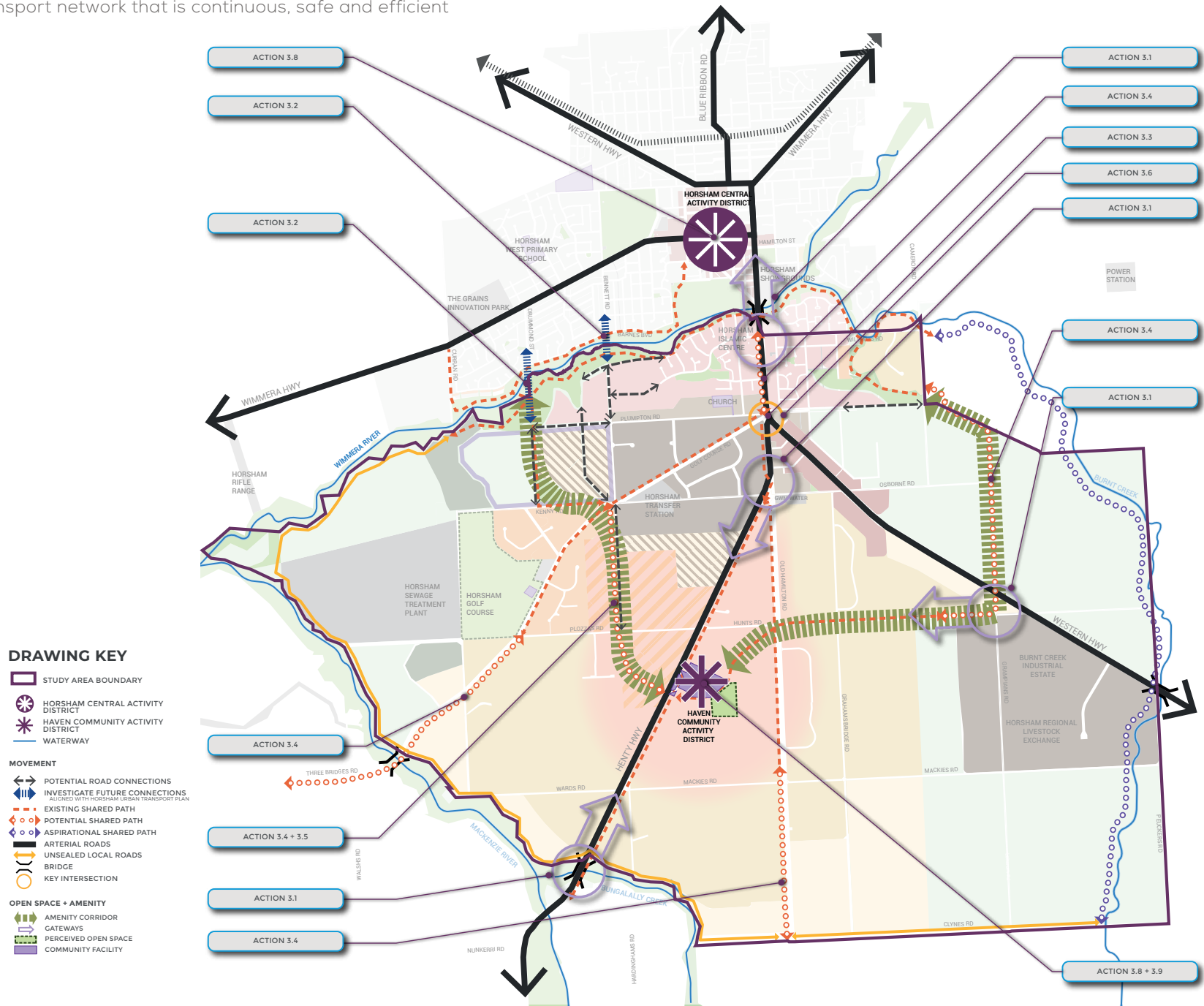
Concern regarding potential amenity and connectivity impacts of an alternative truck route through Horsham South

East bypass option was raised, along with locating a truck and freight route to the north of Horsham

| Desired Actions | |
|-------------------|---|
| ACTION 3.1 | Enhance existing gateways into Haven along Henty Highway and along Holes Road and into Horsham (Henty Highway and Williams Road intersection) to create a sense of arrival. |
| ACTION 3.2 | Determine a potential new local vehicle river crossing that considers landscapes of Aboriginal cultural heritage significance as indicated in the Horsham Urban Transport Plan. |
| ACTION 3.3 | Consider future transport movements and potential alternative truck route. |
| ACTION 3.4 | Expand pedestrian and bicycle links through the study area to create safe circuits and connections to open spaces and community assets. |
| ACTION 3.5 | Improve vehicle, pedestrian and bicycle connectivity from Haven to Wimmera River and east west connections to the school. |
| ACTION 3.6 | Modify the Golf Course Road, Henty Highway and Western Highway intersection to reduce congestion and improve safety as indicated in the Horsham Urban Transport Plan. |
| ACTION 3.7 | Enhance the operation of the existing public transport network as indicated in the Horsham Urban Transport Plan. |
| ACTION 3.8 | Implement reduced speed limits within 'activity districts' to enhance pedestrian and bicycle safety. |
| ACTION 3.9 | Provide for well-connected local road network in development around Haven. |

Table 4. Strategic Direction 3 Desired Actions

Figure 5 STRATEGIC DIRECTION 3
Interconnected transport network that is continuous, safe and efficient



community feedback

Key messages from the community were:

Many were interested in obtaining greater information on Cultural Heritage Significance.

