

Draft Horsham South Structure Plan

September 2024

Prepared by Mesh on behalf of Horsham Rural City Council



Mesh and Horsham Rural City Council acknowledge the five Traditional Owner groups of the municipal land; the Wotjobaluk, Jaadwa, Jadawadjali, Wergaia and Jupagulk people.

We recognise the important and ongoing place that all Indigenous people hold in our community.

We pay our respects to the Elders, both past and present, and commit to working together in the spirit of mutual understanding and respect for the benefit of the broader community and future generations.

CLIENT PREPARED BY MESH ON BEHALF OF HORSHAM RURAL CITY COUNCIL

PROJECT Draft Horsham South Structure Plan

VERSION 2.0

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Executive Summary

Horsham South is an area of 4,540 hectares encompassing residential, industrial and commercial land south of the Wimmera River and the township of Haven. The area is characterised by low-density residential development and open space, including farm land, land of cultural heritage value and vacant land planned for future development. Horsham South contains a handful of community facilities (the Horsham Golf Course, the Horsham West and Haven Primary School – Haven Campus, Haven Hall and the Haven Recreation Reserve), two significant industrial areas (Enterprise Estate/Horsham Transfer Station and Burnt Creek/Horsham Regional Livestock Exchange) and the Horsham Sewage Treatment Plant. A commercial strip containing uses aligned with the semi-rural character of the area is located along the Western Highway.

Horsham South is facing challenges related to planning for growth and associated infrastructure. While the area has been growing at a relatively slow rate of approximately 0.2–0.5% per annum, the ad hoc nature of development in recent years has placed pressure on services and infrastructure, created land use conflicts and impacted the valued character. The area is also affected by heavy vehicle movements along the highways, reliance on a single road connection to Horsham Central and poor public transport and shared path connectivity.

Horsham Rural City Council (Council) identified the need for clear strategic planning for Horsham South to ensure the area grows and changes in a coordinated way. This document—the Horsham South Structure Plan (the Structure Plan)—has been prepared to provide guidance on Horsham South’s future growth direction. The purpose of the Structure Plan is to set a high-level vision for the area and outline next steps for its implementation.

The Structure Plan was developed in consultation with stakeholders, including the community. It responds to analysis of the existing context, technical investigations undertaken for the subject site, State and local strategic policy, the statutory context (e.g., existing zones and overlays) and recent and concurrent strategic projects. An introduction to the site area and the background and context of the project are contained within **Part 1 of the Structure Plan**.

Part 2 of the Structure Plan presents the plan for Horsham South. Key components of the plan are the text-based vision for Horsham South, the Horsham South Future Urban Structure (FUS) and the five strategic directions with corresponding objectives and actions.

The vision for Horsham South is:

Horsham South will develop in a consolidated and coordinated way, to rectify a history of previous ad hoc development. Southbank and Haven will continue to develop with their own distinctive character and community but be well connected by logical roads and pedestrian links.

Vision

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

Landscape

Growth will respect Horsham South as a transition from Horsham to surrounding agricultural landscapes. Development will contribute to improving the amenity offered by the Wimmera River, Mackenzie River and other open space corridors through additional open space and shared path networks.

Growth

Employment is a key strength, and new development will ensure the continued operation of existing and future industries.

Employment

This vision is spatially represented on the Horsham South FUS. The FUS plan depicts an overall view of how Horsham South should develop. It will serve as a key point of reference for Council decision-makers and development proponents.

The five strategic directions for Horsham South capture themes raised in stakeholder and community consultation about how Horsham South should develop.

They are:

- 1. Strategic Direction 1 **Coordinated growth that respects the existing character of the area.**
- 2. Strategic Direction 2 **Appropriate interfaces between land uses.**
- 3. Strategic Direction 3 **Interconnected transport network that is continuous, safe and efficient.**
- 4. Strategic Direction 4 **Accessible social and community facilities.**
- 5. Strategic Direction 5 **Efficient use of existing and new services (water, sewerage and drainage).**

The objectives and strategies for each strategic direction provide guidance on how to achieve each strategic direction.

Parts 3–5 of the Structure Plan provide more detailed direction how Horsham South should develop and how to implement the Structure Plan. Part 3 outlines the four Coordinated Development Areas (CDAs). These were identified as areas where more transformative change will take place and a coordinated response to growth is required.

CDA A is the Haven CDA, centred around the Haven Community Activity Precinct (CAP). CDA B is the Industrial CDAs—the Enterprise Estate and surrounding industrial area and the Burnt Creek Industrial Estate. CDA C is the Residential CDAs, comprising three areas of logical residential expansion adjacent to existing development within proximity of the Horsham Central Activity District. CDA D is the Cultural Heritage Site CDA.

The Structure Plan outlines objectives and strategies for each CDA, as well as an implementation approach. The CDAs are proposed to be implemented through the Development Plan Overlays (DPO), as the DPO is one of the best tools for coordinating holistic development outcomes. The DPO will be the mechanism for requiring more coordinated, holistic development via the permit application process.

Implementation of the Structure Plan will involve application of new DPOs, and the removal of redundant DPOs.

Part 4 discusses infrastructure and services and sets out a table of key infrastructure projects that will likely be needed, based on technical reports and investigations undertaken as part of the associated Infrastructure Options Report project.

The final section **Part 5**, provides a list of actions to implement the Structure Plan. The table within this section sets out recommended statutory and non-statutory actions and includes information on their priority and the responsible entity.

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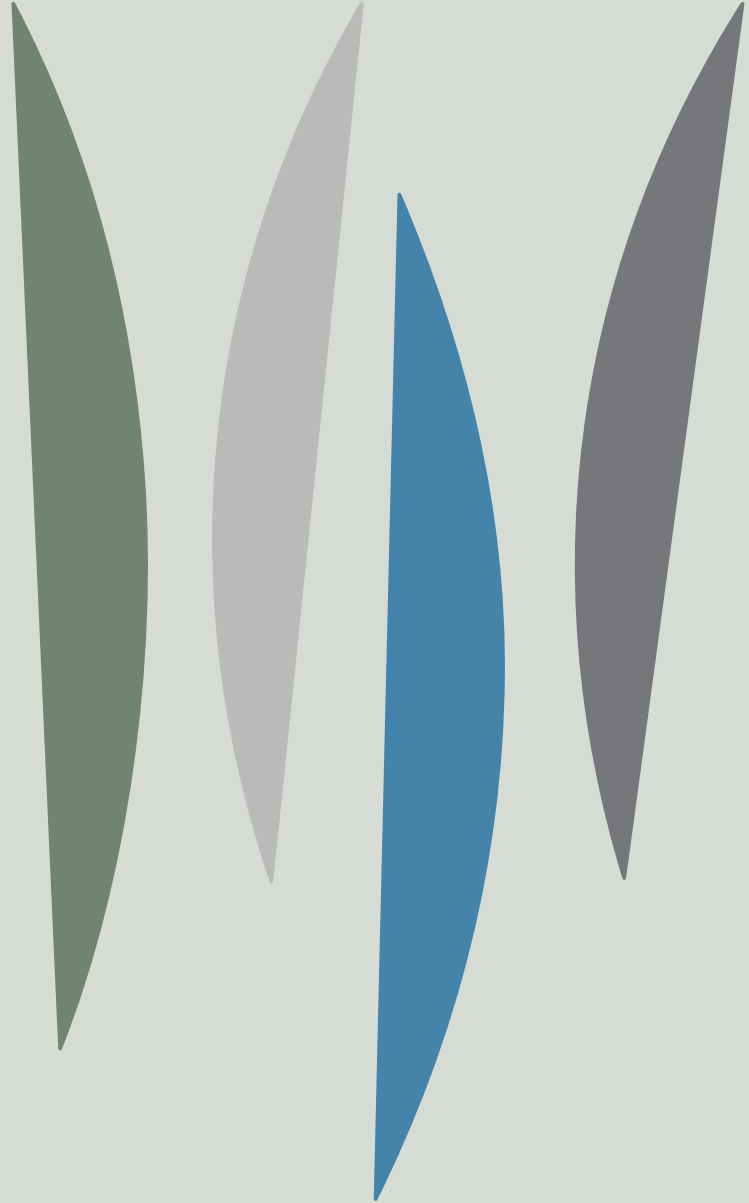
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Part 1 Introduction & Context



Introduction

Horsham South is an approximately 4,540-hectare (ha) area extending south of the Wimmera River and through Haven. With a prevalence of low-density, rural living-style residential development, it has a rural character that is valued by the community.

The area is characterised by remnant native vegetation, particularly mature scattered trees across rural areas. In addition to residential areas and open space, Horsham South contains areas of industrial land and significant community facilities, including a golf club, primary school and recreation reserve.

Horsham South has been growing at a slow rate, and the municipality has a sufficient supply of zoned residential land to meet its forecasted demand. However, with limited strategic policy in place to guide this growth, development in recent years has been ad hoc and uncoordinated. This has placed pressure on services and infrastructure, created land use conflicts and impacted the valued rural character.

Horsham Rural City Council (Council) identified that clear strategic planning for Horsham South was needed to ensure the area grows and changes in a way that has positive outcomes for the Horsham South community and the municipality. The Horsham South Structure Plan (the Structure Plan)

has now been prepared to address the issues Horsham South faces and to provide guidance on its future growth direction.

The Structure Plan is presented in five sections:

Part 1: Introduction & Context

This section introduces the purpose and scope of the Structure Plan and the context of the project. It discusses the context of Horsham South from a regional and local perspective and the strategic and statutory planning influences on the project. The process of developing the Structure Plan is also summarised.

Part 2: A Plan for Horsham South

This section sets out the vision for Horsham South in the form of a Future Urban Structure (FUS) and five strategic directions, developed in consultation with the community. The strategic directions are explained in the context of background work undertaken and the Structure Plan's response. Corresponding objectives and strategies are identified for each strategic direction.

Part 3: Coordinated Development Outcomes

This section explains the four Coordinated Development Areas (CDAs), which are envisioned to undergo more transformative

change and require a more coordinated response to growth. Specific objectives, directions and implementation outcomes are identified for each CDA.

Part 4: Infrastructure and Services

This section summaries the infrastructure funding options investigation undertaken to support the development of the Structure Plan and sets out the infrastructure that will likely be required to support Horsham South's growth.

Part 5: Implementation & Next Steps

This section discusses the implementation of the Structure Plan and outlines the actions to implement the Structure Plan in the short and long term. The Structure Plan will serve as justification to implement actions including a planning scheme amendment, further investigations and capital works proposals.

Introduction to Site Area

The study area comprises approximately 4,540ha of land south of Horsham and the Wimmera River (Figure 1).

The northern, eastern and western boundaries of the study area are defined by waterways and flooding extent. Clynes Road and Bungalally Creek were determined to be the southern boundary limit of the study area, as they form a logical and natural boundary between potential residential areas and rural/farm areas. Clynes Road and Bungalally Creek were identified as the furthest extent to which changes to residential development would be investigated. Other rural living areas in proximity to the study area (i.e., between Bungalally Creek and Mackenzie River, as well as areas north of Horsham Lubeck Road) may be investigated as part of a broader rural land use strategy (as identified in the Horsham Planning Scheme Review 2024).





The study area originally did not include the area east of Cameron Road and north of Burnt Creek. As a result of discussions with Council, it was updated to include this area as a logical extension of the residential area within 2 kilometres (km) of the Horsham Central Activity District.

The residential areas immediately south of the Wimmera River, informally known as Southbank, serve as an extension of those north of the river and exhibit similar lot sizes and development patterns. These areas have been shaped by the presence of the industrial precinct to their southwest, limiting development in this direction.

Land to the south of Plumpton Road generally has a rural living character and a greater relationship to Haven, which has the Haven Community Activity Precinct (CAP) as a focal point. Lower density residential development is present throughout Haven, scattered to the south and southwest, with significant remaining areas of undeveloped land. The southwestern portion of the study area contains a second industrial site, home to the Burnt Creek Industrial Estate and the Horsham Regional Livestock Exchange. Agricultural land is present around the edges of the study area.

The study area comprises approximately 4,540ha of land south of Horsham and the Wimmera River (Figure 1).

DRAWING KEY

-  STUDY AREA BOUNDARY
-  HORSHAM CENTRAL ACTIVITY DISTRICT
-  HAVEN COMMUNITY ACTIVITY PRECINCT
-  WATERWAY

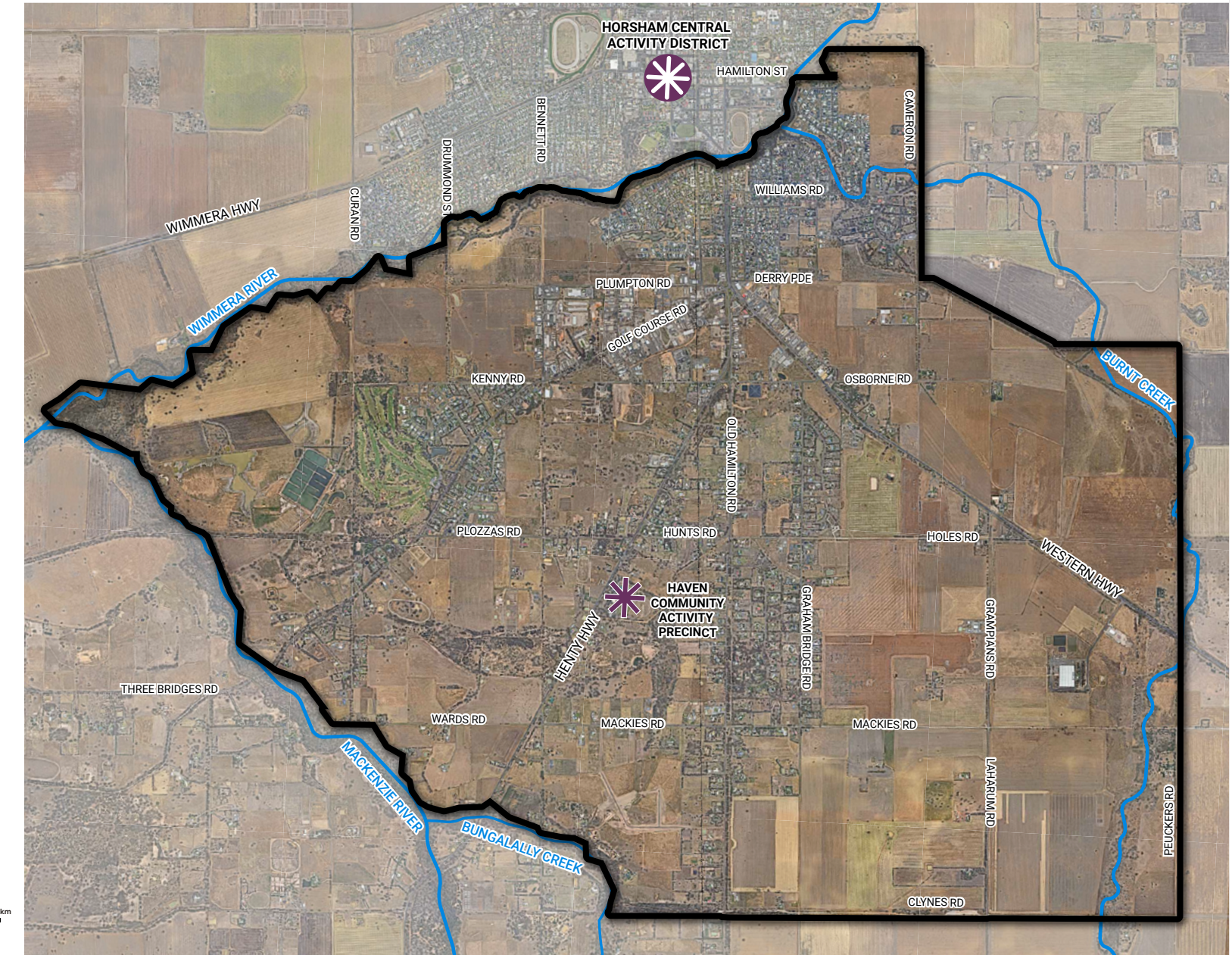
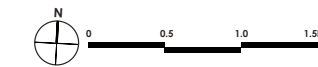


FIGURE 1. STUDY AREA

Purpose of the Structure Plan

What is a structure plan?

A structure plan is a strategic planning document that defines a preferred direction for the future growth of an area and provides guidance on appropriate land uses.

Structure plans identify the zoning and the high-level layout of roads and open space and determine likely future infrastructure requirements.

A structure plan provides for coordinated consideration of a range of land use planning issues and is intended to inform future changes to the planning scheme (policies, zones, overlays, etc) and Council's investment decisions.

Why is the project needed?

The development of Horsham South to date has been relatively ad hoc.

This has placed pressure on services such as road maintenance and servicing and led to amenity impacts at interfaces of conflicting land uses. Unplanned development patterns have also made it difficult for Council to strategically plan for infrastructure needs, particularly for sewerage, water and drainage. The existing conditions the Structure Plan responds to are identified in Figure 2.

Horsham South residents and businesses depend upon linkages within the study area and across the Wimmera River to access community services and facilities and foster business and community relationships. It is important to enhance Horsham South's connections within the study area as it develops and to improve connections to more developed areas north of the Wimmera River.

The Structure Plan provides the strategic guidance for these matters and enables Council to effectively deliver a positive vision for the existing and emerging Horsham South community.

DRAWING KEY

- STUDY AREA BOUNDARY
- WATERWAY
- HORSHAM CENTRAL ACTIVITY DISTRICT
- HAVEN COMMUNITY ACTIVITY PRECINCT
- ESTABLISHED DEVELOPMENT**
- STANDARD RESIDENTIAL DEVELOPMENT
- LOW DENSITY RESIDENTIAL DEVELOPMENT
- RURAL LIVING
- INDUSTRIAL
- COMMERCIAL
- FARMING
- SEWERAGE TREATMENT PLANT
- EXISTING CHANGE AREAS - ZONED**
- STANDARD RESIDENTIAL DEVELOPMENT
- LOW DENSITY RESIDENTIAL DEVELOPMENT
- RURAL LIVING
- INDUSTRIAL 1
- INDUSTRIAL 3
- COMMERCIAL 2

BASED ON DEC 2023 AERIAL

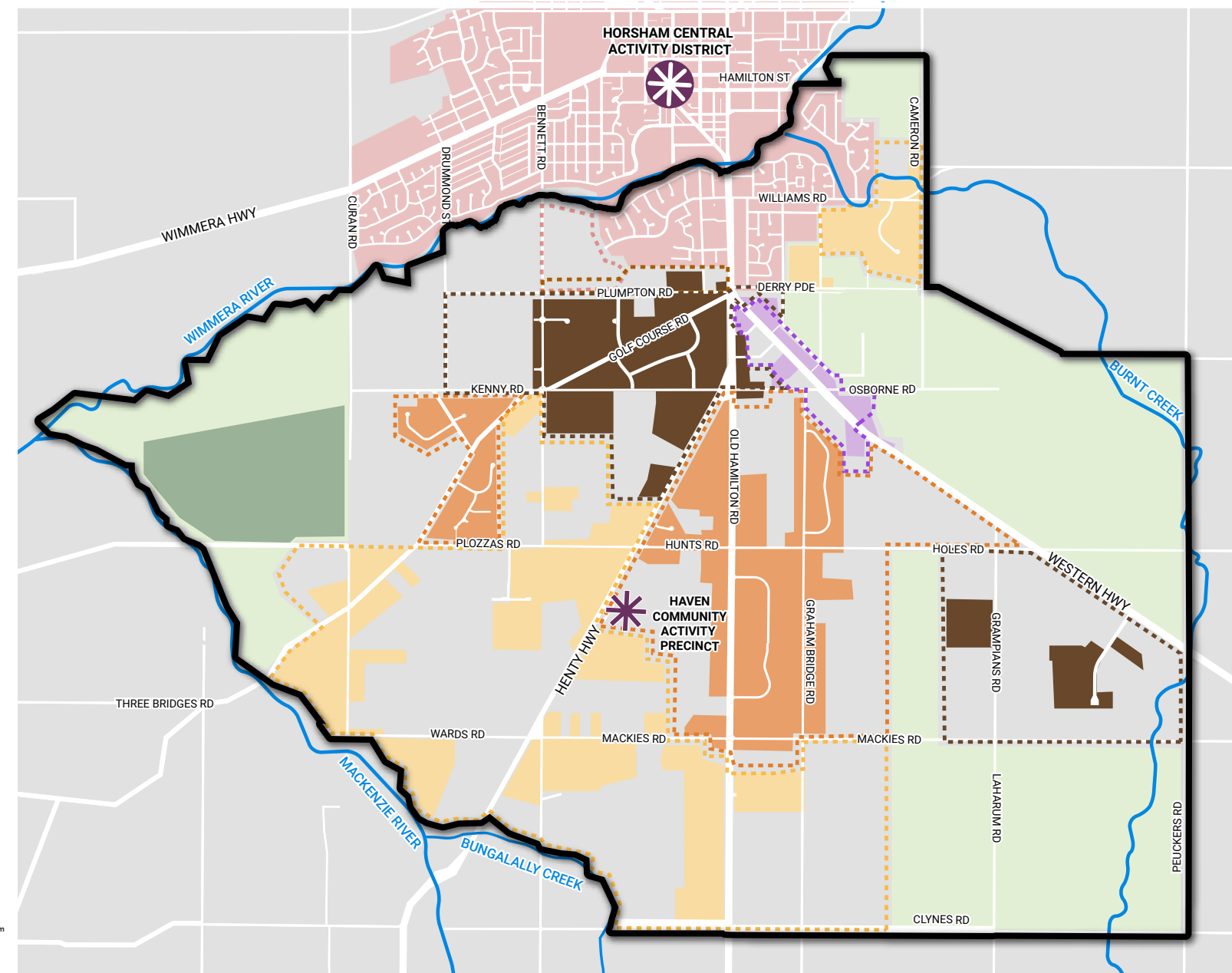


FIGURE 2. EXISTING DEVELOPMENT CONDITIONS PLAN

What will the Horsham South Structure Plan do?

The Structure Plan offers a place-based, comprehensive vision for Horsham South’s growth.

This will be achieved through strategies and actions that direct land use, guide transport connections and provide for open space, infrastructure and services.

In particular, the Structure Plan provides guidance on:

- Zoning that will facilitate consolidation of growth and efficient use of infrastructure.
- Layout of roads and open space to enhance connectivity and amenity.
- A holistic approach to infrastructure provision.

Horsham South has a sufficient supply of zoned residential land to meet its forecast growth.

Scope of the Structure Plan

The Structure Plan is a high-level strategic document that sets an overarching vision and next steps.

While the development of the Structure Plan has been informed by technical studies, it has not involved comprehensive technical work and does not include a detailed resolution of technical issues.

The need for further work is identified throughout the Structure Plan document.

The Structure Plan therefore does not seek to unlock areas for new development in the short term. Instead, it recommends zoning changes that seek to deliver a more coordinated approach to development. Zoning changes are also proposed to ensure zones match current development patterns.

The Structure Plan will be a strategic document that sits alongside other municipal strategies, actions and plans and guides decision-making and project prioritisation.

It will be included as a background document within the Horsham Planning Scheme, and its recommendations will be used to support rezonings, amend existing planning controls and apply additional planning controls.

As Horsham South develops, it will be necessary to undertake further technical and strategic work to resolve these issues.



EXAMPLE OF RURAL RESIDENTIAL DEVELOPMENT IN HORSHAM SOUTH

Context

Regional Context

Horsham is located mid-way between Adelaide and Melbourne and serves as the major regional centre in the Wimmera Region (Figure 3).

For many of the smaller townships throughout the Wimmera-Southern Mallee, Horsham is the nearest available centre for residents to access a range of retail, health, education, commercial and civic needs and opportunities. This service town role enables Horsham to sustain a comprehensive range of services and businesses in a township setting.

The natural environment is an important part of Horsham's identity. Horsham is surrounded by some of the Victoria's most iconic natural attractions, including the Grampians, Little Desert and Mt Arapiles, and it is home to a portion of the Wimmera River.

The Wimmera-Southern Mallee region is significant for its rural and environmental qualities, containing the soils that produce a large portion of Victoria's grain, pulses and livestock. Much of the industry within this region revolves around agri-business, with a range of different fibres, foods and fuels being produced.

These products are often transported across Australia with heavy vehicles, travelling along the network of highways (the Wimmera, Western and Henty Highways) that pass through the Horsham area.

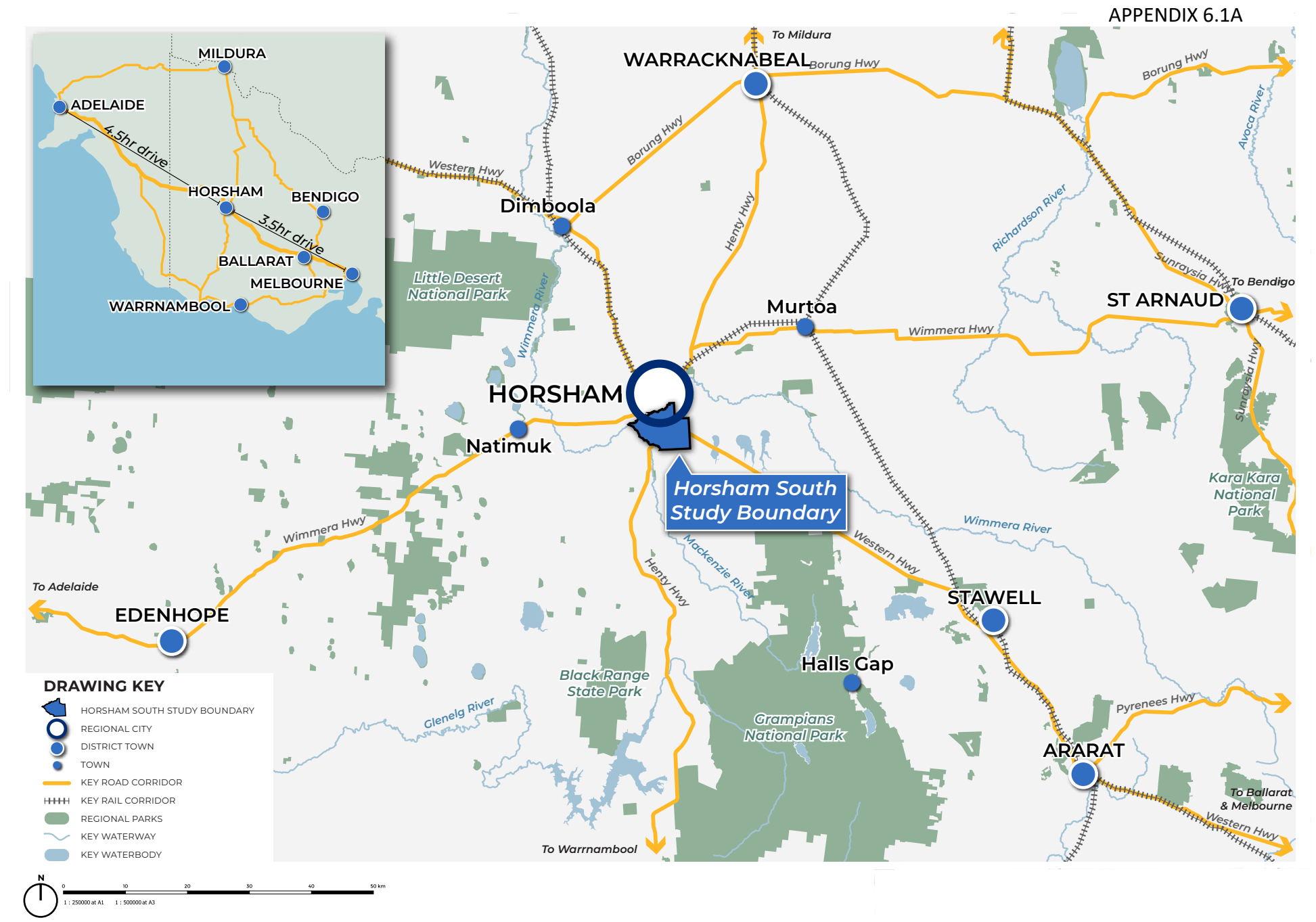
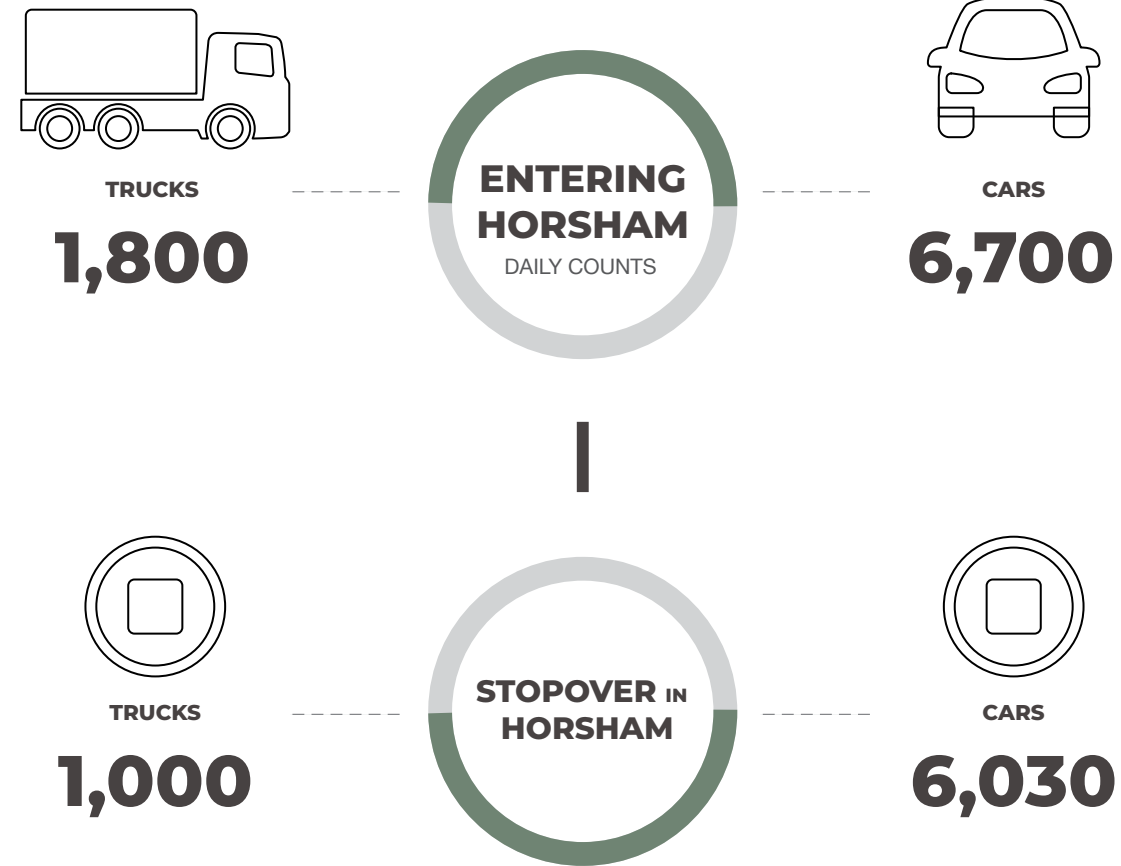


FIGURE 3. REGIONAL CONTEXT PLAN

Local Context

Aboriginal cultural heritage context

The Wotjobaluk, Jaadwa, Jadawadjali, Wergaia and Jupagulk peoples (collectively known as the Wotjobaluk Peoples) are the Traditional Owners of the Wimmera River area.