There was strong support for celebrating Aboriginal cultural heritage.

Many suggested activation ideas for the Haven Community Activity District including converting the existing general store into a local activity centre/hub and developing a multi-use indoor facility for sports and recreation at Haven that connects to Horsham.

There were many comments for a well-connected high-quality public open space (POS).

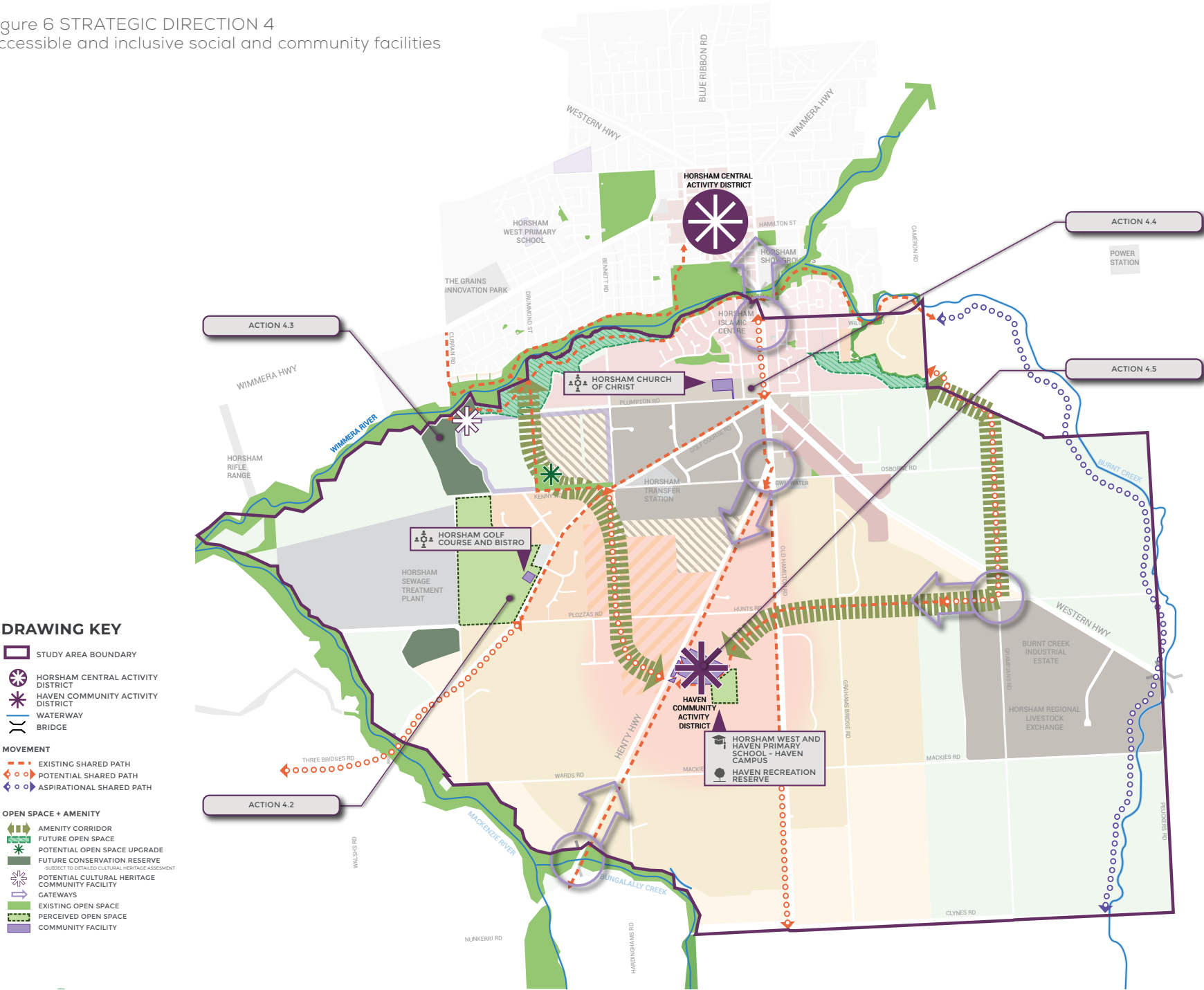
It was important to retain Haven as a key area for convenience retailing and community service needs only and Horsham Central Activity District as the main central area to access key services and retail needs.