Barringi Gadyin (the Wimmera River) has been central to the cultural and spiritual life of the Wotjobaluk Peoples for thousands of years. The Wotjobaluk Traditional Owners maintain a strong connection to their Country today, and protecting and managing their land, waters, and culture is of vital importance.

The Wimmera River, Mackenzie River, and their surrounds hold among the few remaining areas of remnant (pre-colonial) vegetation in the area. The precolonial landscape holds deep cultural and spiritual significance for Traditional Owners, who have used, cared for, and been cared for by Country for millennia.

The protection of areas of remnant vegetation promotes the continuation of culture and connection to the land, while also supporting the endemic biodiversity and ecological integrity of the landscape.

The Wimmera River is central to the identity of Wotjobaluk people. Retaining access to the river is important, particularly in areas of higher cultural sensitivity, such as Wopet-Bungundilar and surrounds. For many Traditional Owners, the ability to access the river facilitates connection to culture and identity, and the continuation of cultural practice handed down through generations.

European settlement

European settlers entered Jadawadjali Country in two waves beginning in 1836 and 1840. Incoming settlers often occupied permanent water sources, displacing the Wotjobaluk Peoples of the Wimmera area, and leading to widespread conflict throughout the region during the 1840s. Initial European settlement focussed on large squatters runs and pastoral properties, within which modified and traditional farming techniques became the foundations of a successful grain growing industry across the Wimmera region.

Since European settlement of the region, the Wotjobaluk Peoples’ tangible and intangible cultural heritage has been impacted upon by the rapid urbanisation of the area. Pastoral properties within the Horsham cultural landscape have been subjected to animal husbandry practices, ploughing, and seeding crop. The ongoing urbanisation of the area continues to impact and disturb tangible and intangible cultural heritage within the Horsham cultural landscape.

Colonisation and dispossession of Country has irretrievably affected the way in which the Wotjobaluk Peoples of the Wimmera area interact, connect, and care for their Country. Despite dispossession and the current Western practice of land ownership executed throughout much of Australia, the Wotjobaluk Peoples continue to fight for their rights to care for Country and continue to pass down their knowledge to future generations.

Council will work with BGLC to identify Traditional Owner’s priorities in a way that is culturally informed, culturally safe and co-designed with Traditional Owners prior to finalisation of the structure plan. This will build on background work already undertaken, which has captured some of the culturally sensitive sites within the Horsham South Structure Plan study area.

A key aspiration of the Structure Plan is to encourage the consideration of Traditional Owners’ perspectives in future land decisions, particularly around the highly sensitive Wimmera River area.

Demographics

As of the 2021 Census, Horsham had a population of 20,429. The Horsham population is typically older than the Victorian average, with more residents in the older persons categories, 60 and above. This will influence the way that Horsham develops, particularly when it comes to priorities for infrastructure and service needs. The population of Horsham is growing, but the pace of population growth in Horsham is low at between 0.2% and 0.5% per annum.

A snapshot of Horsham and its key features are identified in Figure 4.

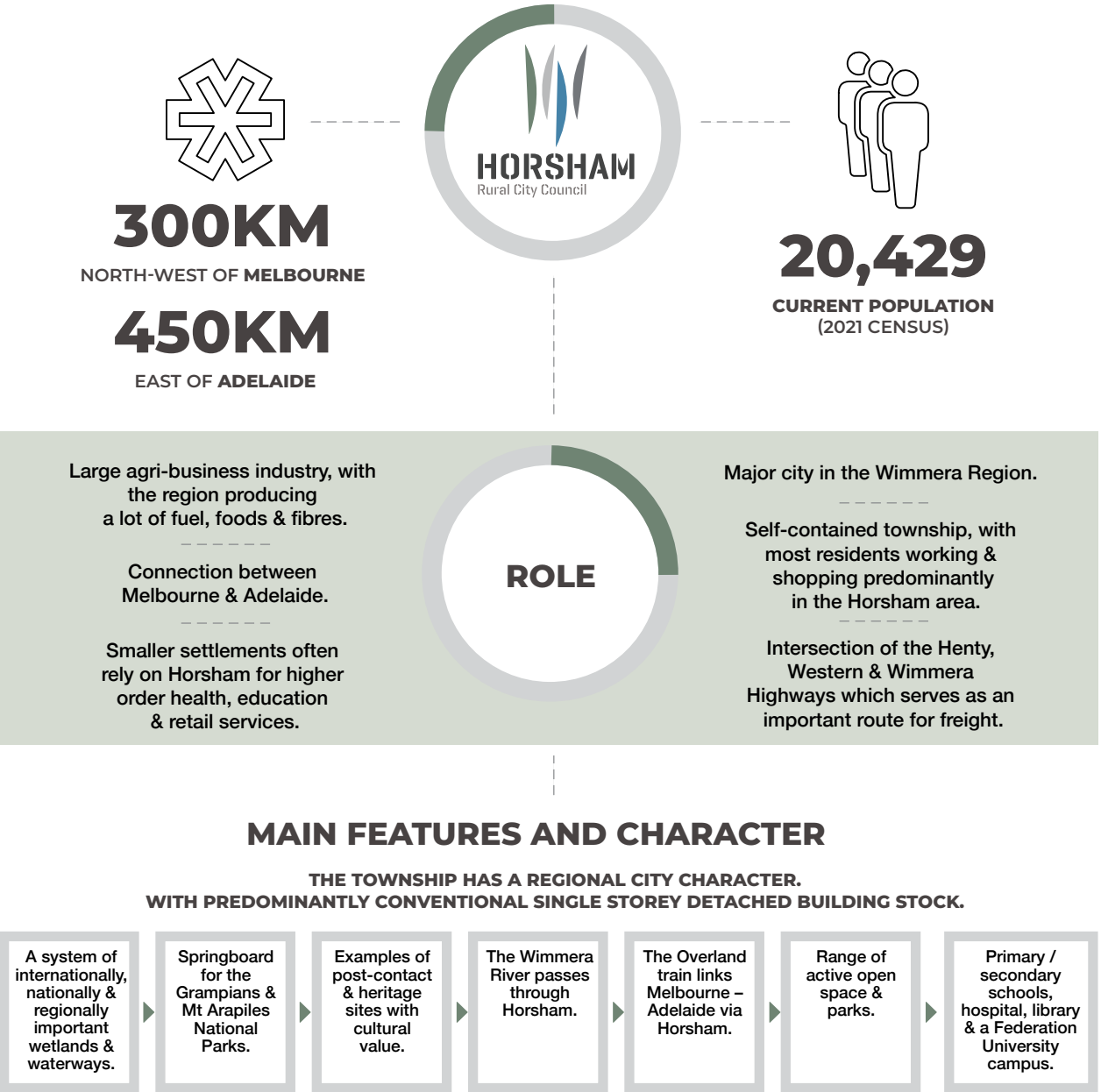


FIGURE 4. TOWNSHIP SNAPSHOT

Land supply

Analysis undertaken by SGS Economics for the Horsham and Natimuk Housing Diversity and Affordability Strategy Background Report (SGS Economics) found that there is more than sufficient zoned land supply to meet expected dwelling demand to 2041 within Horsham, Haven and Natimuk. The Structure Plan will therefore not unlock new land supply within the study area in the short term. However, there is a need to direct and manage growth within Horsham South, as the more easily developable land supply (i.e., along major roads) has been largely consumed and now the less accessible and more cost-intensive land remains.

In response to the vision for Horsham South to develop in a consolidated and coordinated way, the Structure Plan encourages consolidation of development around areas with existing services and amenity. This will allow for efficient use of services and facilities as Horsham South grows.

Patterns of development

Northern side of the river

Horsham has developed primarily on the northern side of the Wimmera River, outside of the study area (Figure 5). The river has influenced the growth of the township, with the town centre and first waves of housing constructed on the northern side. The township on the northern side of the river is a tightly gridded network, with housing primarily of smaller weatherboard and brick single-storey dwellings with large yards and mature trees. The pattern of subdivision is diverse, with some examples of smaller lots and localised density. This area also has some historic and period homes.

The Horsham Central Activity District is the principal activity centre of Horsham and the broader region, accommodating supermarkets, hotels, specialty retail, a large bulky goods retail centre, cafes and restaurants. The retail centre is an attractive network of streets of historic gold-era buildings and more modern shopfronts. Pockets of landscaping with trees, shrubs and grasses enhance street intersections and the pedestrian amenity of the area. The town centre and surrounds also contains the majority of the community infrastructure in the area. The town centre is a significant size for a population of just over 20,000 people, a reflection of its broader service centre role.

Southern side of the river

Over time, due to the Wimmera River bridge crossing upgrade and increased desirability of land, development occurred south of the river. The residential areas on the southern banks of the river generally have a similar housing style, but the streets are not always structured around a grid-like pattern. Flanking the southern riverbank are a few streets of more stately modern housing developments with larger properties.

As development continued further south, residential areas with larger lots sizes emerged. Much of the rural character of Horsham South stems from the larger housing lots that are set on rural living zoned land.

Haven

Moving further to the south, the area becomes Haven. Here the Horsham West and Haven Primary School, together with the Haven Recreation Reserve and Haven Hall (a 1940s soldiers' memorial hall), serve as a central landmark.

Haven settlement was gazetted in 1912 and originally comprised irrigation blocks. The character of Haven is distinct from the more suburban feel of Horsham, with a strong rural influence and larger lots. Much of Haven's land is zoned for rural living and low density residential, with some limited farming uses.

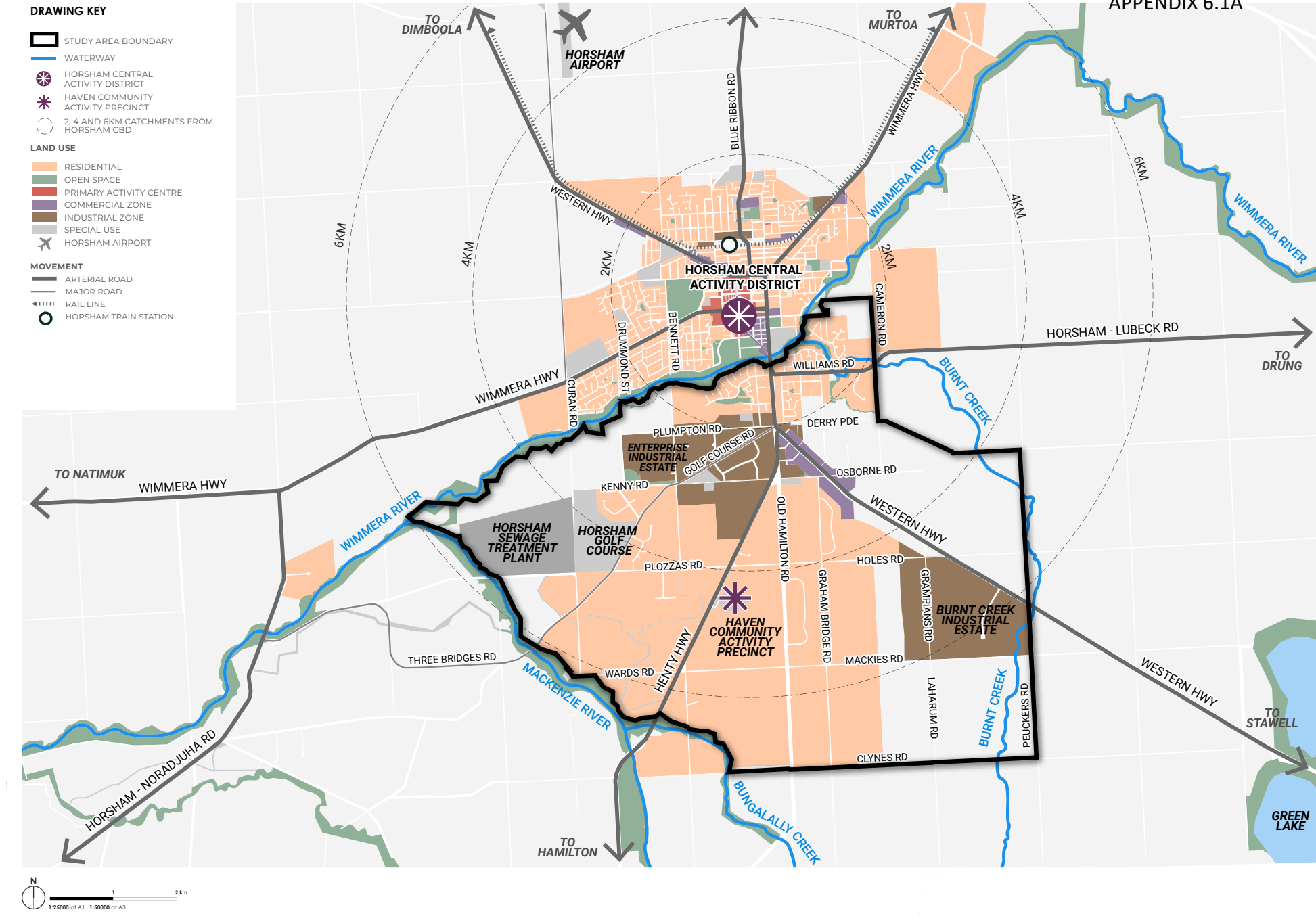


FIGURE 5. LOCAL CONTEXT PLAN

Site Context

To gain a better understanding of the physical context of the site area, technical studies were undertaken.

These included:

- Industrial Land Supply & Demand Assessment (Spatial Economics 2022)
- Potentially Contaminated Land Assessment (Meinhardt 2023)
- Ecology and Habitat Assessment (Ecology & Heritage Partners 2023)
- Preliminary Drainage Assessment (Stormy Water Solutions 2023)
- Catchment A Drainage Concept report (Stormy Water Solutions 2024)
- Servicing (Water & Sewer) Assessment (Tonkin 2024)
- Bushfire Risk Analysis (Kevin Hazell Bushfire Planning 2024)
- Traffic and Transport Analysis (onemilegrid 2024)

The key findings and recommendations of these assessments are summarised in Table 1.



TECHNICAL ASSESSMENT	KEY FINDINGS	KEY RECOMMENDATIONS
Industrial Land Supply & Demand	<p>Horsham municipality has a stable amount of industrial zoned land (approx. 15+ years) to meet current and future demand.</p> <p>It is important that industrial zoned land is available in the right locations and remains sustainable and viable into the future. Retaining industrial land ensures industrial enterprises can be accommodated, local jobs provided and revenue generated.</p>	<ul style="list-style-type: none"> • Regularly monitor the consumption of industrial land stock. • Ensure there is a continual stock of larger industrial allotments for future subdivision and potential large industrial land users .
Potentially Contaminated Land	<p>There are potential site-specific sources of contamination of moderate to high risk associated with current/historic agricultural uses.</p> <p>The Horsham Transfer Station, the GWMWater Sewage Treatment Plan and the Horsham Regional Livestock Exchange have the potential to impact on the amenity of the Structure Plan area and will require separation distances.</p>	<ul style="list-style-type: none"> • Complete a Preliminary Risk Screen Assessment (PRSA) for sensitive land uses in areas with a ‘high’ or ‘medium’ potential for contamination (PFC). • Undertake a preliminary site investigation (PSI) for less sensitive land uses in areas with a ‘high’ PFC. • Document the consideration of potential for contamination to impact any planning proposal for less sensitive land uses in areas with a ‘medium’ PFC. • No further investigation required for ‘low’ PFC areas, unless sources of contamination are uncovered during works. • Consult EPA Publication 1518 for recommended separation distances.
Ecology and Habitat	<p>The Horsham South Structure Plan area includes 8 ecological vegetation classes, 251.24ha of native vegetation and 847 scattered trees.</p> <p>Within 10km of the study area there are 7 nationally significant and 26 State-significant flora species; 23 nationally significant and 28 State-significant fauna species; 6 nationally listed ecological communities; and 2 <i>Flora and Fauna Guarantee Act 1988</i> listed vegetation communities.</p>	<ul style="list-style-type: none"> • Retain areas of high conservation value and protect large areas of native vegetation. • Retain native trees in active and passive open spaces. • Provide linear vegetation and/or habitat corridors and investigate connecting spaces through open space links. • Minimise impacts to native vegetation.

TABLE 1. TECHNICAL ASSESSMENT KEY FINDINGS AND RECOMMENDATIONS

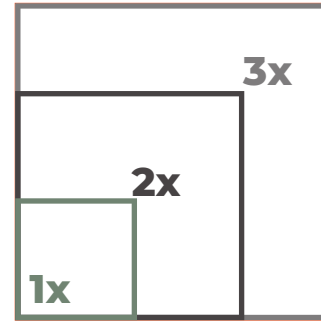
TECHNICAL ASSESSMENT	KEY FINDINGS	KEY RECOMMENDATIONS
Drainage	<p>There is limited stormwater drainage infrastructure in Horsham South and drainage is largely via local swales or open earth table drains within road reserves. Once the table drains are full, overland flow (i.e., flooding) is expected to occur in certain areas.</p> <p>The existing township is serviced by pipelines, which in some cases discharge to existing pondages/retarding basins. Horsham Township’s piped drainage system is not expected to be able to accept any increase in flood flows.</p> <p>A number of the table drains are not functioning as intended and are instead contributing sediment to run-off.</p> <p>Catchment A is the highest priority catchment, as it covers a large portion of the areas identified for change.</p>	<ul style="list-style-type: none"> • Recommendation for 7 drainage schemes—to include new conveyance systems, additional flood mitigation/retardation measures, and future water sensitive urban design measures. • Within Catchment A, a series of three wetland/retarding basin systems (connected by pipelines) are proposed to traverse the centre of the catchment from south to north. Once constructed, surrounding sites should be able to discharge (via pit and pipe and/or grassed swale connections) into this system.
Servicing	<p>There are no major issues or concerns regarding the water network. However, the development of Horsham South will require new water infrastructure and upgrades of the existing water assets.</p> <p>This existing wastewater system has been expanding as needed, resulting in many future developed areas with no access to a wastewater connection. Onsite wastewater treatment has been adopted, but GWMWater recommends that these lots—where practical—should be provided with a new wastewater connection and the onsite treatment system decommissioned.</p>	<ul style="list-style-type: none"> • Provide three new east-west services corridors comprising water, electrical, as well as new wastewater mains along Mackies Road, Holes/Plozzas Road and Osborne Road to service future growth. • Investigate upgrading the Morson Pumping Station, Mt Zero treatment plant and the high-pressure spine pipeline in the future. • Investigate upgrading the wastewater treatment plant to manage increased demand.

TECHNICAL ASSESSMENT	KEY FINDINGS	KEY RECOMMENDATIONS
Bushfire Risk	<p>Bushfire risk does not present significant obstacles to development within the Horsham South Structure Plan area. Land within the precinct is at some risk of bushfire; however, the risks can be managed with appropriate development controls.</p>	<ul style="list-style-type: none"> • Apply vegetation management requirements (Clause 53.02 Bushfire Planning, Table 6) to all land within a lot proposed in a subdivision. • Apply minimum setbacks from vegetated areas: 19 m from grassland, 33 m from woodland and 48 m from forest. • Direct development to lower risk locations. • Establishing a perimeter road to define a future hazard/settlement interface.
Traffic and Transport	<p>The Horsham road network consists of three arterial roads (Western Highway, Henty Highway and Williams Road), and a host of smaller access, link and collector roads. Movement in Horsham South is predominantly by private vehicle.</p> <p>There are also many freight movements throughout Horsham. These generally stem from primary production activities, and their routes follow the network of highways across the township.</p> <p>Cycling infrastructure is limited, with cycling facilities provided only on Henty Highway, Gold Course Road, Kenny Road and Old Hamilton Road.</p> <p>Public transport access is poor, with access to bus services are primarily in the established residential areas immediately to the south of the Wimmera River, in the northern portion of the study area. Public transport options currently consist of a route 3 (Horsham to Horsham College and South Bank) and 4 bus (Horsham to Haven) services, which operate with a limited frequency.</p>	<ul style="list-style-type: none"> • Upgrade identified road infrastructure. • Expand active transport routes and bus routes. • Continue to investigate additional road connections across the Wimmera River. • Continue to investigate an alternative truck route (a Feasibility Study is already underway).

Existing development and infrastructure context

Horsham South’s existing development context has a major influence on planning for infrastructure.

This context is summarised in Table 2. Infrastructure & Services are discussed in more detail in Part 4.

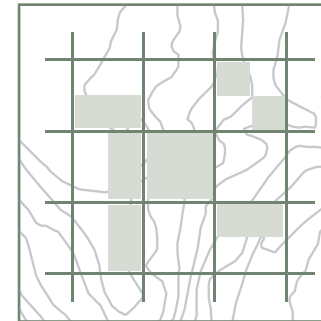


SCALE AND LOCATION

Horsham South encompasses the semi-rural area south of Horsham city—a major regional centre between Melbourne and Adelaide—and the town of Haven.

The study area is very large and covers approximately 4,500ha, comprising a mix of residential, industrial and farming land, with small pockets of commercial land, a handful of community facilities, waterways and natural areas.

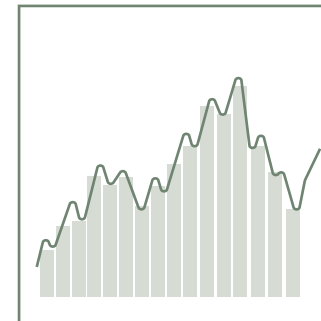
According to the 2021 Census data, the area includes approximately 1,700 households.



COMPOSITION AND OWNERSHIP PATTERN

The distribution and modest scale of growth across the precinct poses a challenge in terms of coordinating the delivery of shared infrastructure.

Horsham South includes fragmented land ownership which further contributes to challenges in coordination of infrastructure.

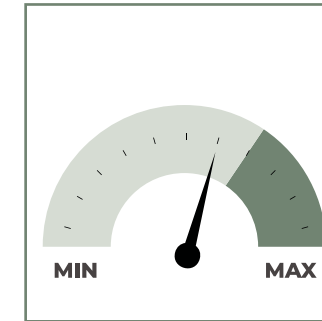


DEVELOPMENT/ PLANNING STATUS

Development in recent years has occurred in an uncoordinated, ad hoc manner and there are multiple development fronts. Recent and planned development has generally not been concentrated around existing services and points of amenity. There are large tracts of undeveloped land designated for residential development.

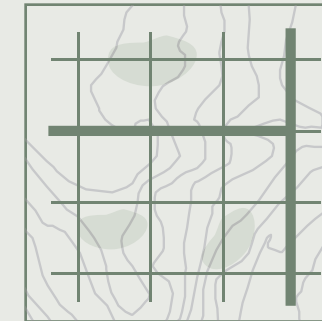
Existing zoning that provides for progressively larger lots moving southward.

TABLE 2. DEVELOPMENT AND INFRASTRUCTURE CONTEXT



AFFORDABILITY

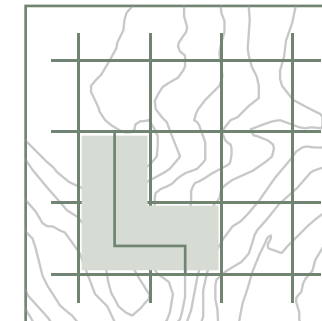
Council and development proponents are conscious of the current market conditions and ensuring that Horsham South remains an affordable residential and employment housing market.



EXISTING & POTENTIAL NEW INFRASTRUCTURE

There is limited existing infrastructure for sewer, drainage and water and a current backlog of projects. A single vehicle road crossing connects Horsham South to Horsham city.

Infrastructure in Horsham South is currently being negotiated and delivered on a case-by-case basis, via development and permit conditions.



DELIVERY OF WORKS IN KIND

To date, delivery of works in kind has been limited due to the scale of development (with the exception of several larger estates including Southbank Estate, Haven Park Estate, Golf Links Estate and Stockton Park Estate).

However, the structure planning process has provided the opportunity to identify and facilitate coordinated delivery of key shared infrastructure.

Green infrastructure

Council has secured land for, and is currently preparing, detailed designs for the Haven Recreation Reserve, which includes both local recreation facilities and a regional tennis facility.

The Haven Recreation Reserve is co-located with Horsham West and Haven Primary School. Council is also reviewing their Open Space Strategy.

Council has recently prepared the Horsham Bicycle and Shared Paths Infrastructure Plan 2024-2034 to identify existing and planned routes, develop a hierarchy system of cycle routes and provide a 5-year and 10-year infrastructure plan to increase, improve and connect the bicycle and shared path network.

The distributed nature of proposed growth across the very large area requires a mixture of higher order shared infrastructure as well as site-specific works.

Strategic and statutory context

Horsham’s planning framework consists of municipal strategies, actions and plans and the policy and controls within the Horsham Planning Scheme.

Horsham Planning Scheme

The Horsham Planning Scheme provides guidance on how growth and change are to occur throughout the municipality. The key planning issues, and Council’s vision for how to respond to these, are established throughout the Municipal Planning Strategy (MPS) and local policy within the Planning Policy Framework (PPF).

Key planning issues identified within the MPS are:

-  A GROWING AND AGEING POPULATION.
-  A NEED FOR ADDITIONAL SERVICES, INCLUDING EDUCATIONAL AND HEALTH FACILITIES AND AGED CARE.
-  A NEED FOR MORE DIVERSE AND AFFORDABLE HOUSING.
-  A NEED FOR MORE EFFICIENT PUBLIC TRANSPORT.
-  A CHANGING AGRICULTURAL INDUSTRY.
-  A NEED TO PROTECT THE ENVIRONMENTAL ASSETS.

Policy within the MPS seeks to ensure that Horsham grows in a logical and integrated way. This is supported by State and local clauses within the PPF.

The following strategic directions within the MPS are particularly relevant to the Structure Plan:

- Encourage increased densities in areas that can capitalise on existing physical and social infrastructure.
- Conserve the places and sites of cultural heritage value within the Horsham municipality.
- Protect productive agricultural land for agriculture and sustainable resource use.
- Avoid encroachment of sensitive land uses near land identified for industrial development.
- Encourage road corridors and improved connections to link developing areas to established areas.
- Support upgrades to the cycling network to improve safety and cater for all levels of cyclist.

Overarching State, Regional and local policy

State and regional policy supports the growth of Horsham as a regional city.

State policy with **Plan Melbourne 2017–2050** recognises Horsham as an important regional city that contributes to the local economy and environment and identifies a need to invest in regional cities such as Horsham to manage population growth. It also acknowledges the distance between Horsham and Melbourne and aspires to improve the rail and road infrastructure connections between these two cities.

The **Wimmera Southern Mallee Regional Growth Plan (2014)** identifies Horsham as the major centre of the region, providing a wide range of services to the region and adjoining areas. Its directions include promoting growth and providing for residential infill and targeted greenfield development in Horsham. The plan notes that development will need to protect the Wimmera River, as it is a major recreational and environmental asset.

Local policy sets a more specific vision for the growth and development of Horsham.

The **Horsham 2041 Community Vision** sets the vision for the Horsham region in 2041 to be ‘a vibrant, liveable hub that thrives on strong economic growth and social connectedness. Empowering people to live, work and access opportunities for recreation and culture, now and into the future’. This is broken down into the themes of sustainability, accessibility, liveability and community.

Under this overarching vision is the **2021-2025 Council Plan**, which outlines the four-year strategic objectives of Council, under the themes of community, liveability, sustainability, accessible and leadership. The Council Plan mentions the Horsham South Structure Plan as a related strategic document.

While these plans do not set directions specifically for Horsham South, they apply to Horsham as a whole, and the Structure Plan has been developed in alignment with their broad directions.

Related strategies and plans

Development of the Structure Plan has considered recently completed and in-progress plans and strategies that impact Horsham South. In turn, some of these strategies will be influenced by the Structure Plan.

Bicycle and Shared Paths Infrastructure Plan 2024-2034

Council recently adopted the Horsham Bicycle and Shared Paths Infrastructure Plan. This document assesses the existing conditions and plans for a connected network focussed on the urban area of Horsham and the developing area of Haven.

The development of this plan took into account the transport directions of the draft Structure Plan, which included extending and connecting shared paths to improve walking and cycling from Haven to the Wimmera River and continuing the shared path along Burnt Creek. The Structure Plan will play a role in facilitating these key transport directions.

Horsham and Natimuk Housing Diversity and Affordability Strategy

Council is currently developing a new Housing Diversity and Affordability Strategy. This will be a 15+ year plan to manage housing growth and change across residential areas of Horsham and Natimuk, in a way that respects the areas’ unique values and established neighbourhood character. The Strategy will provide the basis to review residential zones and identify preferred locations for future growth and infill development.

The preliminary findings from the background study undertaken from the Strategy have been used to inform the Structure Plan. The Horsham and Natimuk Housing Diversity and Affordability Strategy Background Report 2024 found that Horsham has over 38 years of residential land supply, which was informed by a demand scenario based on historical dwelling approvals (and the highest demand scenario of the three developed). This support the vision of the Structure Plan to guide coordinated development, rather than unlock residential land.

The final Housing Strategy has the opportunity take into account the directions for the Structure Plan and further its implementation.

Industrial and Commercial Land Use Strategy

Council is developing an Industrial and Commercial Land Use Strategy. This Strategy will establish an overall vision and objectives for industrial and commercial land in Horsham and provide strategic direction to support future planning and investigation of potential rezonings. It will outline the demand for and supply of industrial and commercial land and identify the attributes of land required to service the existing and future needs of industry and businesses to help drive economic growth.

The Industrial Land Supply & Demand Assessment (Spatial Economics 2022) found that there is adequate industrial land to meet state planning policy guidance for the provision of 15 years supply, as well as multiple locations (Enterprise Estate, Burnt Creek and WALHub). The Structure Plan provides high level guidance on the interfaces and outcomes sought in the industrial and commercial areas in Horsham South based on preliminary analysis undertaken by Spatial Economics. The Industrial and Commercial Land Use Strategy will take a longer-term view and consider unlocking commercial and industrial land development opportunities more broadly.

The Horsham South Structure Plan Background Report provides a more detailed analysis of policy, strategies and other investigative projects that have informed the development of the Structure Plan.

Horsham Planning Scheme Review

Council recently completed a planning scheme review and on 22 April 2024 resolved to commence a Planning Scheme Amendment to implement the reviews findings. The review was completed consistent with Planning Practice Note 32: Review of Planning Schemes and identifies general changes including an update to the Local Planning Policy Framework and Municipal Planning Strategy. The review also recommends implementation of current projects, including the Horsham South Structure Plan.

Related strategic projects

The Structure Plan takes into consideration current major projects within Horsham that impact the land use direction and infrastructure planning of the site area. Where possible, information has been shared across projects to achieve a consolidated and aligned direction for the future. The Structure Plan leverages the positive change from other projects to achieve net community benefits for Horsham South.

Alternative truck route

Horsham is located on one of the busiest truck routes in Victoria (Western Highway), with many movements in and out of Horsham. As the Horsham economy has a strong reliance on agri-business and producing primary goods, it is important that heavy vehicles can continue these operations.

A current tension within Horsham is that most of this freight passes through the main town centre. This is having negative impacts on public life and the character of the area. The Horsham Urban Transport Plan, endorsed by Council in January 2020, discussed the possibility of relocating industry and vehicles out of the Horsham CAD. Options to address this issue are being investigated through an Alternative Truck Route Feasibility Study, which is nearing completion.

Wimmera Agriculture and Logistics Hub

The Wimmera Agriculture and Logistics Hub (WAL Hub) formerly known as the Wimmera Intermodal Freight Terminal (WIFT) is a major intermodal freight and logistics hub for the Wimmera-Southern Mallee region.

In 2012, a Structure Plan for the area was produced by AECOM in response to Schedule 9 to the Development Plan Overlay and local policy within in the Horsham Planning Scheme. The WIFT Structure Plan encourages further heavy industry to consolidate in the emerging WAL Hub to create a local economic precinct. Its vision is for the precinct to comprise industry involved in the storage and transfer of primary produce and raw materials from farm, road and rail, for eventual transport to seaports and international markets, supported by a range of complementary activities and businesses (i.e., container park facilities, large volume container packing, bulk loading and warehousing facilities). It also includes the aim to incorporate industry that adds value to primary produce and raw materials through their manufacture, packaging and transportation.

The Horsham Rural City Industrial Land Supply & Demand Assessment (Spatial Economics 2022) identifies the WAL Hub as a likely location to meet demand for larger industrial lot demand. As of 2022, the WAL Hub had a 75% land area vacancy rate of Special Use Zone (SUZ) land, comprising of 330ha across three lots, resulting in a 43% lot vacancy rate.

The Structure Plan recognises existing higher order policy with the Horsham Planning Scheme and the WAL Hub Structure Plan, which encourages freight and logistics industry to locate in the WAL Hub.

Burnt Creek Industrial Estate

The Burnt Creek Industrial Estate is the primary area for heavy industrial development/land uses within Horsham South. As of 2022, this precinct had 228.5ha of Industrial 1 Zone (IN1Z) available land supply, representing an 85% land vacancy rate and a 73% lot vacancy rate. The Industrial Land Supply & Demand Assessment identifies these as representing an opportunity for future subdivision and/or accommodating large lot industrial land users.

This industrial estate notably contains the Horsham Regional Livestock Exchange, which has been operating within the estate since 1999 and is an important part of the local economy. Clause 17.03-2L of the Horsham Planning Scheme contains a strategy to cluster industrial activities on land around this livestock exchange.

The Structure Plan recognises the importance of retaining the ability to develop Burnt Creek as a key industrial and employment area. As land and lot sizes in Burnt Creek Industrial Estate are suitable for larger scale, heavier industry, such uses will be encouraged to locate in this area. A planning permit for a 16-lot subdivision within Burnt Creek Industrial Estate has been issued. This will provide lot sizes ranging from 3.08–57.1ha for the purpose of industrial uses. The existing Farming Zone (FZ) provides a built-in buffer to this subdivision.

Statutory context

Zoning

Zoning provisions that apply to Horsham South determine how land is used and developed. Horsham South's current zoning is shown in Figure 6. Table 3 summarises the existing zones within the study area and outlines some observations on the development patterns being experienced in these locations.

Existing zoning provisions were reviewed to understand whether they are contributing to consolidated and orderly community growth. Recommended zoning changes are set out in Part 3.

Overlays

Overlays provide direction on design and development objectives for particular areas. The overlays that apply to the site area are shown in Figure 7 and summarised in Table 4.

Sewerage Treatment Facility

Grampians Wimmera Mallee Water (GMMWater) operates a wastewater treatment plant in the northwestern portion of the site area. This currently serves all of Horsham via the existing collection network.

In response to community complaints regarding odour, GMMWater undertook a review of the processes and capacity of the plant. As noted in the Horsham South Structure Plan – Water and Wastewater Services (Tonkin 2022, updated 2024), this found that the plan may be approaching its capacity within 5 to 10 years. GMMWater has indicated their intention to upgrade or renew the plant as needed and implement an increased buffer and new infrastructure to reduce odours.

The Environmental Significance Overlay Schedule 6 (ESO6) applies as a buffer area to the Sewerage Treatment Plant. The ESO6 does not currently encroach into any existing residential uses or uses proposed by the Structure Plan.

Wimmera Regional Multi-Sport Precinct

Council is investigating the feasibility of new sporting infrastructure in Horsham and has published the Wimmera Regional Multi-Sport Precinct Feasibility Study (Council 2023). This indicates Haven Recreation Reserve as a preferred site for regional tennis, two municipal soccer pitches, a local cricket oval, a community hub and open space. This would represent an upgrade of the existing site, which currently includes tennis courts, Horsham West and Haven Primary School (Haven campus) and Haven Hall.

The Structure Plan has been developed in anticipation of an expansion of this site and associated increases in visitors to the area.

Open Space Strategy Review & Open Space Policy

Council is currently undertaking an assessment of the current and future open space requirements in Horsham with regard to future development and population growth. This will inform local policy that sets out the selection criteria for accepting either a land or cash contribution at the subdivision stage of development (subdivision permits) and the format of land to be contributed.

Council currently collect open space contributions at the planning permit stage, pursuant to Section 18 of the Subdivision Act 1988. Such contributions are limited to and cannot exceed five percent; however, a higher rate can be nominated through a schedule to Clause 53.01.

Given the amount of additional open space required for forecast development to 2041, the contribution rate for open space supported by the review would not be greater than what Council is able to achieve through permit conditions.

Council is seeking to strengthen its approach to open space planning with the development of an Open Space Policy.

Heritage

The Horsham Heritage Study 2014 acknowledges Horsham South (Haven), formerly known as 'The Horsham Borough Common' as a settlement area that was open for selection in the early 1900s. Early dwelling construction included a range of housing types made from timber, wattle and daub and sun-dried brick huts. An example of this is the Mud Brick Farm Complex located on Wards Road. The Heritage Study also identifies Haven Hall as one of the various soldier memorial halls constructed around the 1940s.

Council is currently progressing a planning scheme amendment for heritage that identifies the Mud Brick Farm Complex as an individually significant property, as it demonstrates a relatively intact example of a collection of mud brick buildings built in this period.

Enterprise Estate

Enterprise Estate is an industrial development site of approximately 50ha of IN1Z land located off Plumpton Road, serviced with electricity, drainage, water, sewerage, gas and high speed internet. Part of the Enterprise Estate is owned by Council, who is currently preparing a plan of subdivision.

As Enterprise Estate is surrounded by residential areas, it is suitable for smaller scale industrial uses compatible with nearby sensitive uses. The Structure Plan encourages such smaller scale industrial uses to locate within Enterprise Estate and facilitates the provision of appropriate buffers.

TABLE 3. EXISTING ZONES

ZONE	LOCATION AND PURPOSE
<p>■ General Residential Zone 1 (GRZ1)</p>	<p>GRZ1 zoned land comprises the northern end of Horsham South, across the river from the Horsham Central. GRZ1 encourages housing growth and a diversity of housing types in locations with good access to services and transport, provided new development also respects the neighbourhood character of the area.</p>
<p>■ Low Density Residential Zone (LDRZ)</p>	<p>LDRZ zoned land covers a substantial area in the centre of Horsham South, as well as areas on two sides of the Horsham Golf Course. The LDRZ provides for low-density residential development, provided lots can either be connected to reticulated sewerage or treat and retain all wastewater. It contains minimum subdivision requirements for 0.4ha where not connected to reticulated sewerage and 0.2ha where connected to reticulated sewerage.</p>
<p>■ Rural Living Zone (RLZ)</p>	<p>The largest residentially zoned area of Horsham South, stretching from the centre to the southern and western end, is zoned RLZ. The RLZ provides for residential use in a rural environment. It contains minimum subdivision requirements of between 1–4 ha. Schedule 1 to the RLZ lowers the default 4ha requirement for certain areas of land, including two within the study area.</p>
<p>■ Farming Zone (FZ)</p>	<p>Surrounding the study area boundary is predominately FZ, which has a minimum subdivision size at 40ha. The FZ supports ongoing and future use of land for agriculture and rural industries. The Horsham Planning Scheme Review 2024 proposed a number of schedules to be developed for the FZ. The proposed Schedule 1 to the FZ includes a minimum area of 10ha for subdivision and minimum area of 10ha for which no permit is required for the use of land for a dwelling.</p>
<p>■ Special Use Zone (SUZ) Special Use Zone 1 (SUZ1) Special Use Zone 8 (SUZ8)</p>	<p>SUZ1 provides for the use of the Horsham Golf Club. A significant area of land west of Pearsons Road and south of the Wimmera River is zoned SUZ8. SUZ8 facilitates the development of the Horsham Artist in Residence. It contains a minimum subdivision requirement of 60ha (unless it is for the purpose of excising land that has Aboriginal cultural sensitivity).</p>
<p>■ Public Conservation and Resource Zone (PCRZ)</p>	<p>Land adjacent to parts of the Mackenzie River and Wimmera River is zoned PCRZ. This also includes an offshoot of Burnt Creek that falls within the study area. The purpose of the PCRZ is to protect and conserve the natural environment and natural processes for their historic, scientific, landscape, habitat or cultural values.</p>
<p>Industry Zone ■ Industrial 1 Zone (IN1Z) ■ Industrial 3 Zone (IN3Z)</p>	<p>Two large areas of land—the area surrounding Horsham Transfer Station on Kenny Road and an area south of Western Highway on the eastern side of the study site—are zoned IN1Z. IN1Z provides for manufacturing industry, the storage and distribution of goods and associated uses in a manner which does not affect the safety and amenity of local communities. A stretch of land north of Plumpton Road, between Stawell Road to the east and a private, unsealed road to the west is zoned IN3Z. The IN3Z provides for industries and associated uses in specific areas where special consideration of the nature and impacts of industrial uses is required or to avoid inter-industry conflict.</p>
<p>■ Public Use Zone (PUZ) Public Use Zone 1 (PUZ1) Public Use Zone 2 (PUZ2) Public Use Zone 6 (SUZ6) Public Use Zone 7 (PUZ7)</p>	<p>The PUZ recognises public land use for public utility and community services and facilities. PUZ1 covers services and utilities, including the Horsham Sewerage Treatment Plant and Horsham Transfer Station. PUZ2 covers the Horsham West and Haven Primary School (Haven campus). PUZ6 covers the Haven Recreation Reserve. Other areas near the primary school and recreation reserve designated for ‘other public use’ are PUZ7.</p>

APPENDIX 6.1A

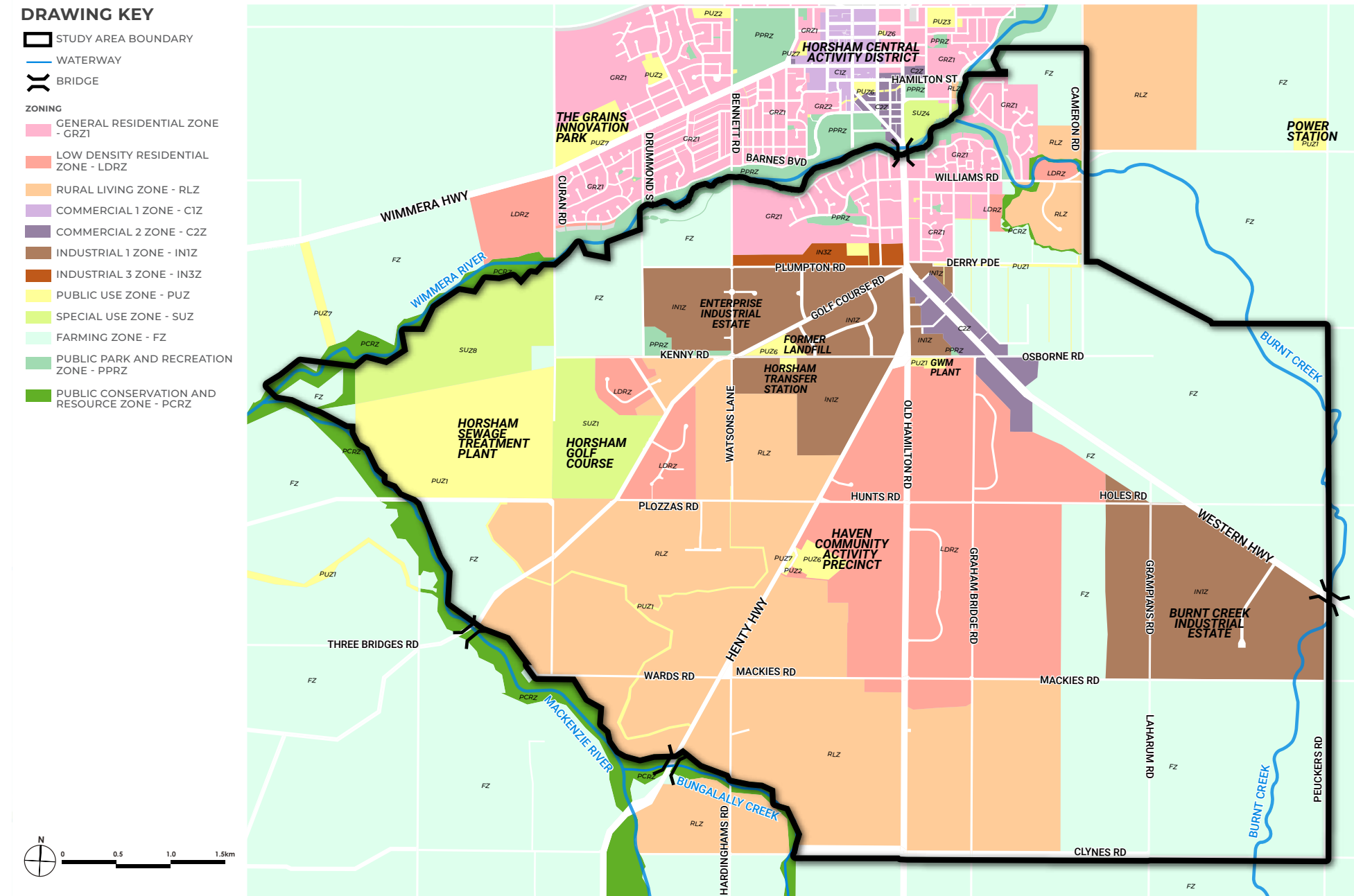


FIGURE 6. EXISTING ZONES MAP

TABLE 4. OVERLAYS

OVERLAY	LOCATION AND PURPOSE
Floodway Overlay (FO)	The FO applies to a stretch of land to the north of the study area, on either side of the Wimmera River and a portion of Burnt Creek. The FO identifies waterways, major flood paths, drainage depressions and high hazard areas that have the greatest risk and frequency of being affected by flooding.
Environmental Significance Overlay (ESO)	The ESO ensures development is compatible with identified environmental values and constraints. ESO3 applies to land on either side of the Wimmera River and Mackenzie River. It contains objectives related to mitigating impacts on the watercourse. ESO6 applies to the area surrounding the Horsham South Wastewater Treatment Plant. It functions to protect the operations of the treatment plant.
Development Plan Overlay (DPO)	The DPO identifies areas which require the form and conditions of future use and development to be shown on a development plan (DP). DPO1 applies to a large area of land just east of the centre of the study area and a small portion of land north of Williams Road in the northeastern corner of the study area, surrounded by Burnt Creek. The land is now fully developed. DPO2 applies to a large area of rural residential land from the centre to the western and southern edge of the study area and a small portion of land within the northeastern corner of the study area. It requires that all roads leading to a proposed lot must be treated to the satisfaction of the responsible authority. DPO3 applies to an area of land at the northern edge of the study area, south of the Wimmera River. It stipulates that no dwellings will be permitted within the area identified as affected by the 1-in-100-year flood level. DPO6 applies to a small area within the northeastern corner of the study area, directly east of the Wimmera River. It applies to the development of the area known as Gates Estate and requires development take into account floodplain measures. The land is now fully developed. DPO8 applies to the northwestern area of the study site. It relates to the delivery of the Horsham Artist in Residence Program. The Structure Plan presents an opportunity to refine the DPO controls to implement the directions set by the Structure Plan. This includes the recommendation to delete DPOs that are no longer needed (i.e., DPO1 and DPO6).
Land Subject to Inundation Overlay (LSIO)	The LSIO applies to Horsham flood storage or flood fringe areas. It identifies land in areas affected by 1-in-100-year flood levels and any other areas determined by the floodplain management authority.
Environmental Audit Overlay (EAO)	The EAO applies to a small portion of land north of Kenny Road. It ensures that potentially contaminated land is suitable for a use which could be significantly adversely affected by contamination.
Bushfire Management Overlay (BMO)	The BMO applies to portions of land surrounding the Wimmera River and Mackenzie River. It ensures that the development of land prioritises the protection of human life and strengthens community resilience to bushfire.
Public Acquisition Overlay (PAO)	The PAO reserves land for public purposes. PAO1 applies to a small area of land for the purpose of Council road access.
Design Development Overlay (DDO)	The DDO identifies areas affected by specific requirements relating to the design and built form of new development. DDO1 applies to an area in the northwest of the study area that falls within the overshoot area of the Horsham Rifle Range. It protects the Horsham Rifle Range and the overshoot area from the encroachment of incompatible development. DDO3 applies an area to the north of the study area that is within the wider airport environs. It functions to maintain the efficiency and safety of the Horsham airfield and to ensure the height of development in the wider area surrounding the airport does not prejudice the existing or future use of the airport. DDP10 applies to the Stawell Road/Western Highway entrance corridor. It contains design objectives to achieve a distinct urban character that identifies the area as the main entrance to Horsham.

APPENDIX 6.1A

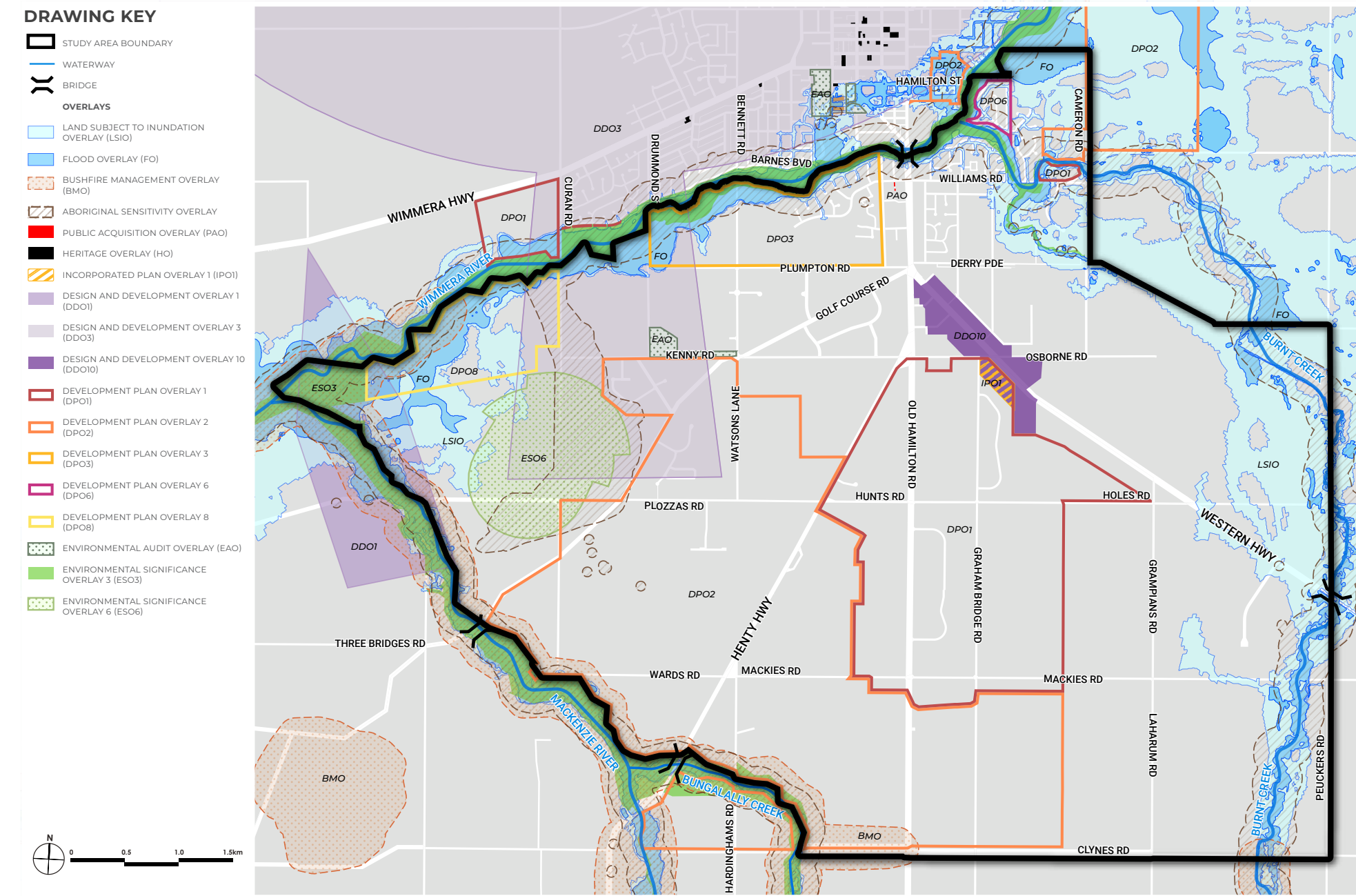


FIGURE 7. EXISTING OVERLAYS MAP

The Structure Planning Process

In 2019, the Structure Plan was identified as one of four priority projects to reshape Horsham over the coming decades as part of the ‘Transforming Horsham’ program.

The four strategic projects under this program have the common goal of growing the city’s economy and liveability and ensuring Horsham is ‘a vibrant, inclusive community to live, work, play and invest.’

The process of developing the Structure Plan has involved careful consideration of the opportunities and constraints of the land as well as the desires of the community. This has taken place over six phases and included two rounds of community consultation and technical investigation.

The development of the Structure Plan has included 6 Phases:

PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6
Background Technical Analysis	Community Consultation – Vision and Directions (Round 1)	Community Consultation – Development Scenarios (Round 2)	DRAFT STRUCTURE PLAN	Community Consultation – Draft Structure Plan (Round 4)	Finalise Structure Plan
This phase involved the review of previous technical studies and completion of further technical studies (identified in Section 3.3) to address information gaps. An Issues and Opportunities Background Report (October 2019) was prepared.	In Phase 2, a Key Strategic Directions Discussion Paper for Community Consultation (November 2019) was prepared. This set out the draft vision and strategic directions to be tested with the community.	In Phase 3, an Emerging Options Discussion Paper (March 2020) was prepared, which distilled the feedback received from the community into an emerging option for Horsham South.	In Phase 4, a draft Future Urban Structure for Horsham South was prepared, and this underwent community consultation (Round 3). The feedback received has informed the draft Structure Plan. WE ARE HERE	In Phase 5 and 6, the Structure Plan will be released for community consultation before a final version is prepared in response to community feedback.	



Issues, Opportunities and Strategic Directions

Phase 1 of the project identified key issues and opportunities for the Structure Plan to address. These are discussed in detail in the Horsham South Issues and Opportunities Background Report (October 2019) and summarised in Table 5.