Desired Actions

| | |
|-------------------|---|
| ACTION 4.1 | Prepare a Cultural Heritage Management Plan to protect and acknowledge Aboriginal heritage and other cultural and environmental sites. |
| ACTION 4.2 | Investigate the cultural sensitivity around the Horsham Golf Course and Horsham Sewage Treatment Plant |
| ACTION 4.3 | Establish an Aboriginal Cultural Conservation Reserve with the potential of a cultural education centre south of Wimmera River. |
| ACTION 4.4 | Investigate potential for a local convenience centre on the intersection of Old Hamilton Road and Plumpton Road. |
| ACTION 4.5 | Consolidate housing around Haven to facilitate sufficient demand to justify a hub of community services commensurate with need (subject to water and sewerage supply) |
| ACTION 4.6 | Encourage aged care accommodation and services in proximity to public transport, retail and services. |
| ACTION 4.7 | Provide high quality public open space that connects to the Wimmera River and integrates with new and existing subdivisions. |
| ACTION 4.8 | Investigate creating public access through the Horsham Golf Course. |

Table 5. Strategic Direction 4 Desired Actions

Figure 6 STRATEGIC DIRECTION 4
 Accessible and inclusive social and community facilities



5.

EFFICIENT USE OF EXISTING AND NEW SERVICES (WATER, SEWER AND DRAINAGE).

Strategic Direction 5.

community feedback

Key messages from the community were:

Sewage treatment can be an issue on blocks less than 1ha, as soil types and drainage vary across the area - but the soil is great for building foundations. There was consensus around drainage and sewerage upgrades around Haven in particular for allotments less than 1 hectare.

Concern about impacts of insufficient infrastructure for the delivery of new residential allotments.

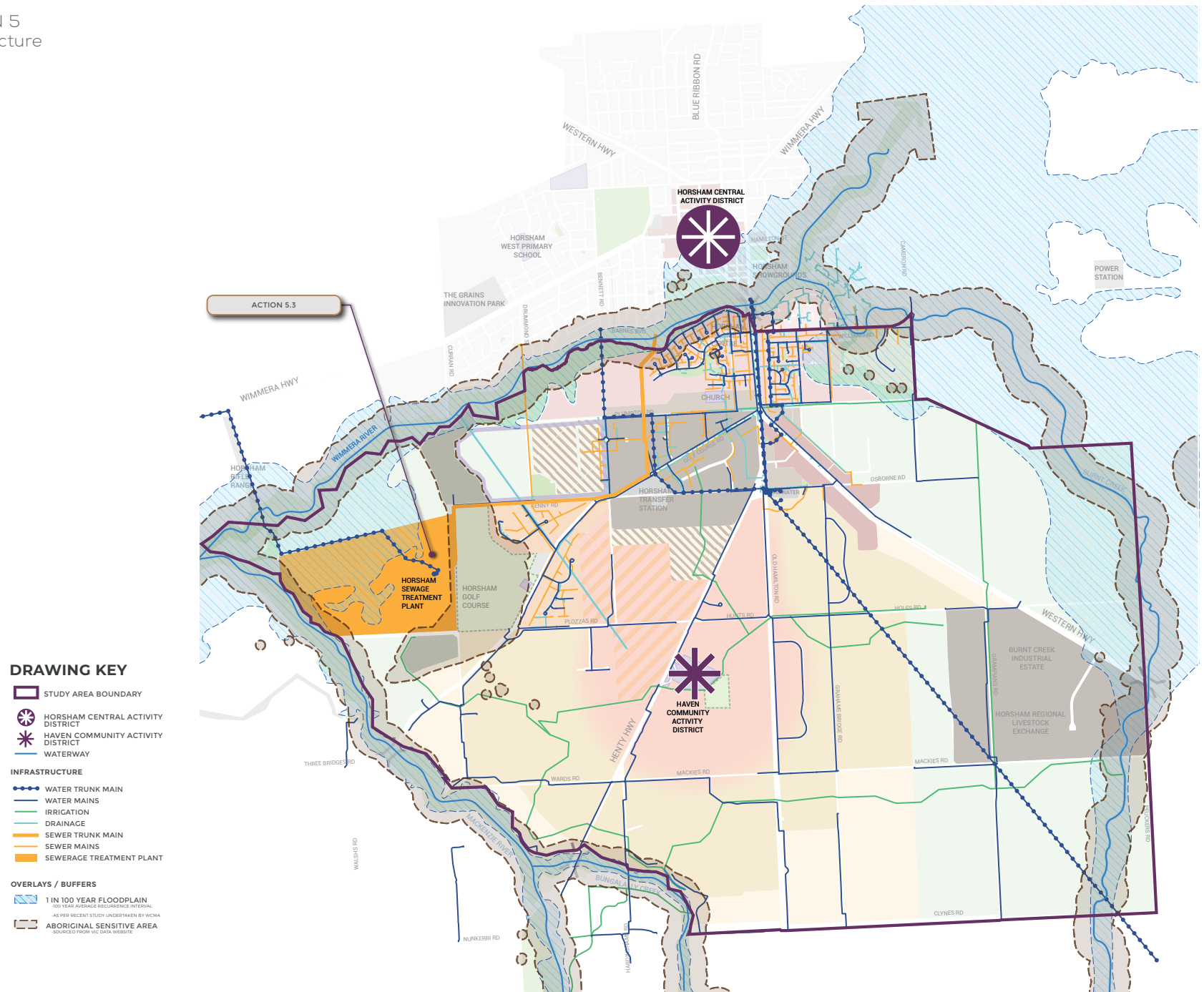
The Sewage Treatment Plant cause amenity impacts.

Development doesn't necessarily need to be restricted to areas that have existing services.

| Desired Actions | |
|-------------------|---|
| ACTION 5.1 | Ensure development maximises existing infrastructure to maximise infrastructure efficiency and contribute to cost effective service delivery. |
| ACTION 5.2 | Investigate upgrading drainage networks and establishing wetlands to mitigate stormwater flooding (and provide an amenity asset), including future residential development along Wimmera River and Burnt Creek. |
| ACTION 5.3 | Ensure development and road infrastructure does not inappropriately impact significant cultural heritage sites. |
| ACTION 5.4 | Investigate extension of potable water to newly created allotments around Haven. |
| ACTION 5.5 | Provide for an increase in infrastructure that responds to areas identified for development growth. |
| ACTION 5.6 | Explore options for a shared funding arrangement for infrastructure provisions (roads, drainage, open space, community etc). |
| ACTION 5.7 | Investigate an alternative sewage treatment for allotments that are unsuitable for septic tanks (e.g. establishing a 'local sewage collection/common disposal'). |
| ACTION 5.8 | Investigate alternative sewage treatment options for new subdivisions less than 1ha that are not connected to reticulated sewage (e.g. establishing a 'local sewage collection/common disposal'). |

Table 6. Strategic Direction 5 Desired Actions

Figure 7 STRATEGIC DIRECTION 5
Efficient use of existing infrastructure



Emerging Option Plan

The emerging option plan for Horsham South (see Figure 9) spatially represent how the vision and key Strategic Directions will work together to deliver a well-planned and serviced urban form for Horsham South.

The key features of the emerging option plan are:

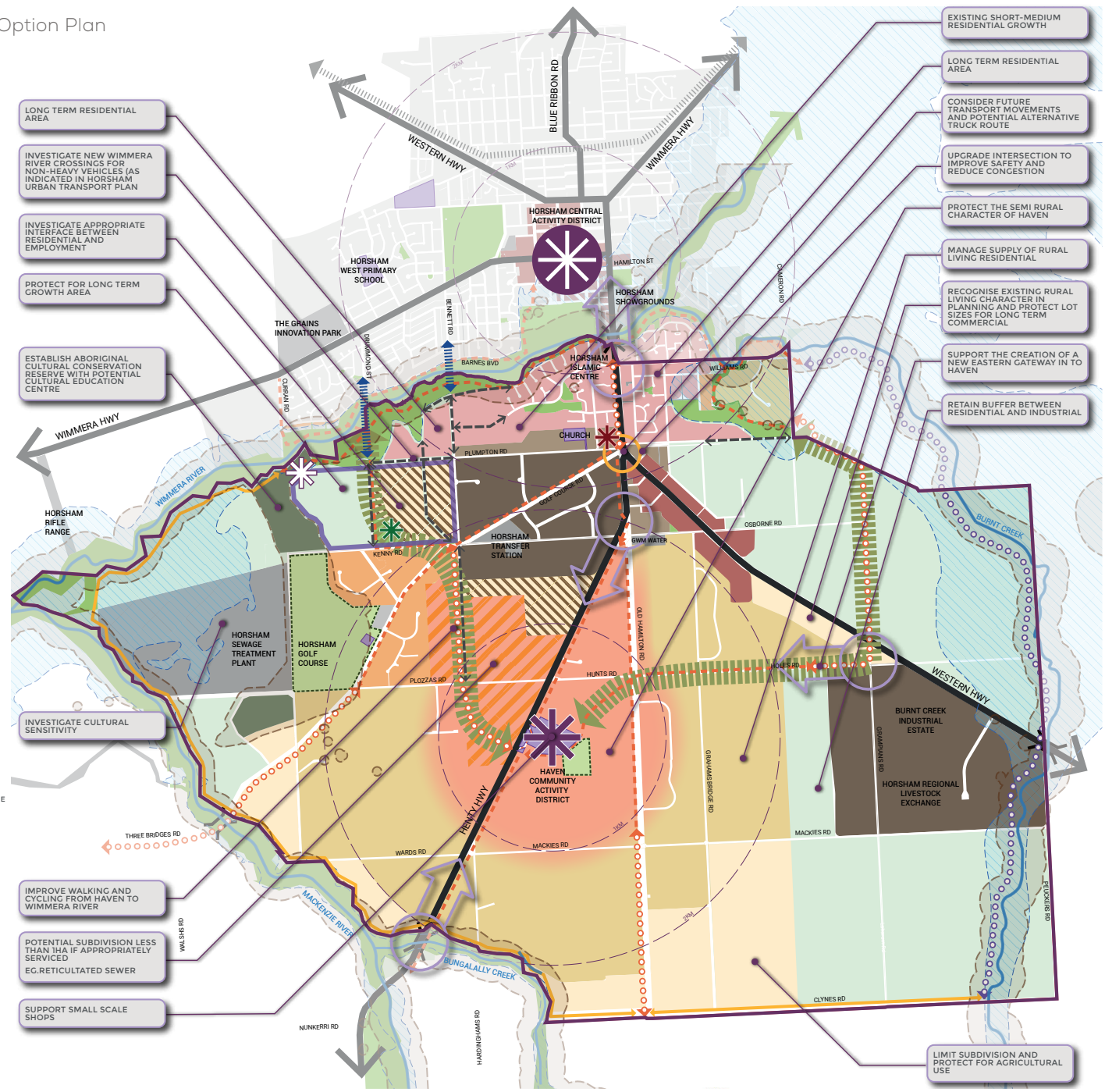
- › **Retaining the low-density and rural living style residential character** by guiding preferred location for further subdivision and protecting allotment sizes.
- › Delivering **density improvements** in targeted key locations where the market can be expected to invest.
- › A range of residential allotments sizes to cater for **a range of housing types**.
- › **Protecting and conserving culturally sensitive sites** through recognition.
- › **Continuous and safe connections** for pedestrians, cyclists and vehicles to improve safety and reduce congestions.
- › Creating identifiable **connections to Wimmera River** to strengthen integration and accessibility between Horsham and Haven.
- › **Investigations for infrastructure upgrades** to accommodate residential allotments and community facilities.
- › A **mix of land uses** including open space, employment and local services to serve the local population.
- › Reducing land use conflict through **appropriate buffers**.