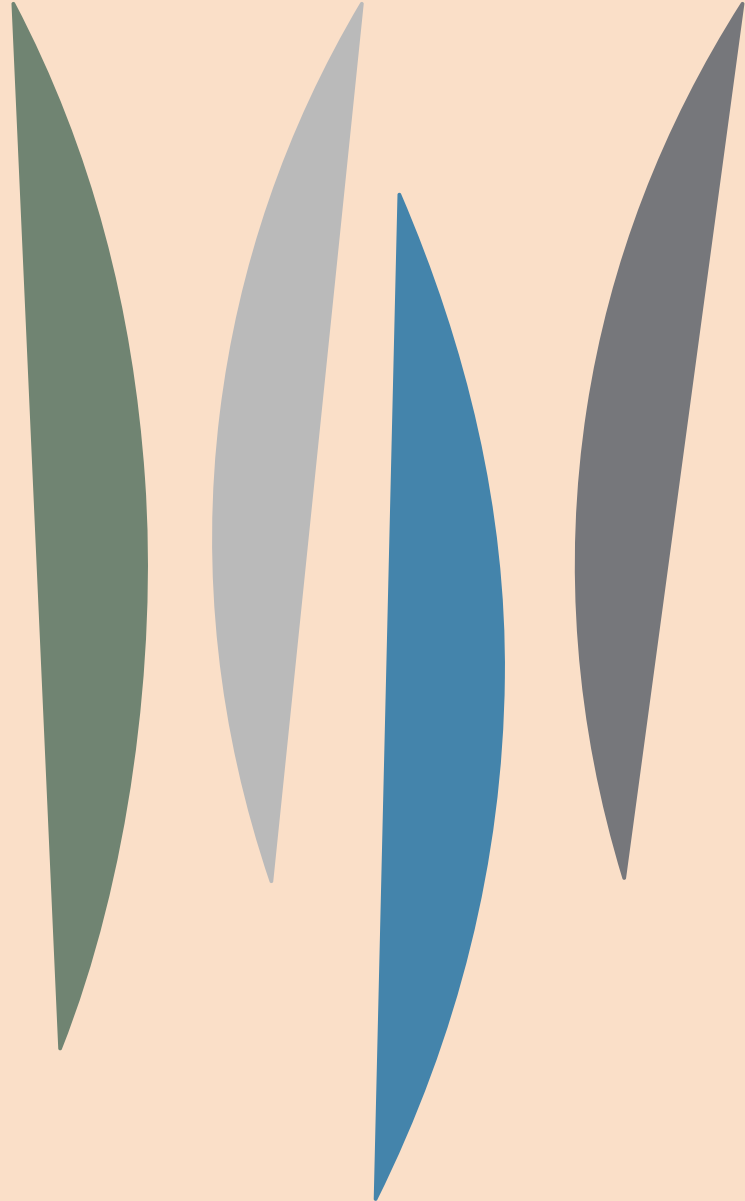
During Phases 2 and 3, five strategic directions were developed in response to the issues and opportunities. These are introduced in Part 2.

TABLE 5. KEY ISSUES AND OPPORTUNITIES FOR HORSHAM SOUTH

THEME	ISSUES	OPPORTUNITIES
Urban Form & Character	<ul style="list-style-type: none"> Lack of some community services (recreational). Conflict of uses between residential and industrial land. The buffer for the treatment plant should be larger or the processes modernised. Low population growth around the Haven primary school. Oversupply of rural living zoned land. Future residential land should be redirected to West Horsham (according to the Meinhardt report). Landowners are pressuring Council to rezone land from farming to residential between the Wimmera river and Plumpton Road. Broadacre development and rural living is very attractive to many new residents. Future housing within the Haven area needs to be consolidated. 	<ul style="list-style-type: none"> Encourage industrial uses with significant heavy vehicle movement to locate within the Wimmera Intermodal Freight Terminal Industrial Precinct where there are 20 industrial lots on 100 hectares of land. Consolidate services and community amenities in central Horsham. Explore encouragement of smaller dwellings to cater for single and two person households. Encourage housing designed for ageing in place. Plan for new community and Council services that respond to an ageing population.
Residential Capacity	<ul style="list-style-type: none"> Flooding of land near the Wimmera River. Low demand for housing per annum. Ad hoc residential subdivisions. Un-serviced land areas. 	<ul style="list-style-type: none"> Concentrating development around existing services. Back zoning land that is not required for residential purposes. Capitalising on Wimmera River to create a larger residential community.

THEME	ISSUES	OPPORTUNITIES
Employment	<ul style="list-style-type: none"> Slow take up of employment land. Conflict with residential land uses. Heavy vehicle movements through residential areas. 	<ul style="list-style-type: none"> Rezone land to create buffers between industry and residential uses. Encourage industries with heavy vehicle movement to locate to WIFT. Alternative truck routes to lessen impact on the residential areas.
Transport & Movement	<ul style="list-style-type: none"> There are too many signalised intersections. Public transport access is limited, with access to bus services primarily in the established residential areas immediately to the south of the Wimmera River. Maintenance of the ‘C’ class road network is required as there is an increase in trucks travelling along local roads to access farms. Uncertainty about the Horsham bypass, with Option 5A (of 5 shortlisted options) having a direct impact on the Horsham South Area. No final route has been determined. Uncertainty about the future of the Western Hwy / Henty Hwy / Golf Course Road intersection. Bicycle and pedestrian infrastructure are limited. Public transport options currently consist of a route 4 and 6 bus service that operate with a limited frequency of eight services a week. 	<ul style="list-style-type: none"> Expand bicycle and pedestrian infrastructure to create circuits and connections to environment and community assets. Develop a program for sealing roads - there are 13 strategic lower order roads within the study area, with carriageways ranging from 6m – 18m sealed roads with one and two lane traffic in each direction. 9 of these are sealed and 4 are unsealed. New road crossing across the Wimmera River. Encourage industries with high truck movements to go through the Intermodal Freight Terminal. Create a gateway into Haven. Allocate land for a ring road. Create a priority infrastructure list. Use old irrigation channels for bike paths. Utilise existing un-constructed road reserves.

Part 2 A Plan for Horsham South



HORSHAM CENTRAL ACTIVITY DISTRICT

Vision

The vision for Horsham South reflects key aspirations related to coordinated development, employment, community, landscape character/heritage and growth.

It was developed based on community feedback and further tested and refined as part of community consultation.

The vision will be delivered in accordance with the Structure Plan, through the strategies and actions contained in the following sections.

The vision for Horsham South is:

Horsham South will develop in a consolidated and coordinated way, to rectify a history of previous ad hoc development. Southbank and Haven will continue to develop with their own distinctive character and community but be well connected by logical roads and pedestrian links.

Vision

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

Landscape

Growth will respect Horsham South as a transition from Horsham to surrounding agricultural landscapes. Development will contribute to improving the amenity offered by the Wimmera River, Mackenzie River and other open space corridors through additional open space and shared path networks.

Growth

Employment is a key strength, and new development will ensure the continued operation of existing and future industries.

Employment

The Plan

Figure 8 presents a plan-based vision for Horsham South's growth. It shows recommended residential development areas and employment areas, road layouts and shared paths (including aspirational shared paths), public open space and conservation areas, and an amenity corridor.

The amenity corridor has been identified as a key opportunity to foster connections throughout the study area, provide opportunities for active recreation and sustainable transport, and preserve and integrate natural features.

The plan provides for concentrating development in readily serviced areas while also preserving sufficient land for industrial uses and preserving select undeveloped areas to enhance Horsham South's amenity.

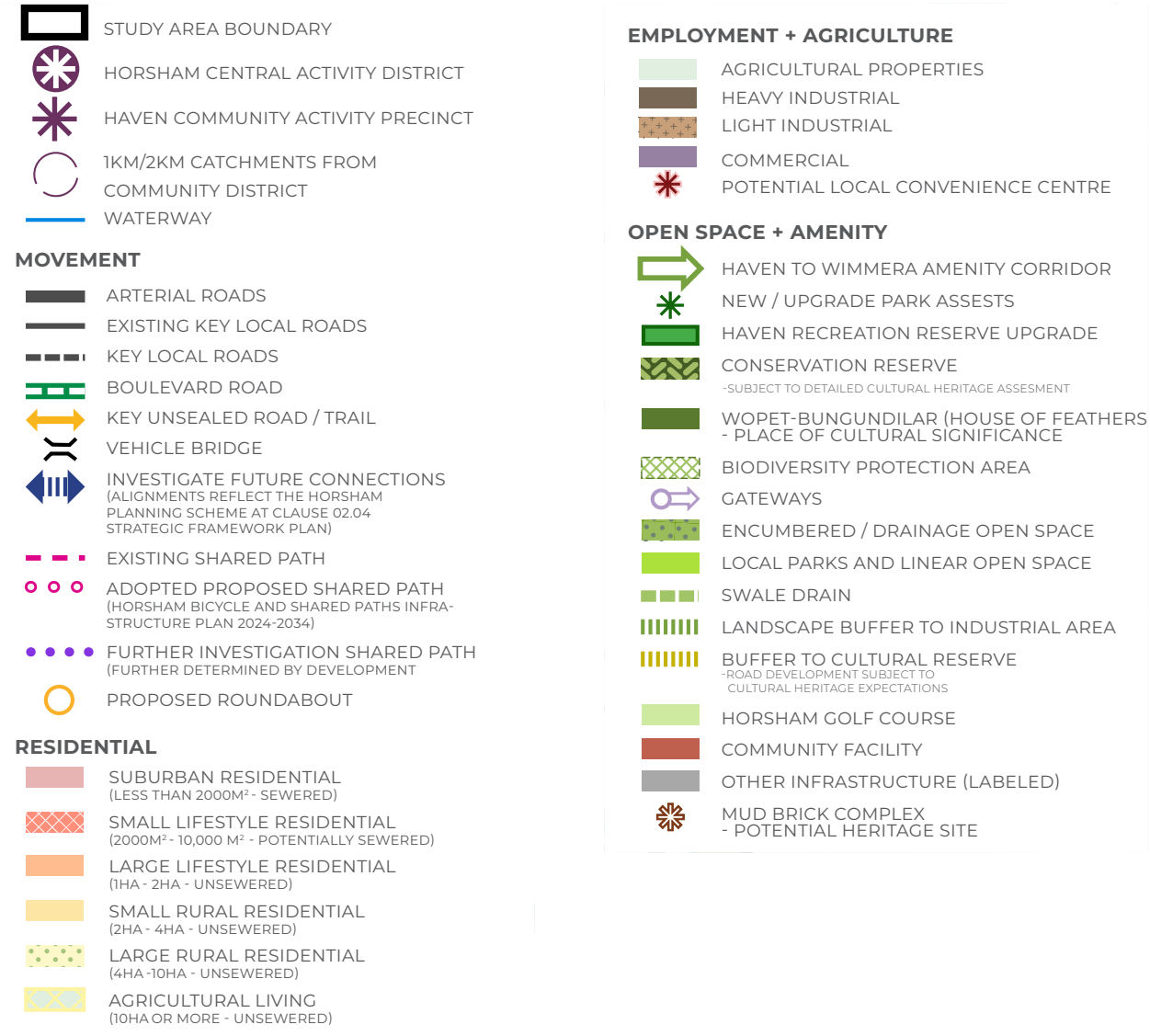
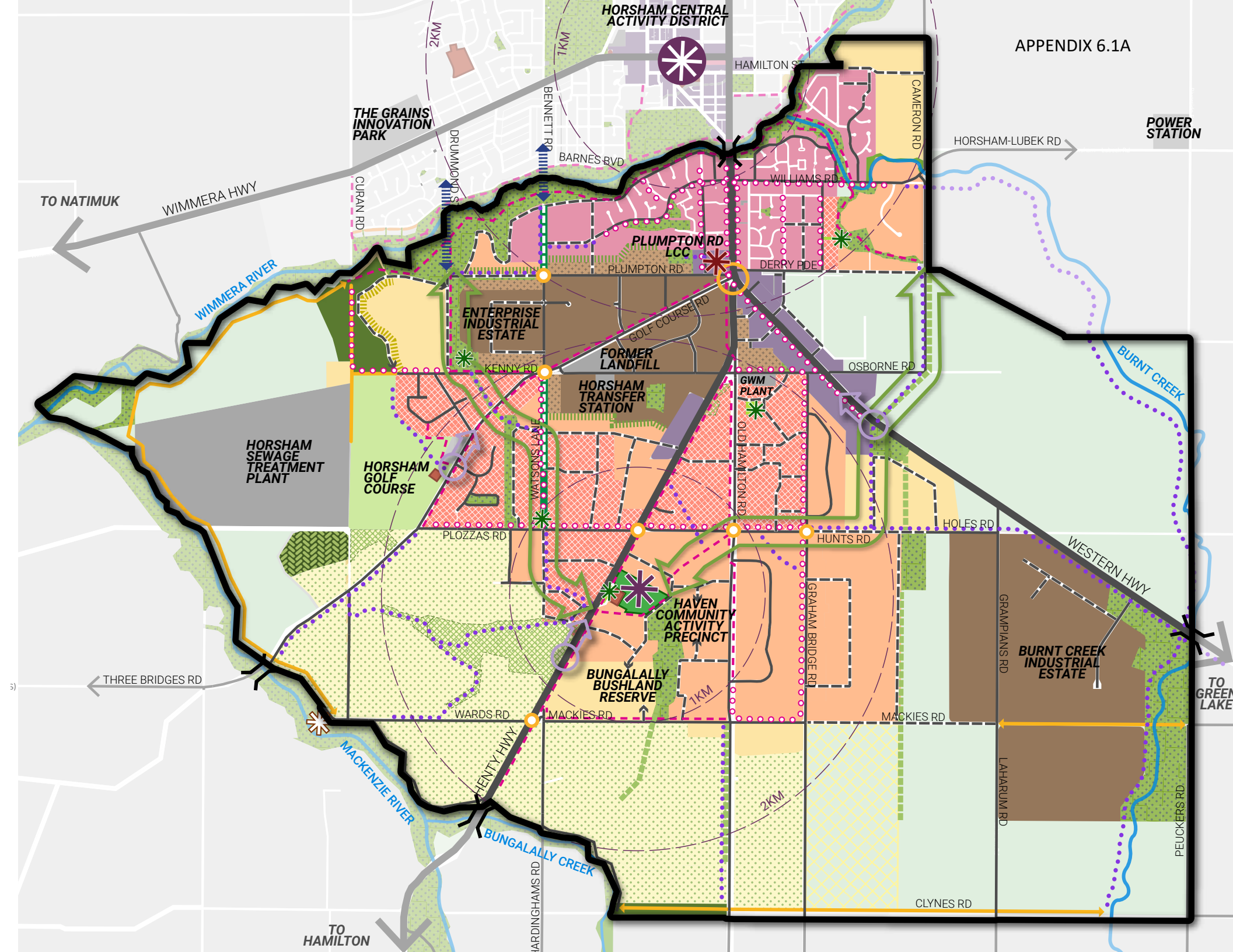


FIGURE 8. HORSHAM FUTURE URBAN STRUCTURE



Strategic Directions, Objectives and Strategies

Consultation with the community and key stakeholders resulted in five strategic directions that support the vision for Horsham South.

These five strategic directions for Horsham South are:

- 1. Strategic Direction 1
Coordinated growth that respects the existing character of the area.
- 2. Strategic Direction 2
Appropriate interfaces between land uses.
- 3. Strategic Direction 3
Interconnected transport network that is continuous, safe and efficient.
- 4. Strategic Direction 4
Accessible social and community facilities.
- 5. Strategic Direction 5
Efficient use of existing and new services (water, sewerage and drainage).

These directions provide an overarching story for what the Horsham South Structure Plan should achieve. The following section breaks down the strategic directions into objectives and strategies. Development outcomes and implementation to support the strategic directions are discussed in Part 3, and implementation actions are included in Part 5.

Where coordinated development outcomes area sought, the DPO will be one of the key tools used to enact the strategies and support transport connections, shared paths and integrated development. This is discussed further in Part 3.

The Structure Plan offers a high level, place-based vision to achieve coordinated growth of residential, industrial and commercial areas.

1. Strategic Direction 1 Coordinated growth that respects the existing character of the area.

Residential growth

Much of Horsham South is zoned for residential purposes and has been subject to planning permits for subdivision and buildings and works. However, limited strategic guidance has meant development has occurred on a parcel-specific basis with a lack of road connectivity between parcels (i.e., cul-de-sac/court bowl outcomes, rather than connected through roads).

The Structure Plan seeks to consolidate development in proximity to the Horsham Central Activity District and the emerging Haven CAP (Figure 9). This will enable development to leverage upon existing services, facilitate patterns that contribute demand for community services and facilities, and protect the landscape values and semi-rural character of the area.

Suburban residential densities are focused adjacent to the Wimmera River, where there is access to the Horsham Central Activity District and amenity from the Wimmera River and Burnt Creek corridor. The Structure Plan proposes a modest amount of additional suburban residential density in this area, within a 2km radius of the Horsham Central Activity District. This will consolidate density where future residents can benefit from access to existing services and maximise use of existing infrastructure and amenity.

Larger lot sizes are proposed in response to environmental conditions, including to mitigate accumulated risks associated with onsite septic systems, as an interface to environmentally and culturally significant areas, and adjacent to the Wimmera River in areas subject to potential flooding.

Environmentally sensitive areas within Horsham South include the Bungalally Bushland Reserve, the Wimmera River and Burnt Creek. Residential densities respond to these sensitivities, with lifestyle residential proposed adjacent to the Bungalally Bushland Reserve and rural residential proposed adjacent to the Wimmera River. Larger lot sizes are also proposed where residential development would interface with potential amenity impacts, including industrial land and the sewerage treatment facility. On the edge of the study area to the south (on either side of Henty Highway), existing agricultural living blocks are intended to be retained, as these are far from existing services.

The proposed development at the western end of Kenny Road for small rural residential properties will include a buffer to provide an appropriate setback to land identified by the BGLC as culturally significant. The extent of this buffer will be subject to further testing and consultation with the BGLC. This culturally significant site will be sought to be set aside for the BGLC as part of the subdivision process. The land adjacent to this site in the parcel to the west is already in the ownership of the BGLC.

Subdivision within residential areas should achieve a degree of consistency and provide lot sizes that align with the zoning and desired character of the area. An appropriate range of lot sizes should also be provided to create a varied streetscape and respond to market demand. As there are currently instances where existing lot sizes do not match the minimum lot sizes identified in the schedules, there is an opportunity to amend zoning provisions to ensure alignment.

Visuals of the expected subdivision patterns across Horsham South can be seen in Figure 10.

The Horsham Golf Course (zoned SUZ1) has the potential for modest residential development offering an alternative housing type associated with the golf course use, subject to a planning permit process. Further investigation regarding cultural heritage management, biodiversity protection and access and interfaces is required to plan the appropriate extent of any residential use. The ESO applied to the sewerage treatment plant extends onto the Horsham Golf Course; therefore any sensitive use (including residential development) will need to ensure it complies with the requirements of this ESO and any EPA buffer setback distance requirements.

The objectives and strategies identified to achieve this strategic direction are as follows:

Objectives:

- To ensure development responds to areas of cultural significance.
- To concentrate residential growth around existing activity hubs and services.
- To ensure subdivision patterns are connected and lot sizes align with a semi-rural character.
- To ensure development protects landscape values and responds to environmental conditions.

Strategies:

- Support suburban residential growth within 2km of the Horsham Central Activity District.
- Focus lifestyle residential growth around Burnt Creek and Haven CAP.
- Limit residential intensification outside 2km of the Haven CAP to the south and south-west.
- Ensure residential growth around Burnt Creek accounts for flood risk.
- Ensure residential development adjacent to the Wimmera River accounts for flood risk and respects areas of cultural significance.
- Protect existing agricultural living areas.
- Ensure appropriate buffers are provided to residential areas that interface with industrial uses and other potential amenity impacts.
- Ensure appropriate buffer areas are provided to protect culturally significant land.
- Investigate modest lifestyle residential development within the Horsham Golf Course SUZ1 that is ancillary to the golf course use.

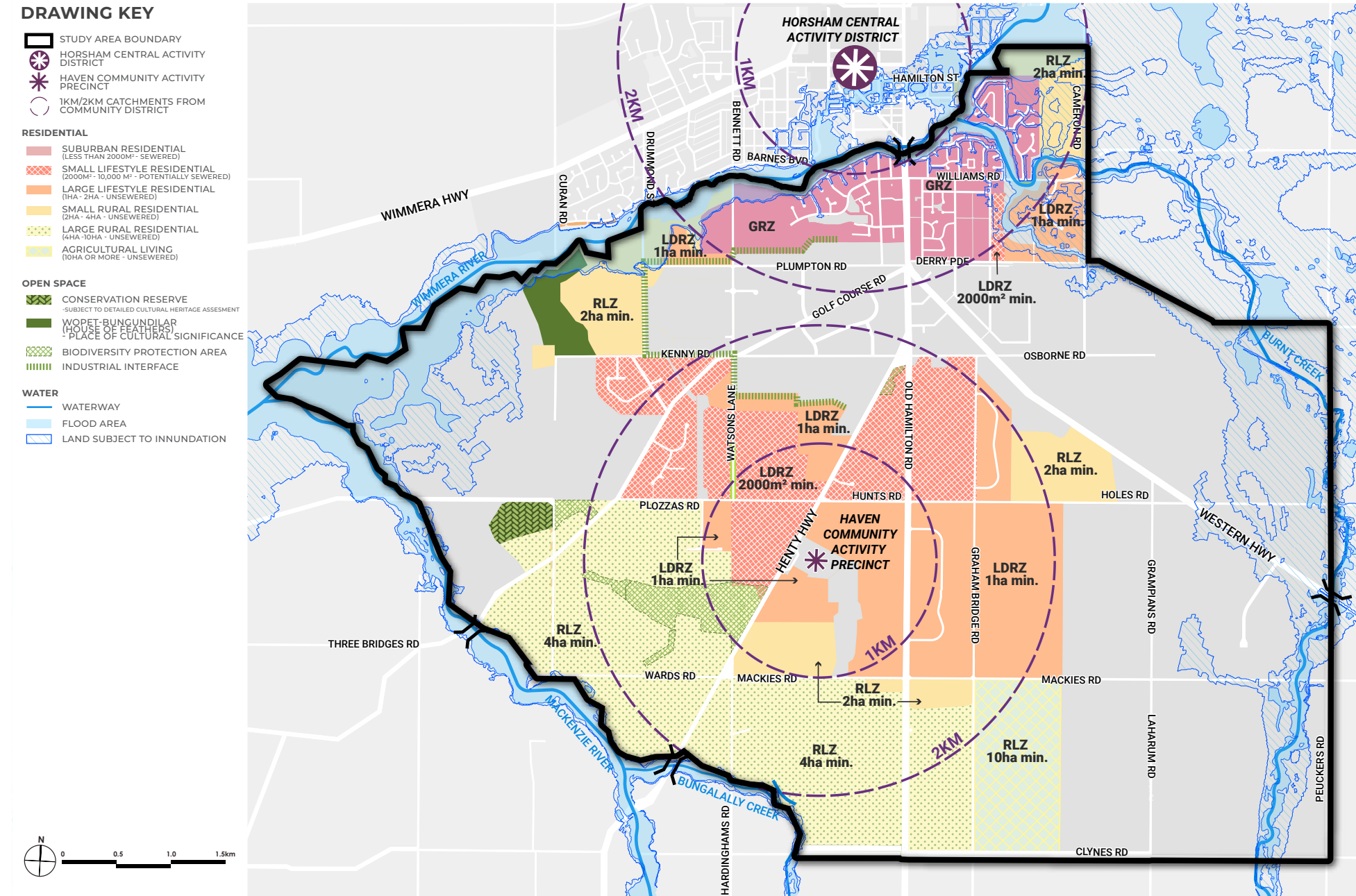


FIGURE 9. PROPOSED DENSITIES

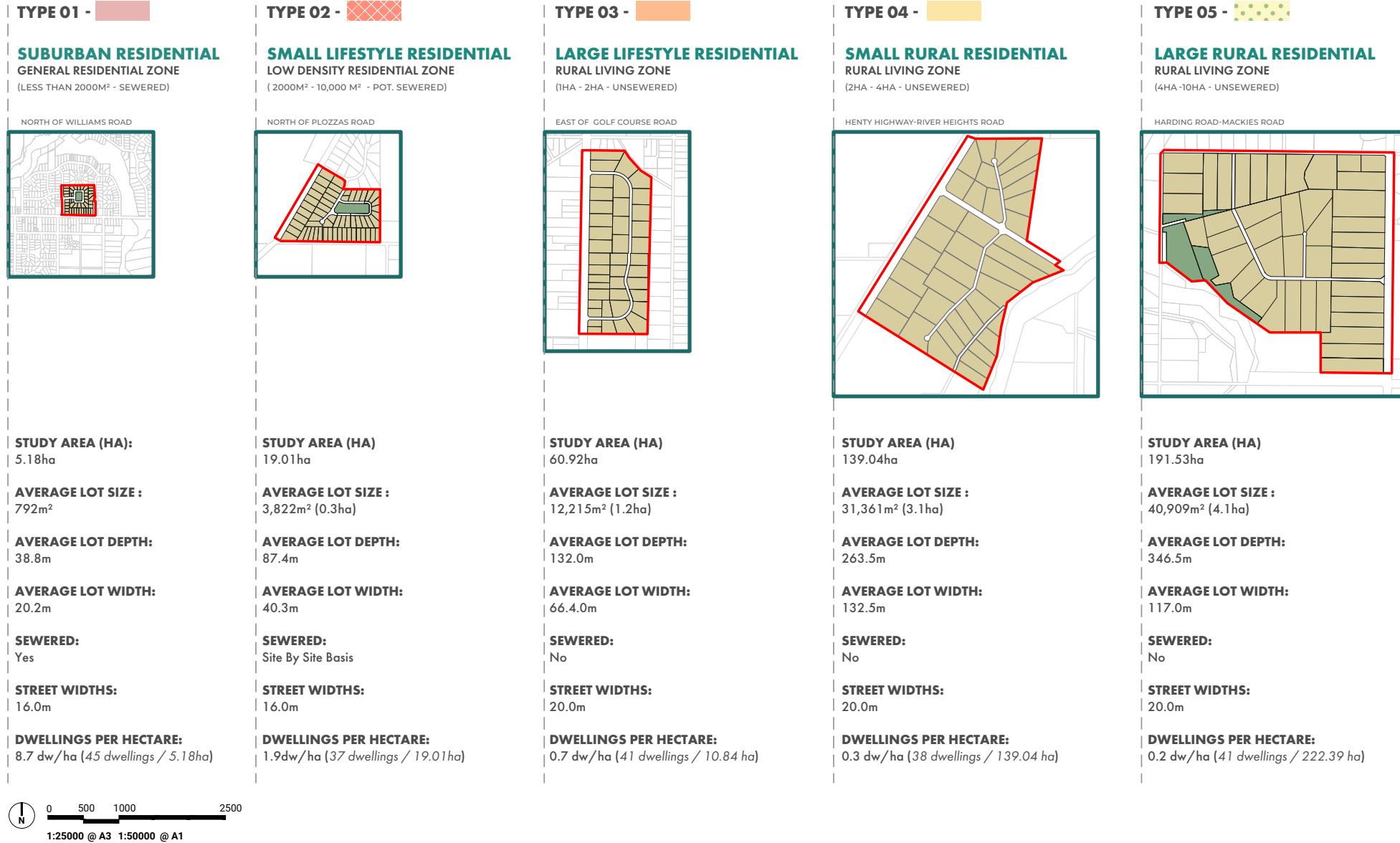


FIGURE 10. RESIDENTIAL TYPOLOGIES



1. Strategic Direction 1

Industrial growth

The Structure Plan’s approach to industrial growth has been informed by the Industrial Land Supply & Demand Assessment (Spatial Economics 2022). Horsham currently has a sufficient amount of industrial zoned land to meet its projected future demand, however, according to Spatial Economics, industrial land supply needs can change quickly. Ensuring larger industrial lots are available as a source for future subdivision and for potential larger industrial land uses will ensure economic development opportunities are not lost. It is important that this land be available in the right locations to accommodate a broad range of industrial enterprises and support local jobs.

Within Horsham South there are two areas where existing and proposed future industrial land uses are focused: the Enterprise Estate/Horsham Transfer Station area and the Burnt Creek Industrial Estate/Horsham Regional Livestock Exchange (Figure 11).

The Horsham Transfer Station and the industrial land to the north has predominantly been subdivided for smaller scale industrial enterprises that are able to operate in proximity to residential development, and this is envisioned to continue. However, it is anticipated that a moderate amount of further small-scale subdivision will happen throughout this area, but not substantial change. The Enterprise Estate is anticipated to be subdivided into lots ranging from 4,000m² to 1.2ha.

To ensure the long-term sustainability of this industrial area, the Structure Plan proposes zone changes to facilitate light industrial uses as a buffer to residential development. A small amount of existing industrial land within the Horsham Transfer Station area is proposed to be rezoned to a mix of residential (RLZ) and commercial zoning. This land is yet to be developed for industrial purposes and is identified as an opportunity to limit encroachment of industrial uses adjacent to residential land.

The Burnt Creek Industrial Estate/Horsham Regional Livestock Exchange is located in the south-east of the Horsham South Study area. This industrial estate and future expansion is expected to accommodate larger scale industrial uses that benefit from access to the Western Highway and separation from sensitive uses. The existing Horsham Regional Livestock Exchange is intended to be retained, with the remaining industrial land proposed to be subdivided into larger allotments (ranging from approximately 3 to 5ha). The Structure Plan anticipates a future expansion of this industrial area on the south side of Peuckers Road to provide long-term supply when demand can be demonstrated. The Structure Plan includes a FZ buffer around the existing Burnt Creek Industrial Estate/ Horsham Regional Livestock Exchange to ensure separation from sensitive uses.