Figure 8 Horsham South Emerging Option Plan

DRAWING KEY

- STUDY AREA BOUNDARY
 - ✳ HORSHAM CENTRAL ACTIVITY DISTRICT
 - ✳ HAVEN COMMUNITY ACTIVITY DISTRICT
 - 1KM/2KM CATCHMENTS FROM COMMUNITY DISTRICT
 - WATERWAY
- MOVEMENT**
- ↔ POTENTIAL ROAD CONNECTIONS
 - ↔ INVESTIGATE FUTURE CONNECTIONS (ALIGNED WITH HORSHAM URBAN TRANSPORT PLAN)
 - ↔ EXISTING SHARED PATH
 - ↔ POTENTIAL SHARED PATH
 - ↔ ASPIRATIONAL SHARED PATH
 - ↔ ARTERIAL ROADS
 - ↔ ESTABLISHED LOCAL ROADS
 - ↔ BRIDGE
 - ↔ KEY INTERSECTION
- RESIDENTIAL**
- SUBURBAN RESIDENTIAL (LESS THAN 1000M²)
 - SMALL LIFESTYLE RESIDENTIAL (1000M² - 1HA)
 - POTENTIAL LOTS LESS THAN 1HA
 - LARGE LIFESTYLE RESIDENTIAL (1HA - 2HA)
 - RURAL LIVING RESIDENTIAL (2HA - 10HA)
 - RURAL PROPERTIES (10HA OR MORE)
 - AGRICULTURAL PROPERTIES
 - OTHER ESTABLISHED RESIDENTIAL OUTSIDE STUDY AREA
 - LONG TERM INVESTIGATION AREA
- MOVEMENT + AGRICULTURE**
- HEAVY INDUSTRIAL
 - LIGHT INDUSTRIAL
 - INVESTIGATE INTERFACE TRANSITION
 - ESTABLISHED COMMERCIAL ZONE
 - ✳ POTENTIAL LOCAL CONVENIENCE CENTRE
- OPEN SPACE + AMENITY**
- ↔ AMENITY CORRIDOR
 - ↔ POTENTIAL OPEN SPACE UPGRADE
 - ↔ FUTURE CONSERVATION RESERVE (SUBJECT TO DETERMINED CULTURAL HERITAGE ASSESSMENT)
 - ↔ POTENTIAL CULTURAL HERITAGE COMMUNITY FACILITY
 - ↔ GATEWAYS
 - ↔ EXISTING OPEN SPACE
 - ↔ PERCEIVED OPEN SPACE
 - ↔ COMMUNITY FACILITY
 - ↔ OTHER INFRASTRUCTURE (LABELED)
- OVERLAYS / BUFFERS**
- 1 IN 100 YEAR FLOODPLAIN (100 YEAR AVERAGE RECURRENCE INTERVAL)
 - AS PER RECENT STUDY UNDERTAKEN BY WYMA
 - ABORIGINAL SENSITIVE AREA (SOURCED FROM VIC.GOV. WEBSITE)