The WAL Hub, which lies outside of the study area, has been identified in policy as the preferred location for future agriculture and heavy industry. It is expected that industry related to agriculture, freight and logistics will locate in the WAL Hub in response to existing policy, rather than the industrial areas within Horsham South.

The objectives and strategies identified to achieve this strategic direction are as follows:

Objectives:

- To maintain a sufficient supply of industrial land.
- To encourage industrial activities of appropriate scales to concentrate in areas identified for industrial development.
- To protect opportunities for large scale industrial uses.

Strategies:

- Encourage new larger scale industrial activities to cluster around the Burnt Creek Industrial Estate/Horsham Regional Livestock Exchange.
- Encourage smaller scale industrial uses that are compatible with nearby sensitive uses to locate in the Enterprise Estate/Horsham Transfer Station industrial area.
- Monitor the consumption of industrial land stock levels.

DRAWING KEY

STUDY AREA BOUNDARY
 HORSHAM CENTRAL ACTIVITY DISTRICT
 HAVEN COMMUNITY ACTIVITY PRECINCT
 1KM/2KM CATCHMENTS FROM COMMUNITY DISTRICT
 WATERWAY

MOVEMENT
 INVESTIGATE FUTURE CONNECTIONS (ALIGNMENTS REFLECT THE HORSHAM PLANNING SCHEME AT CLAUSE 02.04 STRATEGIC FRAMEWORK PLAN)

EMPLOYMENT
 HEAVY INDUSTRIAL
 LIGHT INDUSTRIAL
 COMMERCIAL
 POTENTIAL LOCAL CONVENIENCE CENTRE (LCC)
 400/800M CATCHMENT FROM LCC

OPEN SPACE + AMENITY
 CONSERVATION RESERVE - SUBJECT TO DETAILED CULTURAL HERITAGE ASSESSMENT
 WOPET-BUNGUNDILAR (HOUSE OF FEATHERS) - PLACE OF CULTURAL SIGNIFICANCE
 COMMUNITY FACILITY
 OTHER INFRASTRUCTURE (LABELED)

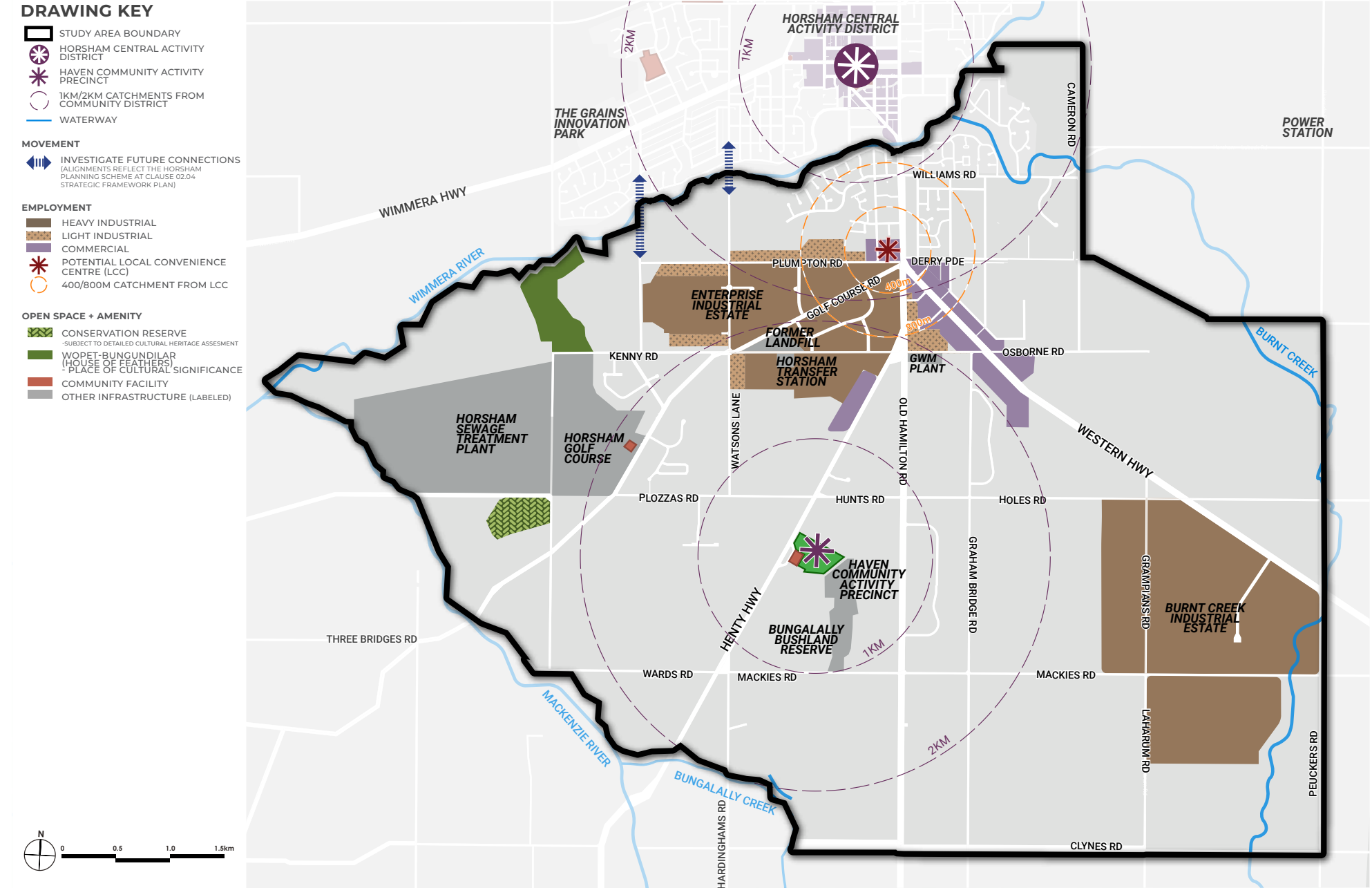


FIGURE 11. EMPLOYMENT GROWTH

Commercial growth

The one area currently zoned for commercial development is the Stawell Road / Western Highway entrance corridor (Figure 11). This area has highway frontage and supports a range of existing business such as car sales, vehicle hire, warehouses and larger format retail offerings. This corridor has an existing Design and Development Overlay (DDO10) which seeks to enhance this corridor with a distinct urban character as the main entrance to Horsham.

The Structure Plan recommends retaining this overlay, but enhancing it to better align with the Structure Plan’s aspirations for this location. The Structure Plan seeks to deliver a shared path on the western side of this commercial corridor, linking this in with the proposed amenity corridor (discussed in Strategic Direction 3). The Structure Plan also identifies a “gateway” at the southeast end of the commercial area. This gateway, and the two other locations across the Structure Plan along Henty Highway and the Plumpton Road LCC (discussed below), should be where built form is designed to address the highway and use a combination of architectural materials and landscaping to create an entry feature for Horsham.

The State Government is proposing an update to the intersection of Plumpton Road, Derry Parade, Golf Course Road and the Western Highway. This will better connect the Stawell Road / Western Highway entrance corridor to the proposed new Plumpton Road Local Convenience Centre (Plumpton Road LCC).

The Plumpton Road LCC is an aspirational local convenience centre at the intersection of Old Hamilton Road and Plumpton Road. The Plumpton Road LCC was identified as a location that would potentially be able to support a supermarket, commercial tenancies and mixed use areas (subject to a commercial needs analysis). An Indicative Concept Plan for the Plumpton Road LCC is included as Figure 12. This seeks to incorporate:

- Supermarket
- Food and beverage
- Retail services
- Commercial, potentially including offices, medical or education uses
- Diverse housing types
- Civic plaza
- Dedicated off-street car parking
- Network of paths
- Links to open space and parks
- Opportunities to support bus movements
- A gateway food and beverage development as an interface to the proposed intersection upgrade at the Western Highway

A small commercial precinct is also proposed on the Henty Highway to reinforce existing commercial uses. This seeks to transition this area into a commercial strip with access to the highway. The additional proposed commercial area would function to enhance the gateway into Haven and Horsham and provide goods and services locally.

The Structure Plan has considered this potential commercial growth as part of its holistic vision. However, further investigation in the form of a retail analysis

will be needed to confirm demand and identify the most suitable roles, scales and locations for commercial growth.

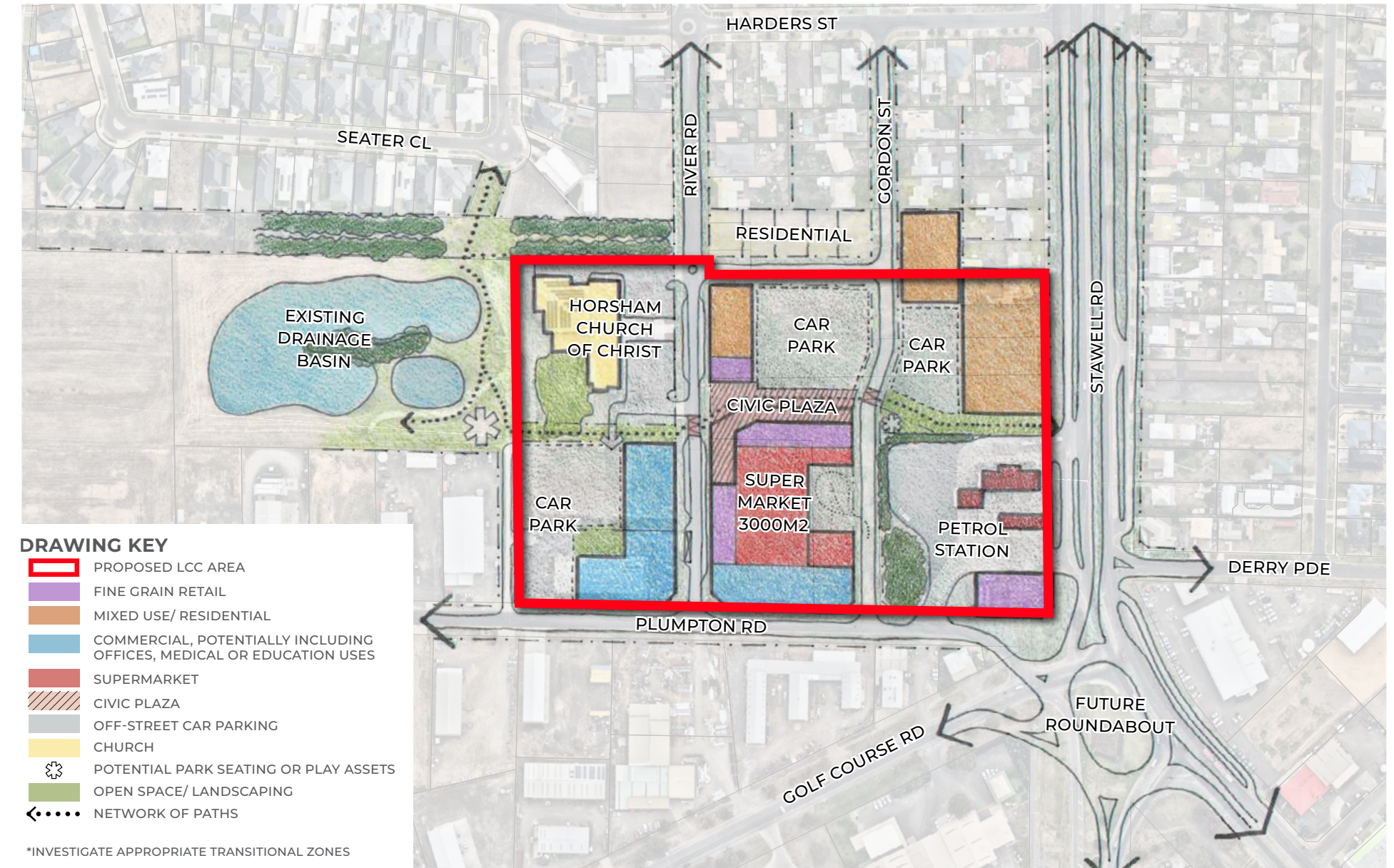
The Structure Plan also recommends DDO10 be applied to the Plumpton Road LCC and the proposed commercial precinct on the Henty Highway. The application of this DDO would seek to elevate the built form outcomes to suit commercial gateway precincts along main highway corridors. This DDO control should be updated to reflect the aspirations of the Structure Plan. There is also an opportunity to prepare an Urban Design Framework (UDF) for these commercial areas to inform an updated DDO10.

Objectives:

- To provide a local commercial offering for residents and workers.
- To enhance the gateways into Haven and Horsham.

Strategies:

- Support the extension of the commercial area along the Western Highway.
- Support the establishment of a commercial strip along the Henty Highway, bordering the industrial area.
- Support the establishment of a local convenience centre at the intersection of Old Hamilton Road and Plumpton Road (Plumpton Road LCC).
- Prepare built form design guidance for the existing and proposed commercial corridors.



Note: This is an indicative concept only and is subject to change following more detailed economic studies.

FIGURE 12. PLUMPTON ROAD LCC INDICATIVE CONCEPT PLAN

2.

Strategic Direction 2
Appropriate interfaces between land uses.

Interfaces

The study area contains a range of potentially conflicting land uses (Figure 13). One of the major conflicts is the presence of housing close to industry, leads to noise and pollution affecting residential areas. Other potential areas of conflict include interfaces to creeks and waterways, interfaces with farming areas, and interfaces to areas of cultural heritage sensitivity. It is important to treat these interfaces sensitively to mitigate existing amenity conflicts and avoid creating future conflicts.

The Structure Plan proposes to manage interfaces through zoning and proposed cross-sections that consider landscape treatments and building setbacks. Potential cross sections, located in Appendix 1, include:

- Interface 1 - Residential to IN1Z
- Interface 2 - Plumpton Road interface
- Interface 3 - Residential to IN3Z
- Interface 4 - Residential to FZ

Cross-sections are also included for other key road connections discussed in Strategic Direction 3.

In addition to the proposed cross-sections, the Structure Plan seeks to mitigate potential land use conflict through zoning provisions. The IN3Z has been applied in several locations where industrial land interfaces with residential land.

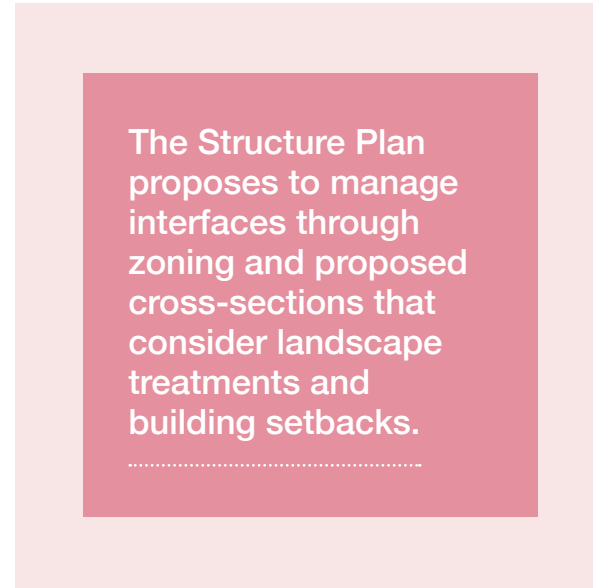
The FZ has been retained adjacent to the Burnt Creek Industrial Estate to enable a separation from residential development. Lower densities have been proposed as a transition to farming areas to mitigate potential conflicts. Golf Course Road currently forms an interface between the golf course and existing residential development.

Interface issues will be explored and further addressed through subsequent planning process. For instance, the amount of land to be set aside along the Wimmera River and Burnt Creek corridor as a setback from proposed residential development will need to be determined. This interface will need to take into account potential flooding risks as well as cultural heritage sensitivities.

The Structure Plan has also incorporated measures to respond to bushfire risk at identified interfaces. In accordance with the Bushfire Assessment (Kevin Hazell Bushfire Planning 2024) undertaken for the site area, the Structure Plan includes a perimeter road along the western and southern edge of the developing area. Portions of this interface road are already fulfilled by existing roads; the Structure Plan will facilitate the delivery of the remaining sections. The design of the bushfire interface road adjacent to the Wopet-bungundilar (House of Feathers) site (discussed further in Section 8.4) will need to have regard to the cultural significance of this location.

Land Contamination

The Potentially Contaminated Land Assessment (Meinhardt 2023) prepared for the study area considered land contamination and potential buffers. With respect to land contamination, there are several properties in the study area that are identified as having a high or medium risk of contamination (Figure 13). Depending on the proposed land use, more detailed contamination investigations will need to take place as part of future permit applications for these parcels.



Buffers

Meinhardt also advised on buffers to historic and current uses that may have amenity impacts. There are four key historic or current uses for which Meinhardt advises specific buffers be applied (Figure 13).

The recommended response to these buffers is as follows:

- **Sewage Treatment Plant** – The recommended separation distance for the sewage treatment plant should be determined in consultation with the EPA. ESO6 applies to the treatment plant, and this should be reviewed in consultation with the EPA.
- **Former Landfill** – As the former landfill site is over 30 years old, the risk to potential receptors is considered low. However, as the site has not been accessed to date, a 500m buffer is proposed. Proponents of future planning permits / planning scheme amendments within this buffer will need to demonstrate the proposed development will not be adversely affected by the former landfill.
- **Transfer Station** – Proponents of future planning permits / planning scheme amendments within this buffer will need to demonstrate the proposed development will not be adversely affected by the Transfer Station.
- **Livestock Exchange** – The Structure Plan retains FZ land around the livestock exchange area; therefore, the risk of impact is considered low. However, proponents of future planning permits / planning scheme amendments within this buffer will need to demonstrate the proposed development will not be adversely affected by the livestock exchange.

2. Strategic Direction 2

The objectives and strategies to achieve appropriate interfaces between land uses are as follows:

Objectives:

- To improve transitions between industrial areas and residential areas.
- To provide appropriate interface treatments to conservation areas and waterways
- To provide appropriate transitions between residential and commercial uses and farming land.

Strategies:

- Facilitate the provision of light industrial land around the Enterprise Estate / Horsham Transfer Station area.
- Facilitate the provision of a FZ buffer around the Burnt Creek Industrial Estate / Horsham Regional Livestock Exchange.
- Support larger residential lot sizes next to transition or buffer areas.
- Confirm public land buffers between the Wimmera River and Burnt Creek to respond to flooding and cultural heritage considerations.
- Investigate potential land contamination through subsequent planning processes.
- Confirm appropriate responses to uses that have the potential to cause amenity impacts.
- Implement the proposed bushfire interface road.

DRAWING KEY

- STUDY AREA BOUNDARY
- HORSHAM CENTRAL ACTIVITY DISTRICT
- HAVEN COMMUNITY ACTIVITY PRECINCT
- WATERWAY

INTERFACES

- RESI. TO INDUSTRIAL 1 ZONE
- ROAD INTERFACE TO INDUSTRIAL
- RESI. TO INDUSTRIAL 3 ZONE
- RESI. TO FARMING ZONE
- RESI. TO GOLF COURSE
- RESI. TO CULTURAL RESERVE (ROAD DEVELOPMENT SUBJECT TO CULTURAL HERITAGE EXPECTATIONS)
- GRZ - LDRZ/RLZ RESIDENTIAL
- RESIDENTIAL-CONSERVATION/WATERWAY
- BUSHFIRE PERIMETER ROAD

LAND MANAGEMENT

- HIGH RISK OF CONTAMINATION
- MEDIUM RISK OF CONTAMINATION
- BUFFER TO INFRASTRUCTURE

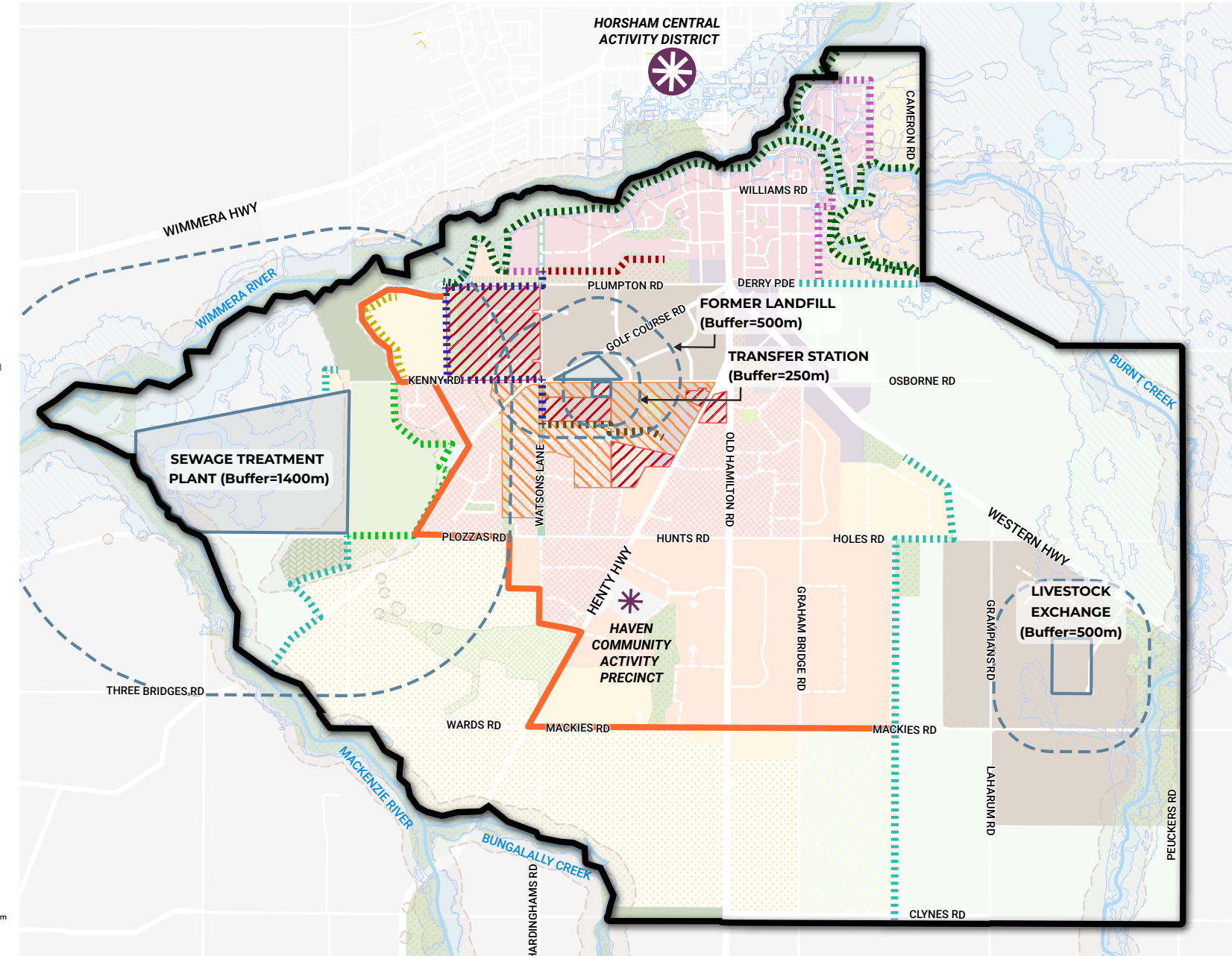


FIGURE 13. INTERFACES

3.

Strategic Direction 3

Interconnected transport network that is continuous, safe and efficient.

A priority for the Structure Plan is to facilitate a continuous, safe and efficient transport network. The Structure Plan presents a vision to provide greater connectivity throughout the area for vehicles, cyclists and pedestrians.

A Transport Issues and Opportunities Report (onemilegrid 2024) has informed the transport network recommendations of the Structure Plan. This identified issues including a reliance on the Western Highway Wimmera River crossing for neighbourhood connections, a considerable volume of heavy traffic travelling through Horsham, Western Highway and Henty Highway serving as barriers to east-west movement for pedestrians and cyclists, and poor access to public transport services.

The Structure Plan presents a vision to provide greater connectivity throughout the area for vehicles, cyclists and pedestrians.

Shared paths

Within the Structure Plan area, bicycle and pedestrian infrastructure is limited. Council recently completed the Horsham Bicycle and Shared Paths Infrastructure Plan 2024–2034, which recommends additions to the existing cycling and shared pathways to create a more comprehensive network and provides guidance regarding the order in which works should be completed.

The Structure Plan recommends an expansion of shared paths that includes the recommendations of the Bicycle and Shared Paths Plan as well as aspirational shared paths through areas of open space and beyond the study area (e.g., to Green Lake) (Figure 17). The majority of these shared paths would be suitable for sustainable transportation options, including personal e-scooters.

The Structure Plan has further identified the potential for shared paths to create the ‘Haven-to-Wimmera Corridor’ (discussed below) connecting the Haven CAP to the Wimmera River. This has the potential to be a unique point of amenity for Horsham South, and it would assist in remedying the barriers to east-west movement for pedestrians and cyclists.

The Structure Plan ensures the proposed shared path network links in with existing boardwalk crossings over the Wimmera River. There will be a varied approach to delivery / funding of shared paths with some delivered as permit conditions as part of developments and others considered shared infrastructure projects. An approach to delivering these discussed further in Part 4.

Regional level connections (such as the Wimmera River link proposed path or the connection to Green Lake) may be suitable to be funded through grant funding (where available).

Road connectivity

Currently, there is only one vehicle crossing at the Wimmera River. To facilitate greater connections between residential areas of Horsham and Horsham South, the Structure Plan indicates areas for potential future river crossings. These are currently shown on the Horsham Regional City Framework Plan included in the Horsham Planning Scheme at Clause 02.04 and are supported by the Transport Issues and Opportunities Report.

The confirmation of a vehicle crossing over the Wimmera River is subject to investigations the Department of Transport and Planning (DTP) is completing for the Alternative Truck Route Feasibility Study. It is understood that confirmation of the alignment of this route will include a bridge crossing of the Wimmera River.

The Structure Plan also identifies intersection upgrades that will need to be coordinated through future development outcomes (Figure 18). These intersection upgrades will be coordinated by Council. The funding of these is discussed in Part 4.

The Structure Plan requires local road connections to be delivered holistically rather than on a site-specific basis (Figure 18). While local roads are typically determined through planning permit processes, the Structure Plan identifies key structural local roads that will ensure through connections are provided, particularly where the existing development pattern is heavily fragmented. Local road connections are identified where a particular outcome is sought, for example in facilitating access to the Haven CAP and passive surveillance adjacent to the Bungalally Bushland Reserve. Local road connections (Key Local Roads on Figure 18) are identified along the interface to the Wimmera River to ensure development fronts onto this highly sensitive corridor. The alignments shown on plans are indicative only, with the primary purpose to achieve the implied through connection, maintaining flexibility for the planning permit process to negotiate how the connection is ultimately achieved.

A suite of indicative local road cross-sections is provided in Appendix 1 to guide development expectations for the configuration of most common street types. The Structure Plan does not specify which cross-sections to apply for each proposed local road.

A diversity of streetscape types is encouraged to suit traffic modelling and placemaking.

The cross-sections include:

- Cross-section A – Boulevard Road (25m)
- Cross-section B – Green Street Corridor (20m)
- Cross-section C – Rual Access Road (20m)
- Cross-section D – Connector Road (20m)
- Cross-section E – Key Access Road (18m)
- Cross-section F – Local Road (16m)
- Cross-section G – Conservation Edge Road (16m)

3.

Strategic Direction 3

Alternative truck route

Horsham’s location between Adelaide and Melbourne means there are significant levels of heavy vehicle movements related to transportation of goods. These heavy vehicles travel along the highways and through the town centre, creating noise and pollution and putting pressure on road maintenance. The Western and Henty Highways are the two primary arterials for truck movements within Horsham South.

DTP and Council have identified the need for an alternative truck route and have been undertaking a feasibility study to investigate the most suitable location. This has included a route alignment options development workshop with Stantec as well as an Aboriginal Cultural Heritage Impact Assessment (GHD 2023). An alternative truck route is still to be determined. Once the alignment of the alternative truck route has been finalised, this will need to be included in the Structure Plan. This may impact decisions related to land use designation.

Public transport

The study area has relatively poor access to public transport. Public transport options within the study area consist of Route 3 and Route 4 bus services, which run each run at a limited frequency. The Structure Plan creates an opportunity to advocate for an expansion of bus services to encompass the study area and connect residential areas with commercial/ activity districts and convenience centres.

The Structure Plan creates an opportunity to advocate for an expansion of bus services to encompass the study area and connect residential areas with commercial/ activity districts and convenience centres.