LONG TERM RESIDENTIAL AREA

INVESTIGATE NEW WIMMERA RIVER CROSSINGS FOR NON-HEAVY VEHICLES (AS INDICATED IN HORSHAM URBAN TRANSPORT PLAN)

INVESTIGATE APPROPRIATE INTERFACE BETWEEN RESIDENTIAL AND EMPLOYMENT

PROTECT FOR LONG TERM GROWTH AREA

ESTABLISH ABORIGINAL CULTURAL CONSERVATION RESERVE WITH POTENTIAL CULTURAL EDUCATION CENTRE

INVESTIGATE CULTURAL SENSITIVITY

IMPROVE WALKING AND CYCLING FROM HAVEN TO WIMMERA RIVER

POTENTIAL SUBDIVISION LESS THAN 1HA IF APPROPRIATELY SERVICED
EG. RETICULATED SEWER

SUPPORT SMALL SCALE SHOPS

EXISTING SHORT-MEDIUM RESIDENTIAL GROWTH

LONG TERM RESIDENTIAL AREA

CONSIDER FUTURE TRANSPORT MOVEMENTS AND POTENTIAL ALTERNATIVE TRUCK ROUTE

UPGRADE INTERSECTION TO IMPROVE SAFETY AND REDUCE CONGESTION

PROTECT THE SEMI RURAL CHARACTER OF HAVEN

MANAGE SUPPLY OF RURAL LIVING RESIDENTIAL

RECOGNISE EXISTING RURAL LIVING CHARACTER IN PLANNING AND PROTECT LOT SIZES FOR LONG TERM COMMERCIAL

SUPPORT THE CREATION OF A NEW EASTERN GATEWAY IN TO HAVEN

RETAIN BUFFER BETWEEN RESIDENTIAL AND INDUSTRIAL

LIMIT SUBDIVISION AND PROTECT FOR AGRICULTURAL USE



Potential Change Areas

Based on the analysis outlined in this report, four change areas have been identified as highlighted in purple. The change areas are based on potential changes to redirects growth and influences land use.

What 'tools' are used to facilitate changes (for example zones and overlays) will be explored as part of preparing the detailed Structure Plan.

Each change area contains a number of cells that contain different development scenarios. The brown coloured areas are the areas that have no proposed changes.

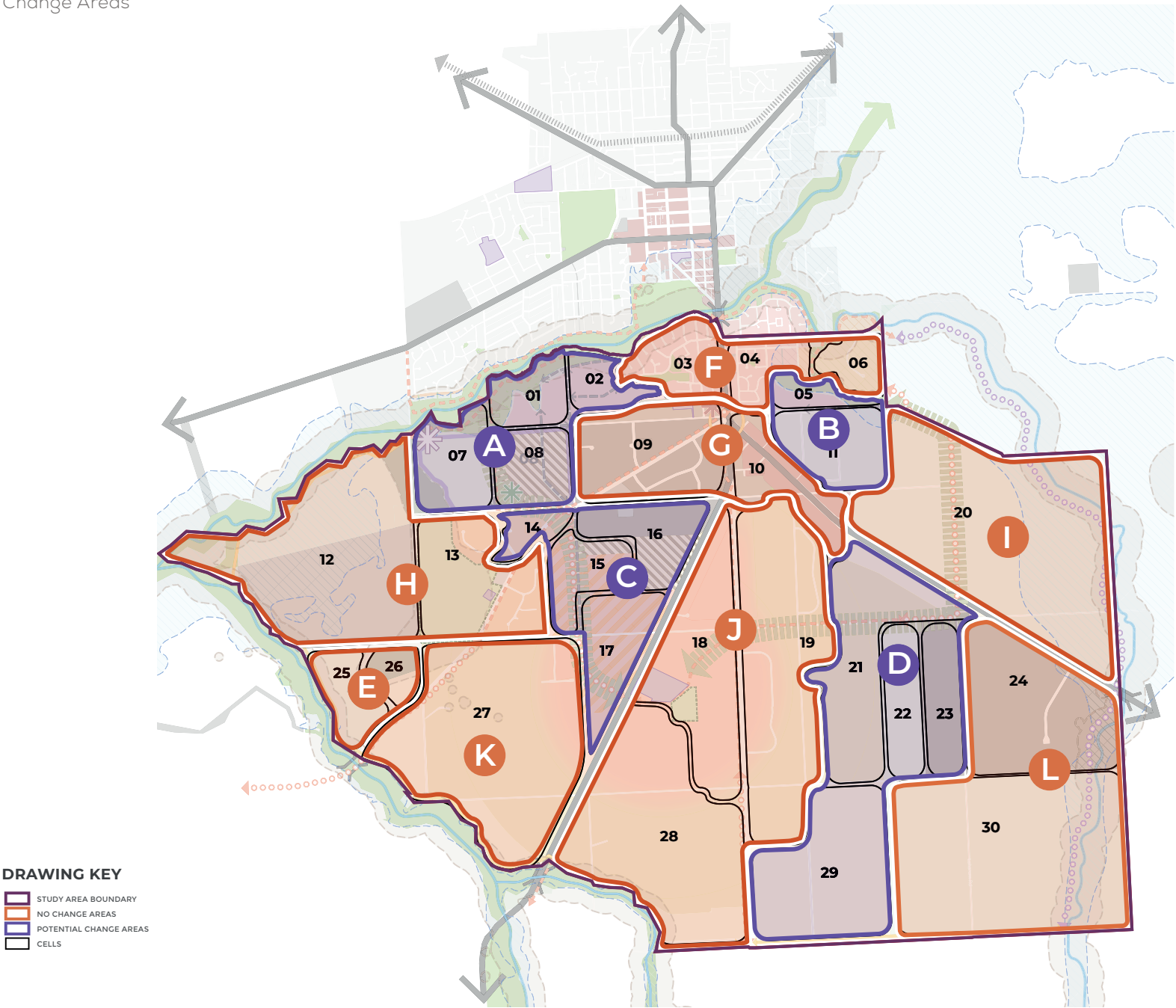
The change areas were defined on the basis of road connections, zoning, land use change potential that consolidates growth in key areas that maximises use of existing infrastructure.

The no change areas (coloured orange) are those that have established development or are appropriately being used for rural living, farming practices or constrained land due to flooding or are disconnected from main arterial roads that don't allow for a more urban development form.

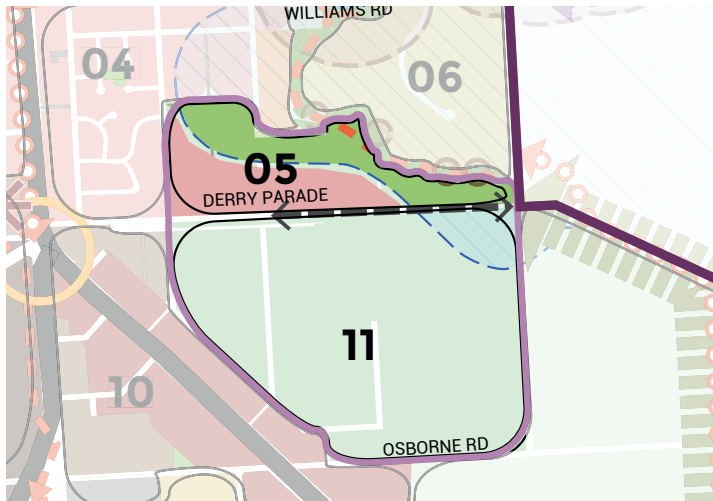
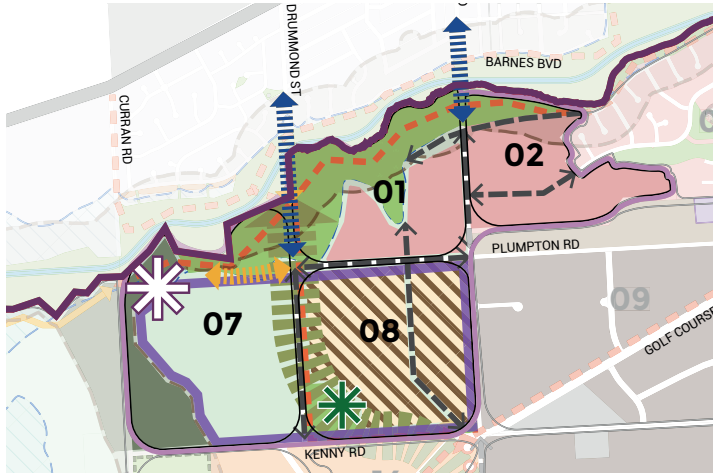
Areas A, B, C and D have been defined on a range of criteria as set out on the following pages.



Figure 9 Potential Change Areas



Potential Change Areas

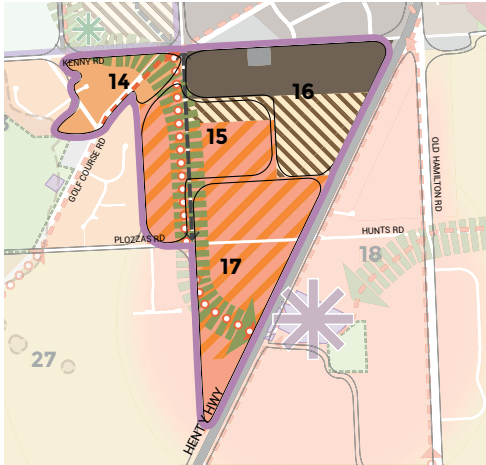


A

AREA A is the key river precinct change area that consolidates growth adjacent to Horsham Central. Cell 1 is flood prone and provides an opportunity for constructed wetlands that serve the dual role of providing public amenity as well as mitigating flood levels in severe storm events. Cell 2 currently includes an approved housing development.