Haven-to-Wimmera Corridor (formerly Amenity Corridor)

To implement the objective of the Structure Plan to better connect Haven residents to the Wimmera River and its unique landscape features and parks, a ‘Haven-to-Wimmera Corridor’ (the corridor) is proposed (Figure 19). The corridor seeks to achieve an attractive and direct cycling, walking and biodiversity trail between the Haven CAP and the Wimmera River. It is important that the corridor follow existing desired travel paths and form the shortest way for cyclists and pedestrian to travel between destinations. It is intended that the corridor provide a dedicated off-road gravel or concrete 3m wide path.

Generous space for native tree planting should be provided on either side of the path and ground level planting should seek to create habitat for local fauna and be low maintenance. Part of the corridor has already been delivered on the north side of Kenny Road between Velthuis Dr and Ballinger St, shown in Figures 14 below. Figure 15 and 16 show examples of similar shared path outcomes in other locations that could be applied in Horsham.

EXAMPLES OF HAVEN-TO-WIMMERA CORRIDOR



FIGURE 14. KENNY ROAD TRAIL, HORSHAM VIC



FIGURE 15. AIRPORT ROAD GREEN LINK, MT DUNNED VIC



FIGURE 16. LITTLE PARA TRAILS, SALISBURY SA

3. Strategic Direction 3

The objectives and strategies for achieving a continuous, safe and efficient transport network are as follows:

Road and Public Transport Network

Objectives:

- To provide a well-connected local road network throughout the study area and to surrounding areas.
- To reduce road network congestion and improve safety.
- To provide alternatives to private vehicle travel.

Strategies:

- Upgrade key intersections.
- Require all subdivisions to provide a connected local roads and paths network.
- Improve connections between residential areas to the north and south of the Wimmera River.
- Support improvements to the public transport network.
- Support the resolution of a second local vehicle crossing over the Wimmera River.

Pedestrian and Cycling Network

Objectives:

- To enhance and extend pedestrian and cycling connections, open spaces and community assets.
- To ensure pedestrian and cycling paths are safe and accessible.
- To provide for colocation of natural drainage solutions and open space to create multipurpose corridors.

Strategies:

- Improve active transport connectivity from Haven to the Wimmera River and east-west connections to the school.
- Support delivery of the Haven-to-Wimmera Corridor shared path link.
- Improve pedestrian and cycling access to Burnt Creek.

DRAWING KEY

- STUDY AREA BOUNDARY
- HORSHAM CENTRAL ACTIVITY DISTRICT
- HAVEN COMMUNITY ACTIVITY PRECINCT
- WATERWAY
- MOVEMENT
- KEY LOCAL ROADS
- BOULEVARD ROAD
- INVESTIGATE FUTURE CONNECTIONS (ALIGNMENTS REFLECT THE HORSHAM PLANNING SCHEME AT CLAUSE 92.04 STRATEGIC FRAMEWORK PLAN)
- ARTERIAL ROADS
- EXISTING KEY LOCAL ROADS
- GREEN STREET CORRIDOR
- KEY UNSEALED ROAD / TRAIL
- EXISTING SHARED PATH
- ADOPTED PROPOSED SHARED PATH (HORSHAM BICYCLE AND SHARED PATHS INFRASTRUCTURE PLAN 2024-2034)
- FURTHER INVESTIGATION SHARED PATH (FURTHER DETERMINED BY DEVELOPMENT)
- VEHICLE BRIDGE
- GATEWAY

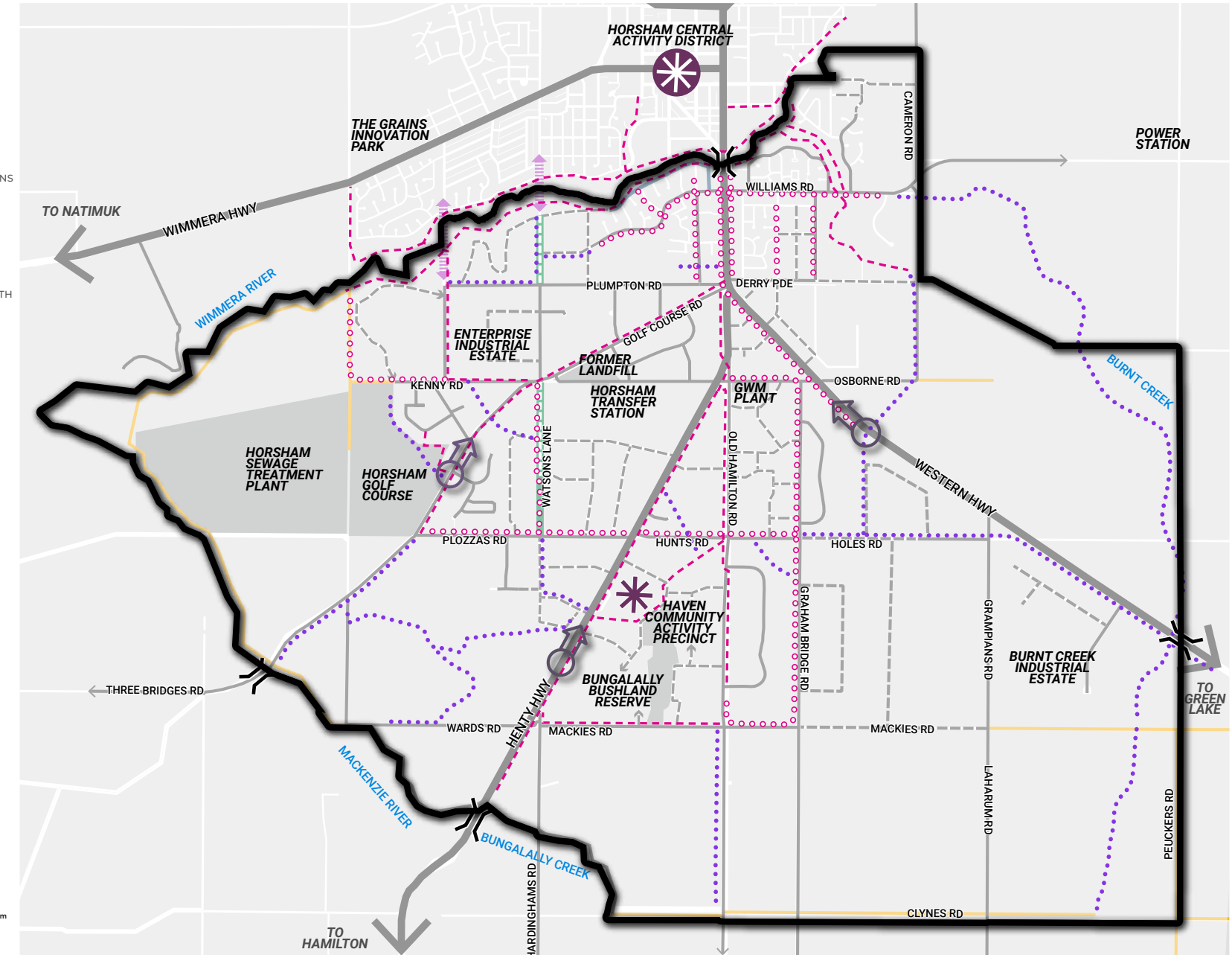


FIGURE 17. ACTIVE TRANSPORT NETWORK

Note: The Structure Plan does not identify an alternative truck route. Feasibility work is unresolved.

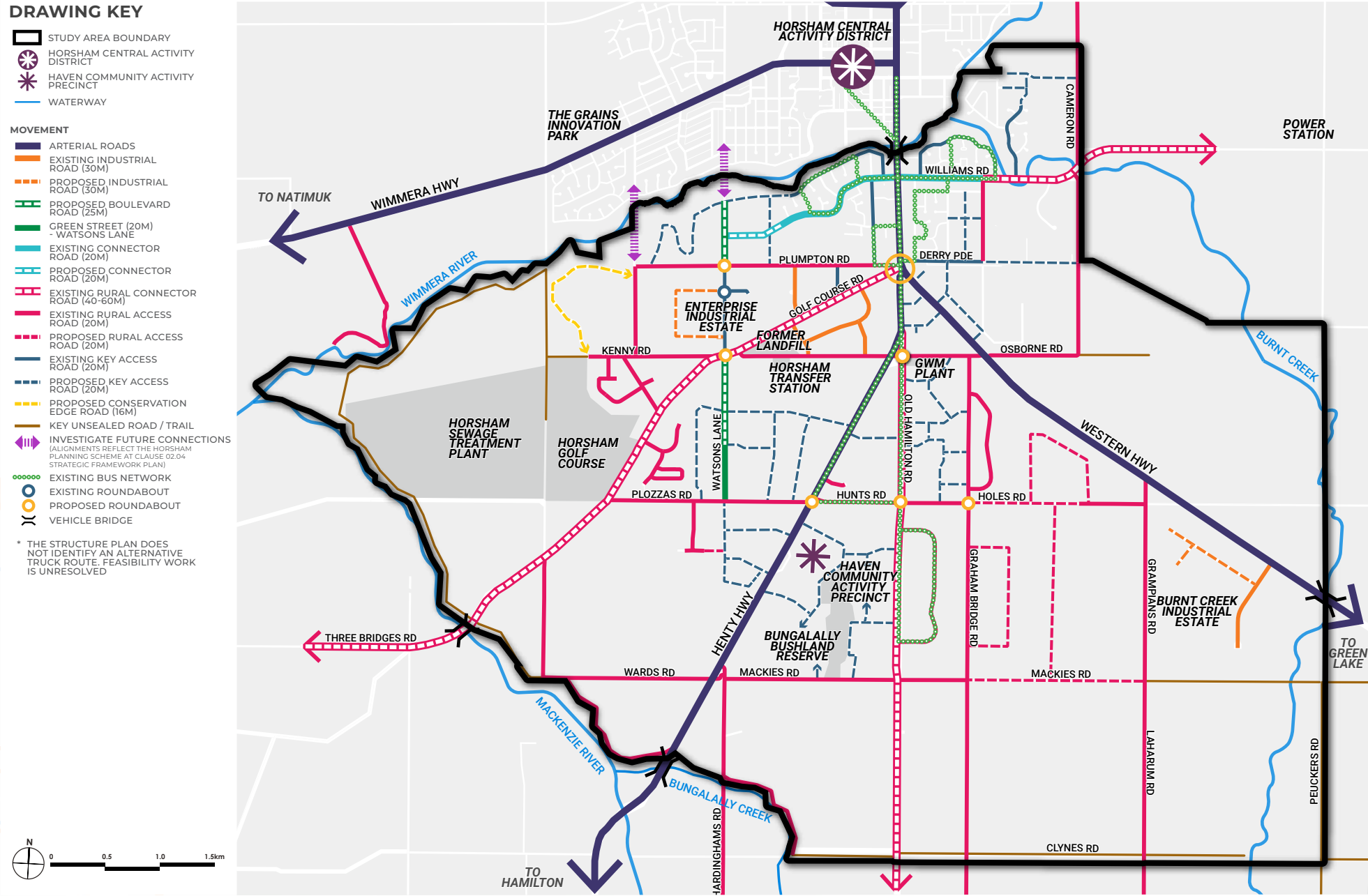


FIGURE 18. ROAD NETWORK

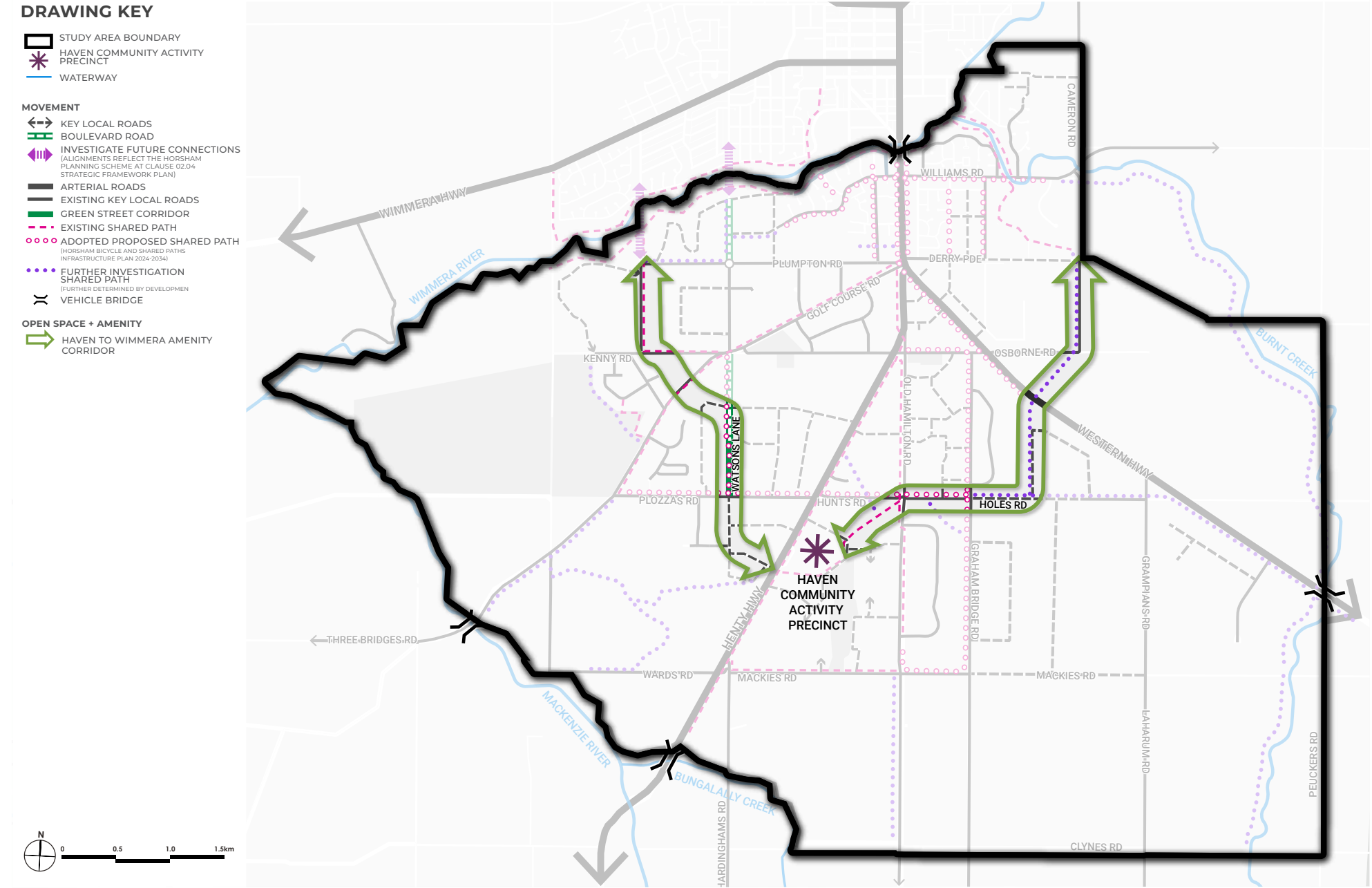


FIGURE 19. HAVEN-TO-WIMMERA CORRIDOR

4.

Strategic Direction 4
Accessible social and community facilities.

Community facilities

Accessible social and community facilities are vital for liveable and sustainable communities. The community in Horsham South is currently small at around 4,500 people, comprising approximately 3,000 within the residential area south of the Wimmera River and 1,500 in Haven. While this is well under the accepted threshold of 10,000 people for triggering new community infrastructure, long-term infrastructure requirements have been considered in preparing the Structure Plan.

The Structure Plan has been developed in anticipation of future sporting facility expansions. Council recently conducted the Wimmera Regional Multi-Sport Feasibility Study (Council 2023), which identifies three preferred sites to be developed as multi-sport precincts. Within Horsham South, Haven Recreation Reserve is identified as a preferred site for regional tennis, two municipal soccer pitches, a local cricket oval, a community hub and open space.

As part of the development of the Structure Plan, an augmented concept plan (Figure 20) has been prepared for the Haven CAP which aligns with the feasibility study plan but additionally seeks achieve:

- Small scale retail, such as a café or small convenience store.
- District playground and picnic spot for visitors.
- Bike trail resting area / destination.
- Landscape beautification of the entrance and parking areas.
- Potential upgrades to the town hall to allow for broader uses and events.

The proposed Haven-to-Wimmera Corridor (discussed above) is an important direct cycling, walking and biodiversity trail connecting community to the Haven CAP, including the proposed expanded sporting facilities.

Objectives:

- To provide a local commercial offering for residents and workers.
- To enhance the gateways into Haven and Horsham.

Strategies:

- Support the extension of the commercial area along the Western Highway.
- Support the establishment of a commercial strip along the Henty Highway, bordering the industrial area.
- Support the establishment of a local convenience centre at the intersection of Old Hamilton Road and Plumpton Road (Plumpton Road LCC).
- Prepare built form design guidance for the existing and proposed commercial corridors.

Note: This is an indicative concept only and is subject to change following preparation of a Council masterplan and supporting economic studies.

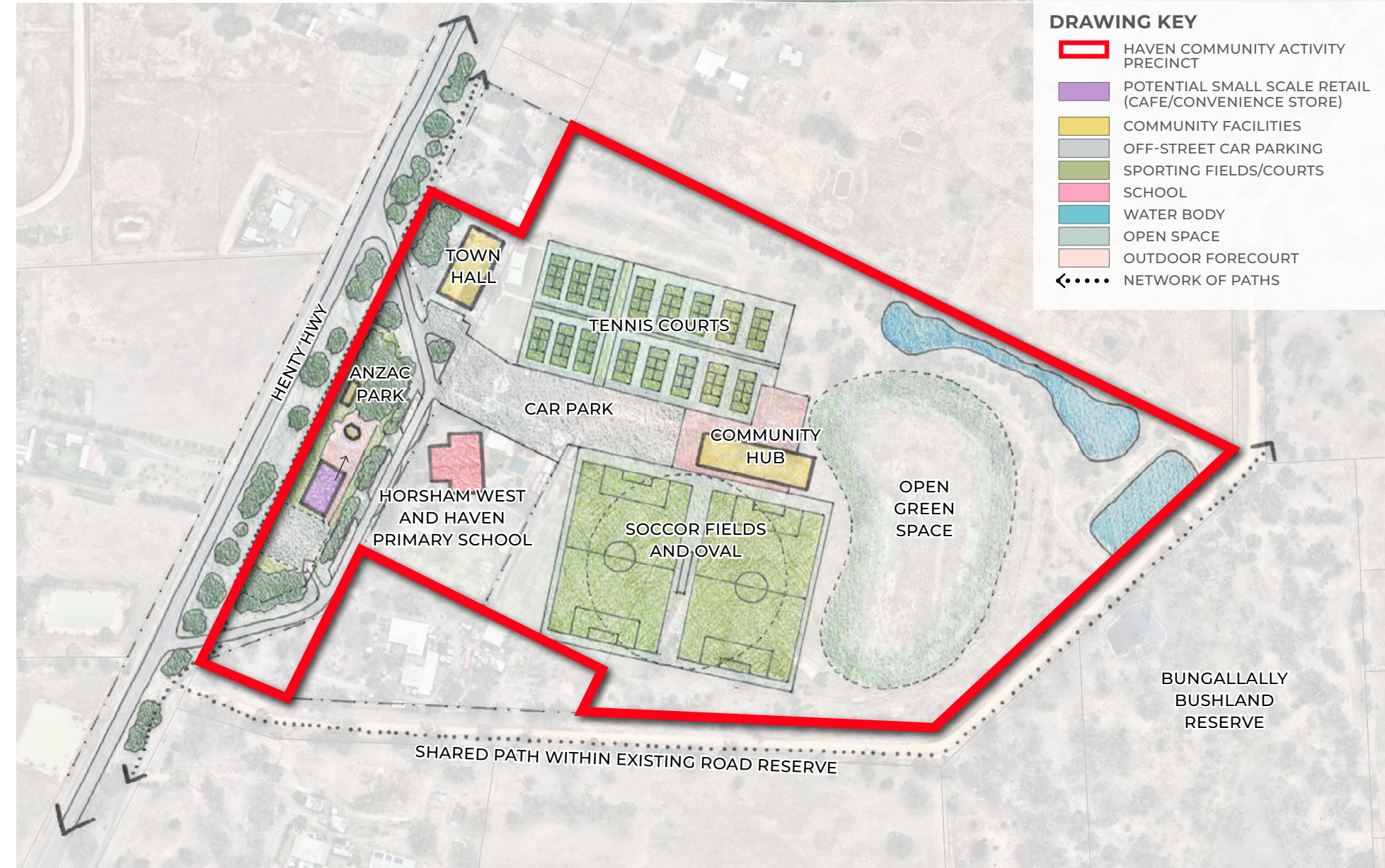


FIGURE 20. HAVEN COMMUNITY DISTRACT INDICATIVE CONCEPT PLAN

4. Strategic Direction 4

Open space and potential reserves

As identified in Part 1, Council is currently reviewing its Open Space Strategy to seek better open space outcomes through the development process.

The Structure Plan identifies a number of indicative open space assets. These areas should be provided as part of future subdivision and embellished by Council via upgraded local park facilities (playgrounds, etc.). These locations have been selected across the study area to provide equitable access to open space for local residents and workers. The Structure Plan also identifies two potential reserve areas that seek to recognise the environmental / cultural heritage values of that space.

The proposed reserve to the south of the Horsham Sewerage Treatment Plan is a highly vegetated area. The Structure Plan has identified the opportunity to set this land aside for public purpose, subject to securing the land.

The Structure Plan also identifies key linear open space areas, particularly aligned to the Haven-to-Wimmera Corridor. An example of this is Watsons Lane, where a shared path and open space link is proposed to protect the existing tree habitat in this location and maximise community access through a shared path link through to the existing connection at Kenny Road. Linear drainage reserves may also contribute in this way, where shared paths can be located adjacent to these assets.

Biodiversity

The Structure Plan has been informed by the Desktop Biodiversity Assessment for the Horsham South Structure Plan (Ecology & Heritage Partners 2023).

The Structure Plan has responded to the findings from this report through the identification of potential biodiversity protection areas (Figure 21). Further work is required to confirm the extent and values of these potential areas, and mechanisms should be explored to ensure these high value environmental areas are protected in perpetuity. More detailed biodiversity assessments will also be required as part of subsequent planning process to confirm the extent of biodiversity on parcels across the study area.

The Structure Plan identifies opportunities for existing vegetation patches and scattered trees to be retained through the biodiversity protections areas and local parks / linear open space. A shared path / linear open space is proposed along Watsons Lane, which seeks to protect a number of existing mature trees. This outcome is also identified along Kenny Road. Residential subdivision should also seek to protect scattered matured trees as part of the planning process.

Wopet-bungundilar (House of Feathers)

The Wopet-bungundilar (House of Feathers), is an important culturally significant site for the Wotjobaluk peoples. Wopet-bungundilar is one of the first intangible cultural heritage sites in Victoria to be included on the Victorian Aboriginal Heritage Register. Part of this site is currently under BGLC ownership, with the remainder of the site proposed to be acquired as part of a future subdivision process See Part 3.

The Structure Plan proposes small rural lots to interface with this site with a buffer to ensure development appropriately responds to the significance of the land to the BGLC. The future subdivision of the land should be subject to further cultural heritage investigations, in consultation with the BGLC.

Wopet-bungundilar is one of the first intangible cultural heritage sites in Victoria to be included on the Victorian Aboriginal Heritage Register.



4. Strategic Direction 4

Former Artists in Residence proposal

An existing schedule to the SUZ (SUZ8) and Development Plan Overlay (DPO8) to facilitate the use and development of land in the northwestern portion of the study area for the purpose of the Horsham Artist in Residence. The intention was for the Horsham Artist in Residence program to be a living and working environment for practising artists in a natural and agricultural landscape. SUZ8 comprises 119ha of land, only a small portion of which was to be used for the Artist in Residence. The remaining portions of land were to be retained for crop raising and animal husbandry and, at the eastern end of the site, protected due to being of significant Aboriginal cultural heritage value. This significant land has been transferred and is currently in the ownership of the BGLC and is proposed to be rezoned to the Public Park and Recreation Zone (PPRZ). Since the SUZ8 was applied, the Artist in Residence proposal has not been realised and is no longer considered relevant. Therefore, the site is proposed to be rezoned and DPO8 removed.

Shared paths

An important part of ensuring the accessibility existing and future community facilities is provision of a shared path network. The network of recommended and aspirational shared paths within the Structure Plan, as discussed in Strategic Direction 3, is intended to support the provision and use of community facilities by providing safe and convenient access. As these shared paths are also intended for leisure use by pedestrians and cyclists, they will serve a recreational as well as functional purpose.

The objectives and strategies for achieving accessible social and community facilities are as follows:

Objectives:

- To support the development and enhancement of community facilities and the provision of high quality open space.
- To enhance access to social and community facilities and high quality open space.
- To preserve areas of natural landscape and recognise the cultural heritage of relevant areas.

Strategies:

- Encourage development patterns that facilitate demand for community services and facilities.
- Support the expansion of the Haven Recreation Reserve.
- Seek to secure open space assets, as identified on the Open Space, Conservation and Community Facilities Plan.
- Confirm significant biodiversity values and investigate mechanisms to protect these values in perpetuity.
- Seek to facilitate BGLC acquisition of the remainder of the Wopet-bungundilar site.
- Ensure an appropriate buffer is provided between the Wopet-bungundilar site and residential development.
- Provide high quality shared path network that provides access to community facilities.

DRAWING KEY

- STUDY AREA BOUNDARY
- HORSHAM CENTRAL ACTIVITY DISTRICT
- HAVEN COMMUNITY ACTIVITY PRECINCT
- 1KM/2KM CATCHMENTS FROM COMMUNITY DISTRICT
- WATERWAY
- MOVEMENT
 - EXISTING SHARED PATH
 - ADOPTED PROPOSED SHARED PATH (HORSHAM BICYCLE AND SHARED PATHS INFRASTRUCTURE PLAN 2024-2034)
 - FURTHER INVESTIGATION SHARED PATH (FURTHER DETERMINED BY DEVELOPMENT)
 - INVESTIGATE FUTURE CONNECTIONS (ALIGNMENTS REFLECT THE HORSHAM PLANNING SCHEME AT CLAUSE 02.04 STRATEGIC FRAMEWORK PLAN)
 - BOULEVARD ROAD
- OPEN SPACE + AMENITY
 - POTENTIAL LOCAL CONVENIENCE CENTRE
 - 400/800M WALKABLE CATCHMENT FROM LOCAL CONVENIENCE CENTRE
 - AMENITY CORRIDOR
 - EXISTING OPEN SPACE ASSET (PLAYGROUND)
 - NEW / UPGRADE PARK ASSETS
 - 400M WALKABLE CATCHMENT FROM NEW / UPGRADED PARK
 - HAVEN RECREATION RESERVE UPGRADE
 - CONSERVATION RESERVE (SUBJECT TO DETAILED CULTURAL HERITAGE ASSESSMENT)
 - WOPET-BUNGUNDILAR (HOUSE OF FEATHERS) - PLACE OF CULTURAL SIGNIFICANCE
 - BIODIVERSITY PROTECTION AREA
 - ENCUMBERED / DRAINAGE OPEN SPACE
 - LOCAL PARKS AND LINEAR OPEN SPACE
 - SWALE DRAIN
 - LANDSCAPE BUFFER TO INDUSTRIAL AREA
 - HORSHAM GOLF COURSE
 - COMMUNITY FACILITY
 - OTHER INFRASTRUCTURE (LABELED)
 - MUD BRICK COMPLEX - POTENTIAL HERITAGE SITE

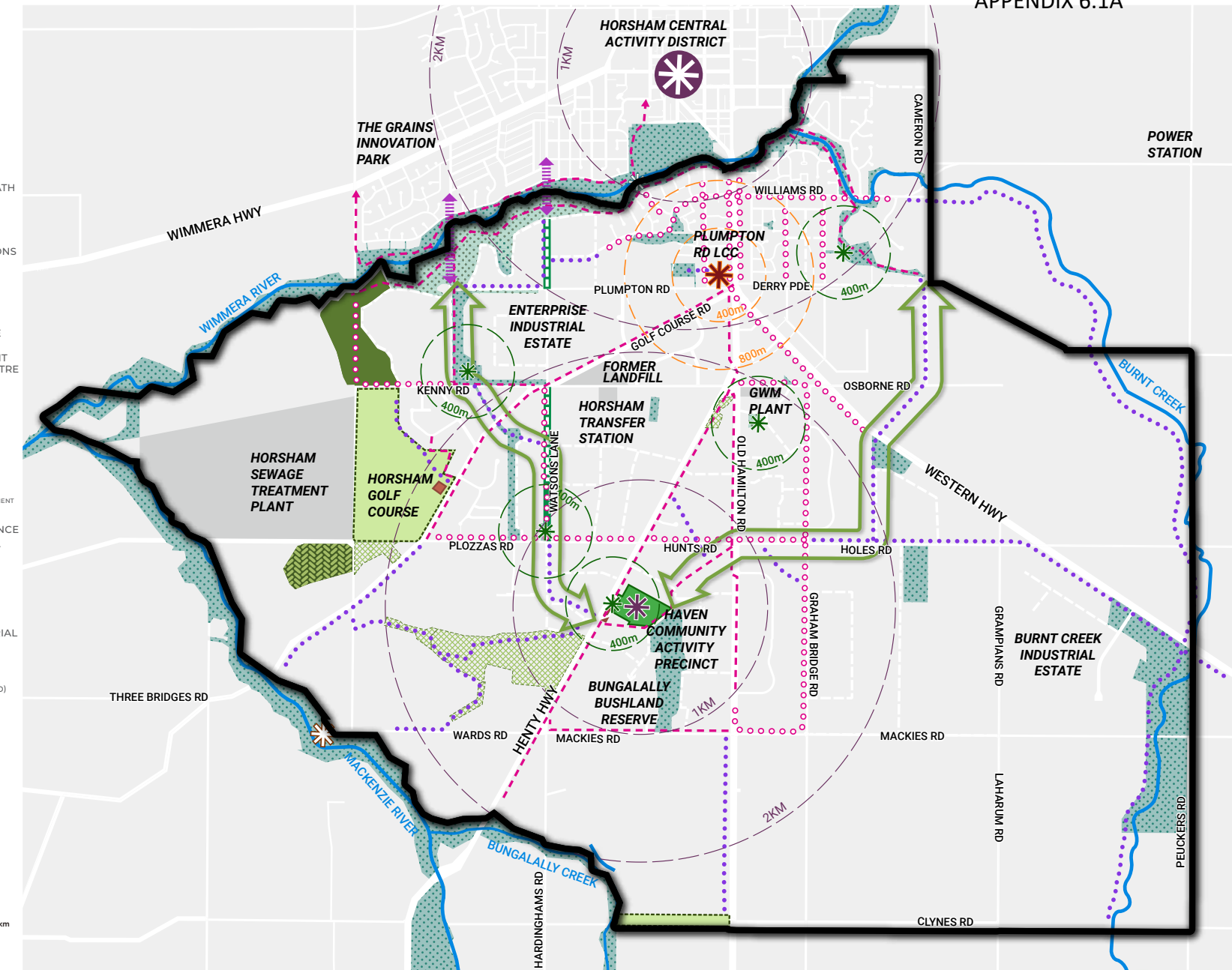


FIGURE 21. OPEN SPACE, CONSERVATION AND COMMUNITY FACILITIES PLAN

5. Strategic Direction 5
Efficient use of existing and new services (water, sewerage and drainage).

Servicing – Water and Wastewater

Servicing is as a key enabler to development in regional and rural areas. In Horsham South, there are large portions of the study area that are not yet serviced, and provision of water and sewer servicing and drainage is being delivered on site-by-site basis (Figure 22). This has put pressure on existing infrastructure and led to an evaluation of the current practices for infrastructure delivery. Densities within the Structure Plan are designed to facilitate the holistic provision of sewer and drainage. The envisioned densities will be important for the delivery of servicing and drainage as an overall network, rather than as piecemeal assets.