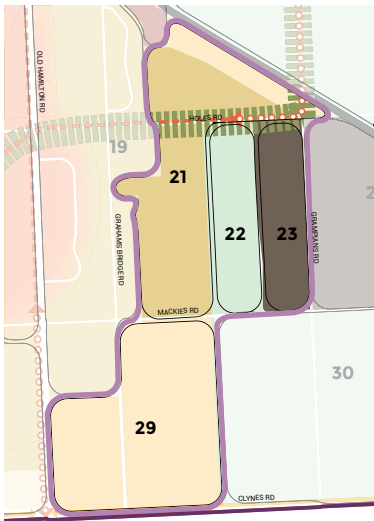
B

AREA B is the north eastern part of the study area adjacent to the established residential and commercial areas along the Western Highway. Cells 5 and 11 are partly flood prone farming land. The area provides an opportunity for a new drainage asset as well as residential development as it is close to the established built up areas and the Horsham Central Town Centre.



C

AREA C is the precinct that contains predominantly Industrial and rural living land and the location of amenity conflict between residential and industrial land uses. Further investigation is required to determine the most appropriate land use or landscaping treatment between these potentially conflicting land use.



D

AREA D is a precinct that is a mixture of land uses – industrial and most rural residential. There are opportunities to include some large lifestyle properties along old Hamilton Road while retaining the important agricultural buffer to the industrial land and livestock exchange.

Population and Land Use Projections

Based on the emerging option plan, the below graphics identifies the population and land use projections.



This indicates that the study area is likely to generate an **estimated increase of just over 2,000 persons** with an estimated net capacity **increase of approximately 970 residential allotments** (suburban residential and lifestyle blocks) at full residential development.

This population growth and increase in residential allotment capacity presents Horsham South a pivotal role in the delivery of:

- › Exploring further residential development opportunities;
- › Housing product diversity such as 2-bedroom dwellings to meet the ageing profile of the local population in accessible locations;
- › The development of public realm and infrastructure upgrades to create attractive, desirable and safe residential communities;
- › Increased accessibility through walking and cycling; and
- › Further provision of community facilities such as a multi-purpose facility that includes a community centre and serve multiple recreational activities to address the needs of the community and support amenity as the population grows.

We will keep you posted on this progress as we get closer to the draft Horsham South Structure Plan.

Next Steps

Structure Plan Priorities

PHASE 3

Community Consultation (Round 2) - Emerging Option

We would like to thank all those who have provided feedback on the project. This Emerging Option Report provides a snapshot of what we have learnt through the investigation phases (Phases 1 and 2) and provides a revision of the draft vision and key strategic directions as a result of consultation.

Council will be seeking feedback on the Emerging Options Report from Tuesday 14 April to COB 18 May 2020. Feedback can be provided by:

- › Submitting an online form available via Council's website.
- › Submitting a hardcopy feedback form to PO Box 511, Horsham VIC 3402
- › Feedback forms are available to collect from the Civic Centre 18 Roberts Avenue, Horsham.
- › Speaking to the project team at our Community Drop-In Session Open House on Tuesday 21 April 2020, between 10am – 6pm at the Church of Christ, 91 River Rd, Horsham.
- › Participating in one of two workshop on Wed. 22 April 2020, 1pm-4pm or 5.30pm-8.30pm at the Church of Christ, 91 River Rd, Horsham VIC 3400 (visit Council's website for booking details)

Once round 2 of the community and stakeholder engagement process has been completed and the draft vision, strategic directions and emerging option plan have been refined, we will be able to progress with a more detailed Draft Structure Plan.

The delivery and implementation of the Horsham South Structure Plan will require further investigations to provide a better understanding of key challenges facing Horsham South including:

An Economic Development Strategy:

- To understand and support existing businesses.
 - To diversify businesses to facilitate economic growth and attract business investment.
 - To explore the relocation of heavier industries with freight movements to the Western Interstate Freight Terminal (WIFT).
 - To clarify issues around bypass to help facilitate development.
 - To understand the economic value in the industry area.
 - To understand the prospects for growth in retail provision.
- + A biodiversity assessment to understand if there are any flora or fauna species that need to be protected.
- + A Cultural Heritage Management Plan to understand the sensitive Aboriginal values that require protection and to assist in determining the location of a new river crossing.

An infrastructure services analysis:

- To address the unlocking of the development potential within Horsham South.
- To gain a better understanding of water, drainage, stormwater and sewerage infrastructure within Horsham South.

A land capability analysis:

- To create certainty around development potential (from a servicing perspective) and facilitate 1hectare (or less) subdivisions and development due to soil type variation.
- To consider the establishment of a 'Local sewage collection/common disposal' in Haven to support 1 hectare lots (eg. *Schier drive*).

In addition, key actions and recommendations from the recent endorsement of the Horsham Urban Transport Plan (28 January 2020) will be considered within the draft Horsham South Structure Plan.

Overall, the Horsham South Structure Plan will show how the vision for Horsham South will be achieved in the future and will include proposals for changes to the Horsham Rural City Council Planning Scheme.



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