The balance of the Structure Plan area will be managed through recommended lot sizes to mitigate cumulative impacts of onsite septic systems in accordance with the EPA wastewater code of practice, Horsham Rural City Domestic Wastewater Management Plan and the Horsham Domestic Wastewater Management Policy.

The servicing approach identified in the Structure Plan is supported by the Horsham South Structure Plan – Water and Wastewater Services Report (Tonkin 2024).

In relation to new water connections, this report recommends:

- Water reticulation pipework within residential streets up to each lot boundary.
- Water branch pipework through connecting streets.
- Water trunk main pipework transferring large flows through main roads.
- Associated maintenance equipment and structures including isolation valves, hydrants, scours, water meters and lot connections.

With respect to the wastewater network, the Structure Plan presents an opportunity to resolve future wastewater connections holistically so new pumping systems and associated infrastructure can be strategically planned and staged. Further detailed work is recommended to inform this staged approach.

Densities within the Structure Plan are designed to facilitate the holistic provision of sewer and drainage.

DRAWING KEY

- STUDY AREA BOUNDARY
- HORSHAM CENTRAL ACTIVITY DISTRICT
- HAVEN COMMUNITY ACTIVITY PRECINCT
- WATERWAY

WATER

- WATER TRUNK MAIN
- WATER MAINS
- POTENTIAL WATER CONNECTION

SEWER

- SEWER TRUNK MAIN
- EXISTING SEWER MAINS
- SEWERAGE TREATMENT PLANT
- SEWER DIRECTION
- SEWERED AREA

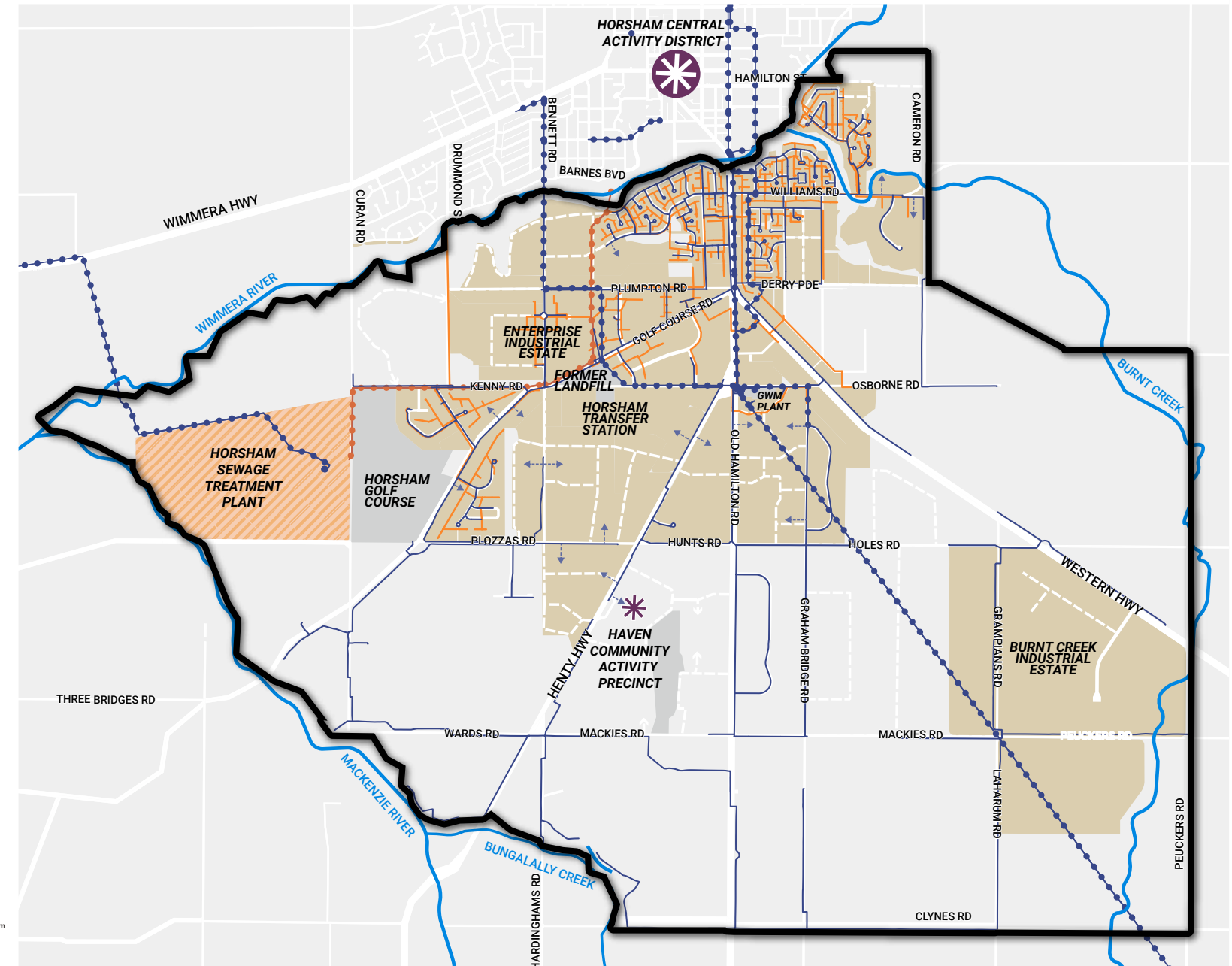


FIGURE 22. SERVICING PLAN

5. Strategic Direction 5

Drainage

The proposed approach to drainage identified in the Structure Plan has been informed by the Preliminary Drainage Assessment (Stormy Water Solutions 2022) and the Catchment A Concept Report (Stormy Water Solutions 2024). Stormy Water Solutions identified the drainage catchments across the study area, drainage assets, and an associated pipe and swale drainage network to support development holistically (Figure 23).

Further detailed drainage strategies will need to be developed, consistent with the findings of the Preliminary Drainage Strategy. To facilitate the overall drainage catchment, the Structure Plan also recommends acquiring two parcels within sub-catchment A3, between Kenny Road and Golf Course Road, to facilitate a swale drain.

Broadly, the recommended approach for each Catchment is:

- Catchment A – Catchment A Concept Stormwater Strategy already delivered.
- Catchment B1 – Standalone drainage scheme required.
- Catchment B2 & B3 – Drainage scheme for the overall catchment required.
- Catchment C1 – Standalone drainage scheme required.
- Catchment D – Assets to be delivered on a site-by-site basis via permit conditions.

- Catchment E1 – Standalone scheme to be delivered.
- Catchment F1 – Standalone scheme to be delivered.
- Catchment F2 – Upgrade to the existing outfall required.
- Catchment G1 – Standalone scheme to be delivered.
- Catchment G2 – Assets to be delivered on a site-by-site basis via permit conditions.
- Catchment G3 – Already delivered.
- Catchment H1 – Assets to be delivered on a site-by-site basis via permit conditions.
- Catchment H2 – Assets to be delivered on a site-by-site basis via permit conditions.
- Catchment H3 – Standalone scheme to be delivered.
- Catchment H4 – Already delivered.
- Catchment I1 – Assets to be delivered on a site-by-site basis via permit conditions.

The different approaches for each catchment have informed the proposed funding approach discussed in Part 4.

The objectives and strategies for achieving efficient use of existing and new services are as follows:

- Objectives:**
- To ensure development leverages existing infrastructure to maximise efficiency and contribute to cost effective service delivery.
 - To provide for an increase in infrastructure that responds to areas identified for development growth.
 - To ensure provision of servicing and drainage infrastructure is planned for holistically.

- Strategies:**
- Support development in areas that are already serviced.
 - Discourage development in areas that would require extensions of the service network.
 - Improve stormwater management and flood mitigation through delivery of drainage assets and associated infrastructure.
 - Support alternative infrastructure arrangements for lots not connected to existing services.
 - Ensure all residential areas of less than 1ha will be considered as new wastewater connections.
 - Investigate delivery of three new east-west services corridors comprising a common wastewater trunk main (including water, electrical as well as new wastewater mains) along Mackies Road, Holes/Plozzas Road and Osborne Road to service future growth.

DRAWING KEY

- STUDY AREA BOUNDARY
 - HORSHAM CENTRAL ACTIVITY DISTRICT
 - HAVEN COMMUNITY ACTIVITY PRECINCT
 - WATERWAY
- DRAINAGE**
- NEW OPEN SPACE & DRAINAGE SWALE DRAIN
 - FUTURE PIPED MAIN DRAINAGE SYSTEM
 - FLOOD OVERLAY
 - 1 IN 100 YEAR FLOODPLAIN
 - DRAINAGE CATCHMENT

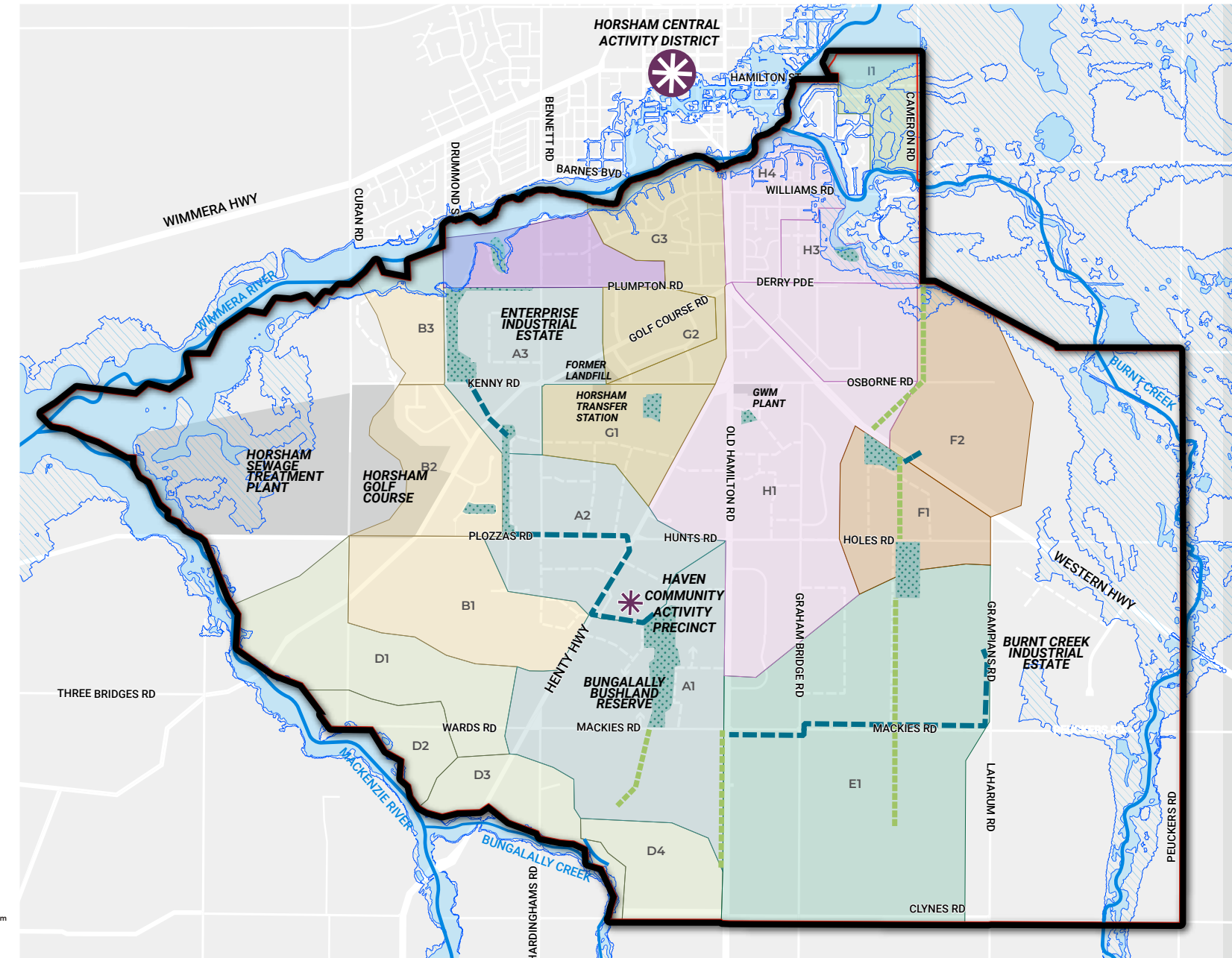
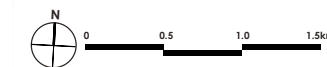
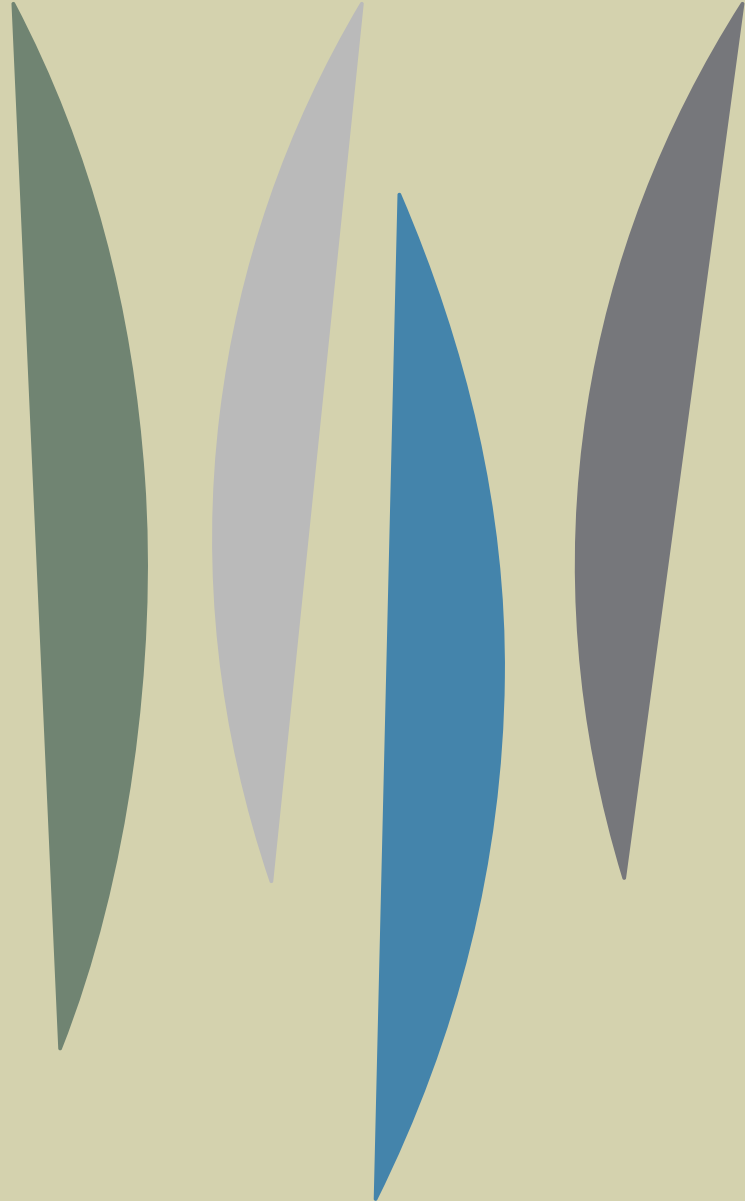


FIGURE 23. DRAINAGE PLAN

Part 3 Coordinated Development Outcomes



HORSHAM CENTRAL ACTIVITY DISTRICT

To support a coordinated approach to land use change and infrastructure delivery, the Structure Plan identifies Coordinated Development Areas (CDAs) (Figure 24). These signify where more transformative change and a coordinated response to growth is required. Each of the four CDAs outline specific objectives, directions and implementation approaches for land use and development.

The CDA boundaries have been informed by the Future Urban Structure's vision for land use and densities, as well as existing infrastructure, including commercial centres and servicing. The outcomes sought for each CDA are discussed as follows.



HAVEN HALL

Coordinated Development Areas

Coordinated Development Area A – Haven Coordinated Development Area (Haven CDA)

The CDAs are proposed to be implemented through the DPO, as the DPO is one of the best tools for coordinating holistic development outcomes. The DPO will be the mechanism for requiring more coordinated, holistic development via the permit application process. This is discussed further in the implementation approach section for each CDA.

The Haven CDA is the largest CDA in the study area, centred around the Haven CAP (Figure 24).

In response to the mix of commercial and residential development within the area, the Haven CDA has been broken into two sub-areas. CDA-A1 covers the majority of the CDA, with CDA-A2 capturing the key commercial development areas. The implementation approach, in the form of a DPO, is proposed to apply to the Haven CDA in its entirety.

To support a coordinated approach to land use change and infrastructure delivery, the Structure Plan identifies Coordinated Development Areas

DRAWING KEY

- ▭ STUDY AREA BOUNDARY
- ▭ COORDINATED DEVELOPMENT AREAS
 - A - HAVEN COORDINATED DEVELOPMENT AREA (HAVEN CDA)
 - B - INDUSTRIAL COORDINATED DEVELOPMENT AREAS (INDUSTRIAL CDAS)
 - C - STRATEGIC RESIDENTIAL COORDINATED DEVELOPMENT AREAS (RESIDENTIAL CDAS)
 - D - CULTURAL HERITAGE SITE COORDINATED DEVELOPMENT AREA (CULTURAL HERITAGE CDA)

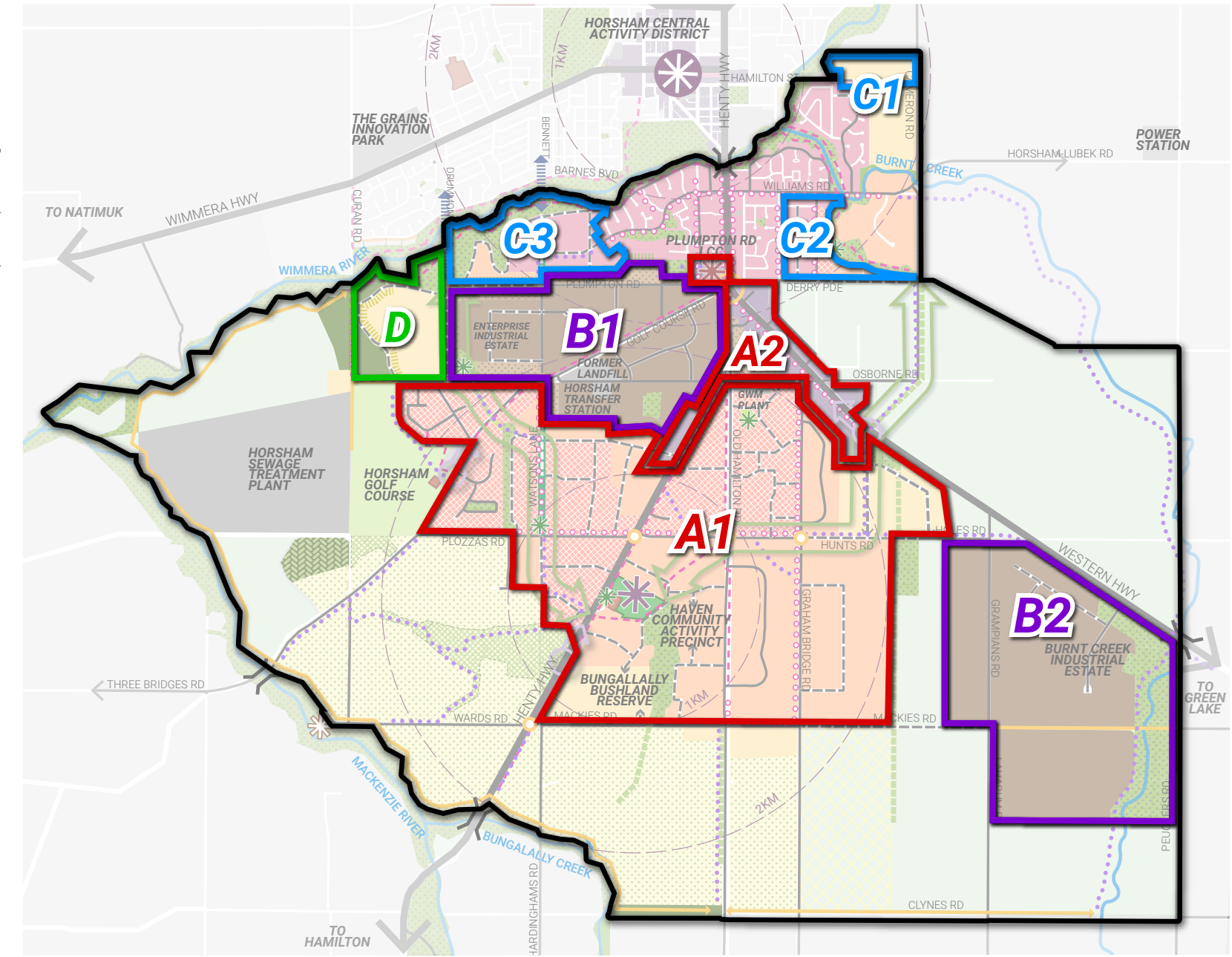


FIGURE 24. COORDINATED DEVELOPMENT AREAS

Haven CDA – CDA-A1 Residential

Haven CDA-A1 is divided by Henty Highway, with residential areas on either side offering a range of housing options (Figure 25). These include small lifestyle residential and large lifestyle residential lots, which vary from 2,000m² to 2ha in size. The Haven CDA is designed to support development transitions and promote the growth and integration of the Haven CAP.

The objectives and strategies for CDA-A1 are as follows:

Objectives

- To promote integrated and diverse housing options in serviced areas.
- To ensure low density land is appropriately serviced.
- To ensure effective land use transition between residential, commercial, and community land, including appropriate buffers to mitigate noise and amenity impacts.
- To develop a connected and accessible street network that enhances connectivity.
- To create high quality open space, recreation areas and community amenities, including development that promotes and maintains open spaces.
- To ensure development responds to environmental risks, where required.
- To address potentially contaminated land matters consistent with Victorian government guidance.

Strategies

- Facilitate coordinated delivery of low density residential subdivision that provides a variety of lot sizes in sewered areas.
- Ensure subdivision in rural living areas is serviced in accordance with the Structure Plan directions. .
- Ensure infrastructure is sequenced and developed in a staged manner.
- Recognise and support the Haven CAP as an emerging community hub accommodating community facilities and infrastructure.
- Adopt appropriate treatment of residential interfaces and street cross-sections (see Appendix 1) where residential areas interface with rural residential, industrial or farming land.
- Facilitate the delivery of a connected street network including boulevard roads and local roads that support connection to adjoining areas and facilitate logical residential development.
- Deliver a connected shared path network that supports active transport, connecting the east and west sides of Henty Highway.
- Establish a green Haven-to-Wimmera Corridor connecting the Haven CAP to the Wimmera River through the creation of shared paths, connected open space drainage reserves and park assets and including wayfinding signage.
- Facilitate the creation of new drainage reserves and open space that provide amenity to residents, serve as natural land use buffers and support drainage catchments.
- Deliver the proposed bushfire interface road.
- Undertake preliminary risk screen assessments (PRSA) for potentially contaminated land, where required.
- Demonstrate that proposed development will not be adversely affected by the former landfill site, where relevant.

DRAWING KEY

MOVEMENT

- ARTERIAL ROADS
- EXISTING KEY LOCAL ROADS
- KEY LOCAL ROADS
- BOULEVARD ROAD
- KEY UNSEALED ROAD / TRAIL
- VEHICLE BRIDGE
- INVESTIGATE FUTURE CONNECTIONS (ALIGNMENTS REFLECT THE HORSHAM PLANNING SCHEME AT CLAUSE 02/04 STRATEGIC FRAMEWORK PLAN)
- EXISTING SHARED PATH
- ADOPTED PROPOSED SHARED PATH (HORSHAM BICYCLE AND SHARED PATHS INFRASTRUCTURE PLAN 2024-2034)
- FURTHER INVESTIGATION SHARED PATH (FURTHER DETERMINED BY DEVELOPMENT)
- PROPOSED ROUNDABOUT

RESIDENTIAL

- SUBURBAN RESIDENTIAL (LESS THAN 2000M² - SEWERED)
- SMALL LIFESTYLE RESIDENTIAL (2000M² - 10,000 M² - POTENTIALLY SEWERED)
- LARGE LIFESTYLE RESIDENTIAL (2HA - 3HA - UNSEWERED)
- SMALL RURAL RESIDENTIAL (2HA - 4HA - UNSEWERED)
- LARGE RURAL RESIDENTIAL (4HA - 10HA - UNSEWERED)
- AGRICULTURAL LIVING (2HA OR MORE - UNSEWERED)

EMPLOYMENT + AGRICULTURE

- AGRICULTURAL PROPERTIES
- HEAVY INDUSTRIAL
- LIGHT INDUSTRIAL
- COMMERCIAL
- POTENTIAL LOCAL CONVENIENCE CENTRE

OPEN SPACE + AMENITY

- HAVEN TO WIMMERA AMENITY CORRIDOR
- NEW / UPGRADE PARK ASSETS
- HAVEN RECREATION RESERVE UPGRADE
- CONSERVATION RESERVE (SUBJECT TO DETAILED CULTURAL HERITAGE ASSESSMENT)
- WOPET-BUNCUNDILAR (HOUSE OF FEATHERS) - PLACE OF CULTURAL SIGNIFICANCE
- BIODIVERSITY PROTECTION AREA
- GATEWAYS
- ENCUMBERED / DRAINAGE OPEN SPACE
- LOCAL PARKS AND LINEAR OPEN SPACE
- SWALE DRAIN
- LANDSCAPE BUFFER TO INDUSTRIAL AREA
- BUFFER TO CULTURAL RESERVE (ROAD DEVELOPMENT SUBJECT TO CULTURAL HERITAGE EXPECTATIONS)
- HORSHAM GOLF COURSE
- COMMUNITY FACILITY
- OTHER INFRASTRUCTURE (LABELED)
- MUD BRICK COMPLEX - POTENTIAL HERITAGE SITE

0 0.5 1.0 1.5km

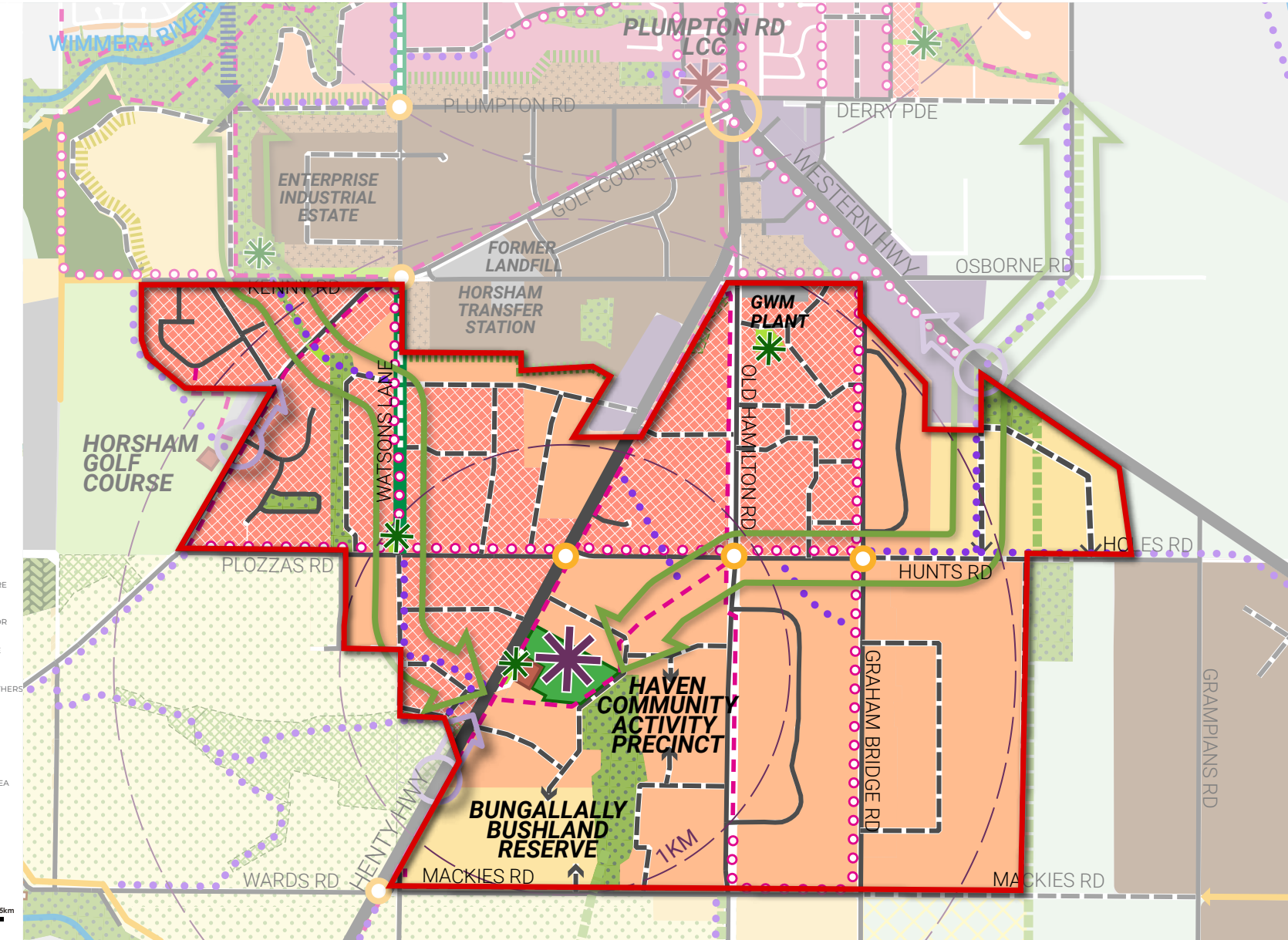


FIGURE 25. COORDINATED DEVELOPMENT AREA A1

Haven CDA – CDA-A2 Commercial

The Haven CDA also features existing and proposed commercial corridors along the Western Highway and Henty Highway, creating opportunities for vibrant, highway-oriented commercial development (Figure 26). These commercial corridors present opportunities for gateway style developments with elevated built form outcomes.

This is discussed further in the proposed implementation approach where the existing DDO10 is proposed to be updated and applied. The proposed light industrial on Osborne Road and Old Hamilton Highway is also included within CDA-A2.

The objectives and strategies for CDA-A2 are as follows:

Objectives

- To enhance commercial and economic vitality by creating commercial corridors that encourage mixed-use development.
- To provide local opportunities for employment and access to services.
- To deliver an elevated built form outcome suitable for key gateway commercial precincts.

Strategies

- Deliver high quality commercial precincts to serve as gateway entries and to provide local services for residents and workers.
- Ensure infrastructure is sequenced and developed in a staged manner.
- Facilitate the delivery of a connected street network including boulevard roads and local roads that support connections to adjacent residential development.
- Develop a connected shared path network.
- Deliver required drainage infrastructure consistent with relevant drainage catchment requirements .
- Establish a green Haven-to-Wimmera Corridor connecting the Haven CAP to the Wimmera River, through the creation of shared paths, connected open space drainage reserves and park assets.

DRAWING KEY

HORSHAM CENTRAL ACTIVITY DISTRICT
HAVEN COMMUNITY ACTIVITY PRECINCT
 1KM/2KM CATCHMENTS FROM COMMUNITY DISTRICT
 WATERWAY

MOVEMENT
 ARTERIAL ROADS
 EXISTING KEY LOCAL ROADS
 KEY LOCAL ROADS
 BOULEVARD ROAD
 KEY UNSEALED ROAD / TRAIL
 VEHICLE BRIDGE
 INVESTIGATE FUTURE CONNECTIONS (ALIGNMENTS REFLECT THE HORSHAM PLANNING SCHEME AT CLAUSE 02/04 STRATEGIC FRAMEWORK PLAN)

EXISTING SHARED PATH
 ADOPTED PROPOSED SHARED PATH (HORSHAM BICYCLE AND SHARED PATHS INFRASTRUCTURE PLAN 2024-2034)
 FURTHER INVESTIGATION SHARED PATH (FURTHER DETERMINED BY DEVELOPMENT)
 PROPOSED ROUNDABOUT

RESIDENTIAL
 SUBURBAN RESIDENTIAL (LESS THAN 2000M² - SEWERED)
 SMALL LIFESTYLE RESIDENTIAL (2000M² - 10,000 M² - POTENTIALLY SEWERED)
 LARGE LIFESTYLE RESIDENTIAL (2HA - 3HA - UNSEWERED)
 SMALL RURAL RESIDENTIAL (2HA - 4HA - UNSEWERED)
 LARGE RURAL RESIDENTIAL (4HA - 10HA - UNSEWERED)
 AGRICULTURAL LIVING (10HA OR MORE - UNSEWERED)

EMPLOYMENT + AGRICULTURE
 AGRICULTURAL PROPERTIES
 HEAVY INDUSTRIAL
 LIGHT INDUSTRIAL
 COMMERCIAL
 POTENTIAL LOCAL CONVENIENCE CENTRE

OPEN SPACE + AMENITY
 HAVEN TO WIMMERA AMENITY CORRIDOR
 NEW / UPGRADE PARK ASSETS
 HAVEN RECREATION RESERVE UPGRADE
 CONSERVATION RESERVE (SUBJECT TO DETAILED CULTURAL HERITAGE ASSESSMENT)
 WOPRET-BUNCUNDILAR (HOUSE OF FEATHERS) - PLACE OF CULTURAL SIGNIFICANCE
 BIODIVERSITY PROTECTION AREA
 GATEWAYS
 ENCUMBERED / DRAINAGE OPEN SPACE
 LOCAL PARKS AND LINEAR OPEN SPACE
 SWALE DRAIN
 LANDSCAPE BUFFER TO INDUSTRIAL AREA
 BUFFER TO CULTURAL RESERVE (ROAD DEVELOPMENT SUBJECT TO CULTURAL HERITAGE EXPECTATIONS)
 HORSHAM GOLF COURSE
 COMMUNITY FACILITY
 OTHER INFRASTRUCTURE (LABELED)
 MUD BRICK COMPLEX - POTENTIAL HERITAGE SITE

0 0.5 1.0 1.5km

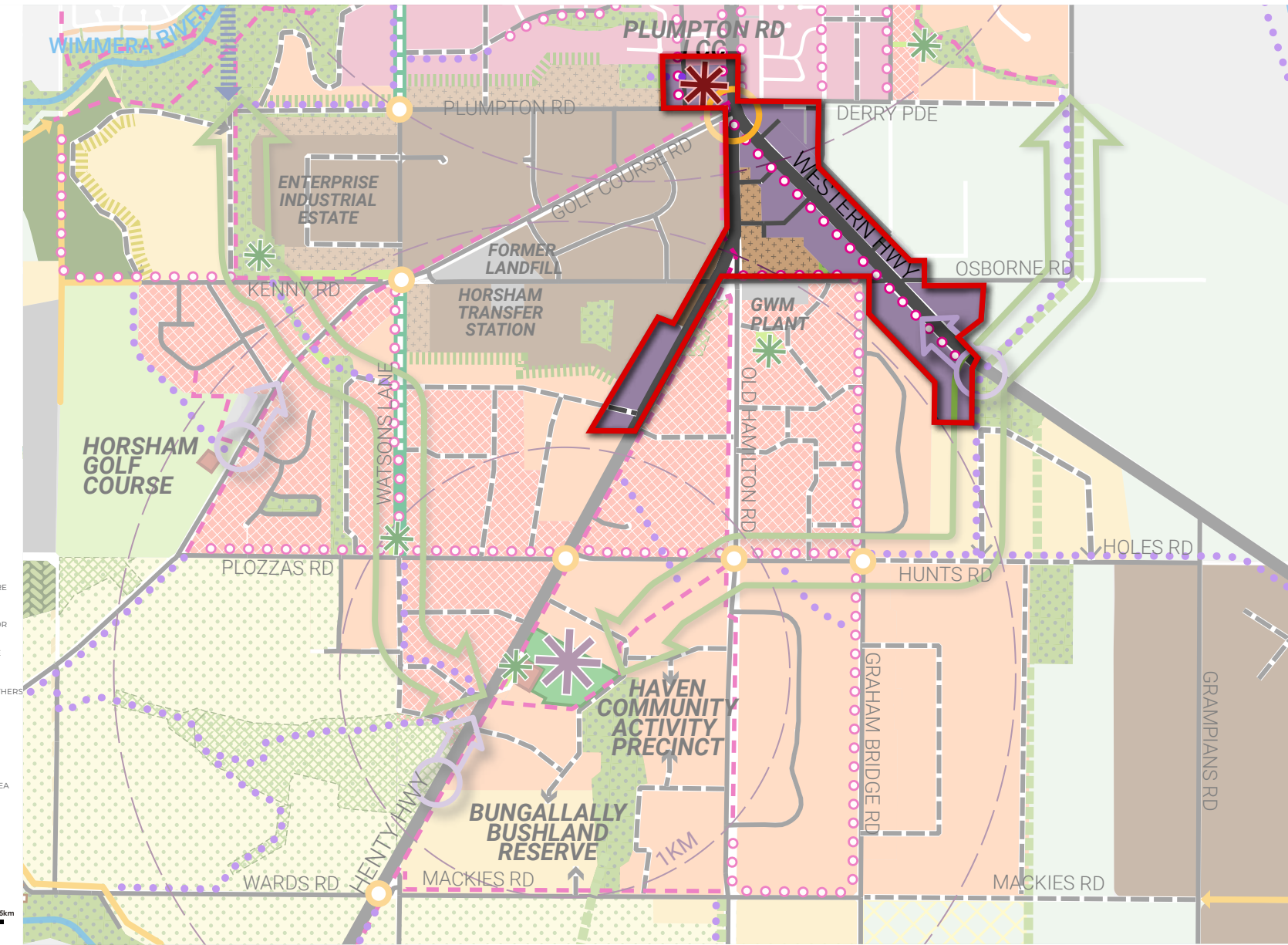


FIGURE 26. COORDINATED DEVELOPMENT AREA A2

Implementation approach

The Haven CDA includes a diverse mix of proposed land uses, including aspirations for diverse residential densities, open space networks and community facilities. The current form of development is fragmented, and it is expected that future subdivision will generally occur on a parcel-specific basis. For this reason, a DPO is proposed that seeks to ensure proposed subdivisions align with the aspirations of the Structure Plan to deliver a coordinated development outcome. The DPO is proposed to apply to the Haven CDA in its entirety (i.e., to both CDA-A1 and CDA-A2) to ensure key connections and objectives are met across the residential and commercial areas.

Due to the fragmented nature of the land, it is recommended that a provision be included in the DPO Schedule that allows the Responsible Authority to grant a permit prior to the preparation of a Development Plan if Council is satisfied that:

- The permit application is generally in accordance with the Structure Plan.
- The application adequately addresses the requirements that would otherwise be addressed in a Development Plan.
- The proposal will not prejudice coordinated development of other land within the DPO area.

It is anticipated the DPO Schedule will include:

- A provision that a permit may be granted for development or use on an existing lot prior to the preparation of a Development Plan (subject to the pre-conditions above).
- Conditions and requirements consistent with the strategies and objectives identified above.
- Delivery of a servicing strategy for the provision of the proposed reticulated sewer and potable water network.
- A provision that road intersection upgrades be delivered in accordance with the Horsham South Structure Plan Issues & Opportunities Report (onemilegrid 2023).
- A provision that drainage infrastructure be delivered in accordance with the relevant stormwater strategy.

As the Haven CDA covers a number of drainage sub-catchments (Figure 23), a holistic approach to delivery of drainage infrastructure will be a key consideration in unlocking this CDA. If a Development Plan is prepared, development and associated delivery of drainage infrastructure could occur in stages to be generally aligned with drainage sub-catchments.

Parts of the Haven CDA will also rely upon the delivery of drainage assets outside of its boundary (for example RB-A3). Funding mechanisms that can assist in delivering this infrastructure will be key to unlocking and facilitating development.

This is discussed further in the Infrastructure Options Report (Mesh 2024).

It is noted that DDO10 already applies to the Stawell Road / Western Highway entrance corridor. It is recommended this be retained and extended to cover CDA-A2 and that this DDO be revised to ensure it includes the aspirations established in the Structure Plan for high quality commercial corridors. An Urban Design Framework (UDF) or similar output is recommended to inform the revised DDO control.

The DPO should be applied to the area identified in Figure 25 and 26, at the time of the zoning changes identified in Figure 33 and 34.

The Haven CDA includes a diverse mix of proposed land uses, including aspirations for diverse residential densities, open space networks and community facilities.



Coordinated Development Area B – Industrial Coordinated Development Areas (Industrial CDAs)

The Industrial CDAs consists of two areas: the Enterprise Estate and surrounding industrial area and the Burnt Creek Industrial Estate (Figure 27 and 28). The Enterprise Estate is an established industrial area with designated land for future expansion within its western portion. Managing sensitive interfaces will be important given its proximity to both existing and planned residential areas. The Burnt Creek Industrial Estate is set to accommodate future industrial growth. It will be developed with appropriate measures to address the adjacent farming land and drainage areas along Burnt Creek to the east.

Objectives

- To facilitate industrial consolidation and expansion supported by existing and planned infrastructure.
- To implement effective land use buffers and transition between industrial areas and adjacent residential areas.
- To enhance connectivity and accessibility within industrial areas to support efficient industrial operations.
- To promote sustainable industrial practices and infrastructure to minimise environmental impact and support long-term viability of industrial uses.

Strategies

- Deliver multifunctional drainage reserves that incorporate public open space and supporting infrastructure to support the expansion of industrial uses and surrounding land uses.
- Manage amenity of adjacent residential areas through appropriate land use buffers, where required.
- Ensure the delivery of landscape buffers within industrial land that interfaces with residential areas.
- Adopt appropriate treatment of residential interfaces and street cross-sections where industrial areas interface with residential areas, farming land or waterways (Burnt Creek).
- Facilitate the delivery of a connected road network, including connector roads and local roads in accordance with Infrastructure Design Manual (IDM) standards.
- Enhance existing shared path networks and investigate opportunities to deliver new shared paths to connect open space and employment precincts.
- Integrate industrial growth with environmental considerations, including measures to protect adjacent farming land, and address environmental and drainage areas along adjacent waterways.
- Preserve and integrate cultural heritage and environmental values, particularly within the Burnt Creek area.
- Undertake Preliminary Site Investigations (PSIs) for potentially contaminated land, where required.
- Demonstrate that proposed development will not be adversely affected by the former landfill site, where relevant.
- Ensure the delivery of drainage infrastructure is aligned with the identified catchment approach.

Implementation approach

The Industrial CDAs include a mix of existing industrial development and parcels that will be subject to future subdivision and change. As the Enterprise Precinct is located adjacent to existing and planned residential development, transition buffers are required to address its sensitive boundaries. The existing and future expanded Burnt Creek Industrial Area will be subject to substantial change, with the majority of this site yet to be developed. For this reason, a DPO is proposed that seeks to ensure proposed subdivisions align with the aspirations of the Structure Plan and to ensure industrial land is developed in a high quality, coordinated way.

Due to the fragmented nature of the land, it is recommended that a provision be included in the DPO Schedule that allows the Responsible Authority to grant a permit prior to the preparation of a Development Plan if Council is satisfied that:

- The permit application is generally in accordance with the Structure Plan.
- The application adequately addresses the requirements that would otherwise be addressed in a Development Plan.
- The proposal will not prejudice coordinated development of other land within the DPO area.

It is anticipated the DPO Schedule will include:

- A provision that a permit may be granted for development or use on an existing lot prior to the preparation of a Development Plan.
- Conditions and requirements consistent with the strategies and objectives identified above.
- A provision that drainage infrastructure be delivered in accordance with the relevant drainage strategy. According to the Preliminary Drainage Strategy (Stormy Water Solutions 2023):
 - CDA-C1 will manage its own on site drainage infrastructure.
 - CDA-C2 will require delivery of RB-H3.
 - CDA-C3 will require delivery of RB-C1.
- Part of the Enterprise Estate will rely upon the delivery of RB-A3, with the balance of the development delivering its own onsite drainage infrastructure.
- A drainage solution for the Burnt Creek area has been considered as part of a previous subdivision application.
- Delivery of a servicing strategy for the provision of the proposed reticulated sewer and potable water network.
- A provision that road intersection upgrades be delivered in accordance with the Horsham South Structure Plan Issues & Opportunities Report (onemilegrid 2023).

The same DPO Schedule should be applied to the areas identified in Figure 27 and Figure 28, at the time of the zoning changes identified in Figure 33 and Figure 34.

The Industrial CDAs include a mix of existing industrial development and parcels that will be subject to future subdivision and change.

DRAWING KEY

- HORSHAM CENTRAL ACTIVITY DISTRICT
- HAVEN COMMUNITY ACTIVITY PRECINCT
- 1KM/2KM CATCHMENTS FROM COMMUNITY DISTRICT
- WATERWAY
- MOVEMENT**
- ARTERIAL ROADS
- EXISTING KEY LOCAL ROADS
- KEY LOCAL ROADS
- BOULEVARD ROAD
- KEY UNSEALED ROAD / TRAIL
- VEHICLE BRIDGE
- INVESTIGATE FUTURE CONNECTIONS (ALIGNMENTS REFLECT THE HORSHAM PLANNING SCHEME AT CLAUSE 02.04 STRATEGIC FRAMEWORK PLAN)
- EXISTING SHARED PATH
- ADOPTED PROPOSED SHARED PATH (HORSHAM BICYCLE AND SHARED PATHS INFRA-STRUCTURE PLAN 2024-2034)
- FURTHER INVESTIGATION SHARED PATH (FURTHER DETERMINED BY DEVELOPMENT)
- PROPOSED ROUNDABOUT
- RESIDENTIAL**
- SUBURBAN RESIDENTIAL (LESS THAN 2000M² - SEWERED)
- SMALL LIFESTYLE RESIDENTIAL (2000M² - 10,000 M² - POTENTIALLY SEWERED)
- LARGE LIFESTYLE RESIDENTIAL (2HA - 2HA+ - UNSEWERED)
- SMALL RURAL RESIDENTIAL (2HA - 4HA - UNSEWERED)
- LARGE RURAL RESIDENTIAL (4HA - 10HA+ - UNSEWERED)
- AGRICULTURAL LIVING (10HA OR MORE - UNSEWERED)
- EMPLOYMENT + AGRICULTURE**
- AGRICULTURAL PROPERTIES
- HEAVY INDUSTRIAL
- LIGHT INDUSTRIAL
- COMMERCIAL
- POTENTIAL LOCAL CONVENIENCE CENTRE
- OPEN SPACE + AMENITY**
- HAVEN TO WIMMERA AMENITY CORRIDOR
- NEW / UPGRADE PARK ASSETS
- HAVEN RECREATION RESERVE UPGRADE
- CONSERVATION RESERVE (SUBJECT TO DETAILED CULTURAL HERITAGE ASSESSMENT)
- WOPET-BUNGUNDILAR (HOUSE OF FEATHERS - PLACE OF CULTURAL SIGNIFICANCE)
- BIODIVERSITY PROTECTION AREA
- GATEWAYS
- ENCUMBERED / DRAINAGE OPEN SPACE
- LOCAL PARKS AND LINEAR OPEN SPACE
- SWALE DRAIN
- LANDSCAPE BUFFER TO INDUSTRIAL AREA
- BUFFER TO CULTURAL RESERVE (ROAD DEVELOPMENT SUBJECT TO CULTURAL HERITAGE EXPECTATIONS)
- HORSHAM GOLF COURSE
- COMMUNITY FACILITY
- OTHER INFRASTRUCTURE (LABELED)
- MUD BRICK COMPLEX - POTENTIAL HERITAGE SITE

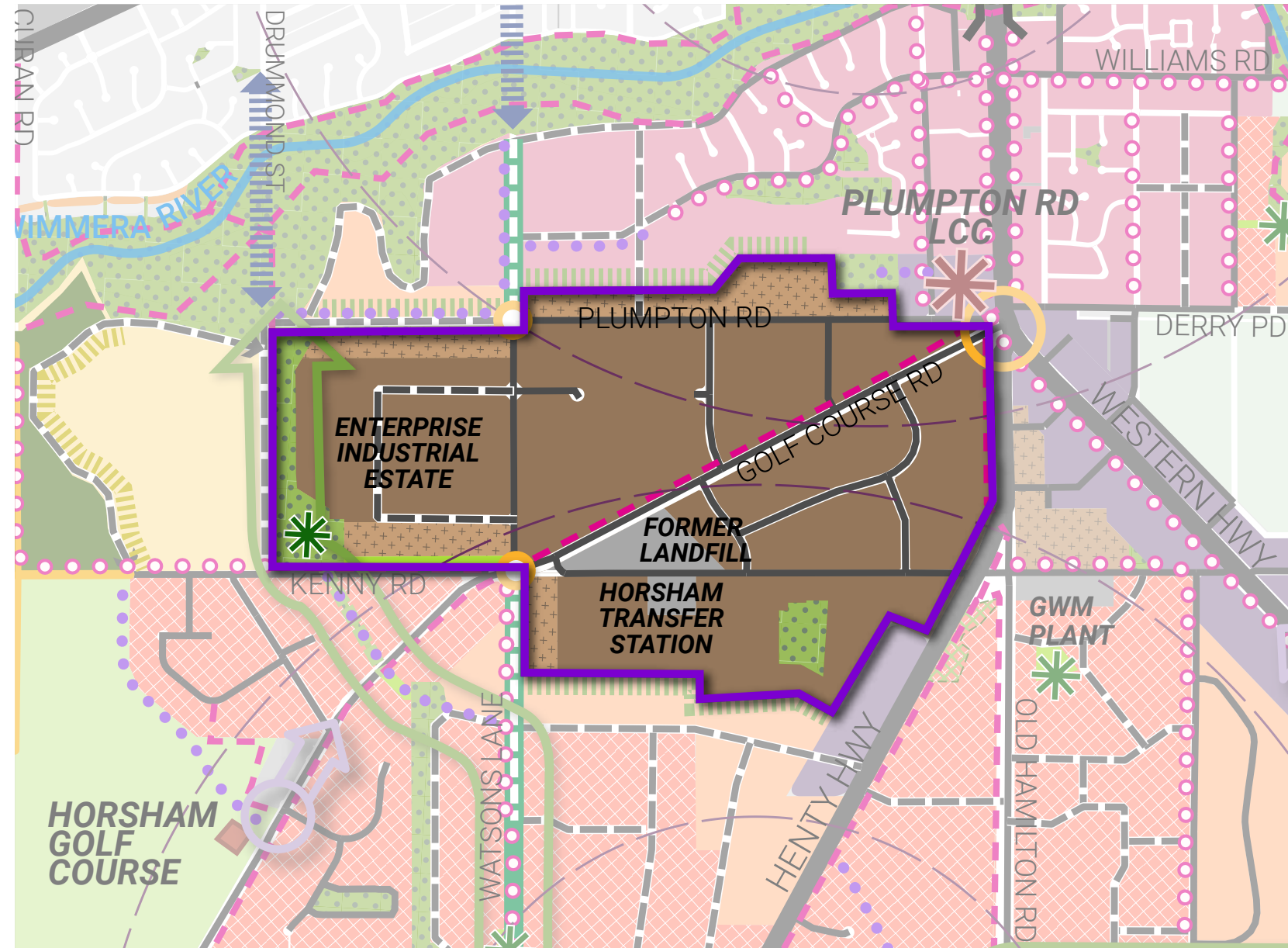


FIGURE 27. INDUSTRIAL COORDINATED DEVELOPMENT AREA B1 – ENTERPRISE ESTATE

DRAWING KEY

- HORSHAM CENTRAL ACTIVITY DISTRICT
- HAVEN COMMUNITY ACTIVITY PRECINCT
- 1KM/2KM CATCHMENTS FROM COMMUNITY DISTRICT
- WATERWAY
- MOVEMENT**
- ARTERIAL ROADS
- EXISTING KEY LOCAL ROADS
- KEY LOCAL ROADS
- BOULEVARD ROAD
- KEY UNSEALED ROAD / TRAIL
- VEHICLE BRIDGE
- INVESTIGATE FUTURE CONNECTIONS (ALIGNMENTS REFLECT THE HORSHAM PLANNING SCHEME AT CLAUSE 02.04 STRATEGIC FRAMEWORK PLAN)
- EXISTING SHARED PATH
- ADOPTED PROPOSED SHARED PATH (HORSHAM BICYCLE AND SHARED PATHS INFRA-STRUCTURE PLAN 2024-2034)
- FURTHER INVESTIGATION SHARED PATH (FURTHER DETERMINED BY DEVELOPMENT)
- PROPOSED ROUNDABOUT
- RESIDENTIAL**
- SUBURBAN RESIDENTIAL (LESS THAN 2000M² - SEWERED)
- SMALL LIFESTYLE RESIDENTIAL (2000M² - 10,000 M² - POTENTIALLY SEWERED)
- LARGE LIFESTYLE RESIDENTIAL (2HA - 2HA+ - UNSEWERED)
- SMALL RURAL RESIDENTIAL (2HA - 4HA - UNSEWERED)
- LARGE RURAL RESIDENTIAL (4HA - 10HA+ - UNSEWERED)
- AGRICULTURAL LIVING (10HA OR MORE - UNSEWERED)
- EMPLOYMENT + AGRICULTURE**
- AGRICULTURAL PROPERTIES
- HEAVY INDUSTRIAL
- LIGHT INDUSTRIAL
- COMMERCIAL
- POTENTIAL LOCAL CONVENIENCE CENTRE
- OPEN SPACE + AMENITY**
- HAVEN TO WIMMERA AMENITY CORRIDOR
- NEW / UPGRADE PARK ASSETS
- HAVEN RECREATION RESERVE UPGRADE
- CONSERVATION RESERVE (SUBJECT TO DETAILED CULTURAL HERITAGE ASSESSMENT)
- WOPET-BUNGUNDILAR (HOUSE OF FEATHERS - PLACE OF CULTURAL SIGNIFICANCE)
- BIODIVERSITY PROTECTION AREA
- GATEWAYS
- ENCUMBERED / DRAINAGE OPEN SPACE
- LOCAL PARKS AND LINEAR OPEN SPACE
- SWALE DRAIN
- LANDSCAPE BUFFER TO INDUSTRIAL AREA
- BUFFER TO CULTURAL RESERVE (ROAD DEVELOPMENT SUBJECT TO CULTURAL HERITAGE EXPECTATIONS)
- HORSHAM GOLF COURSE
- COMMUNITY FACILITY
- OTHER INFRASTRUCTURE (LABELED)
- MUD BRICK COMPLEX - POTENTIAL HERITAGE SITE

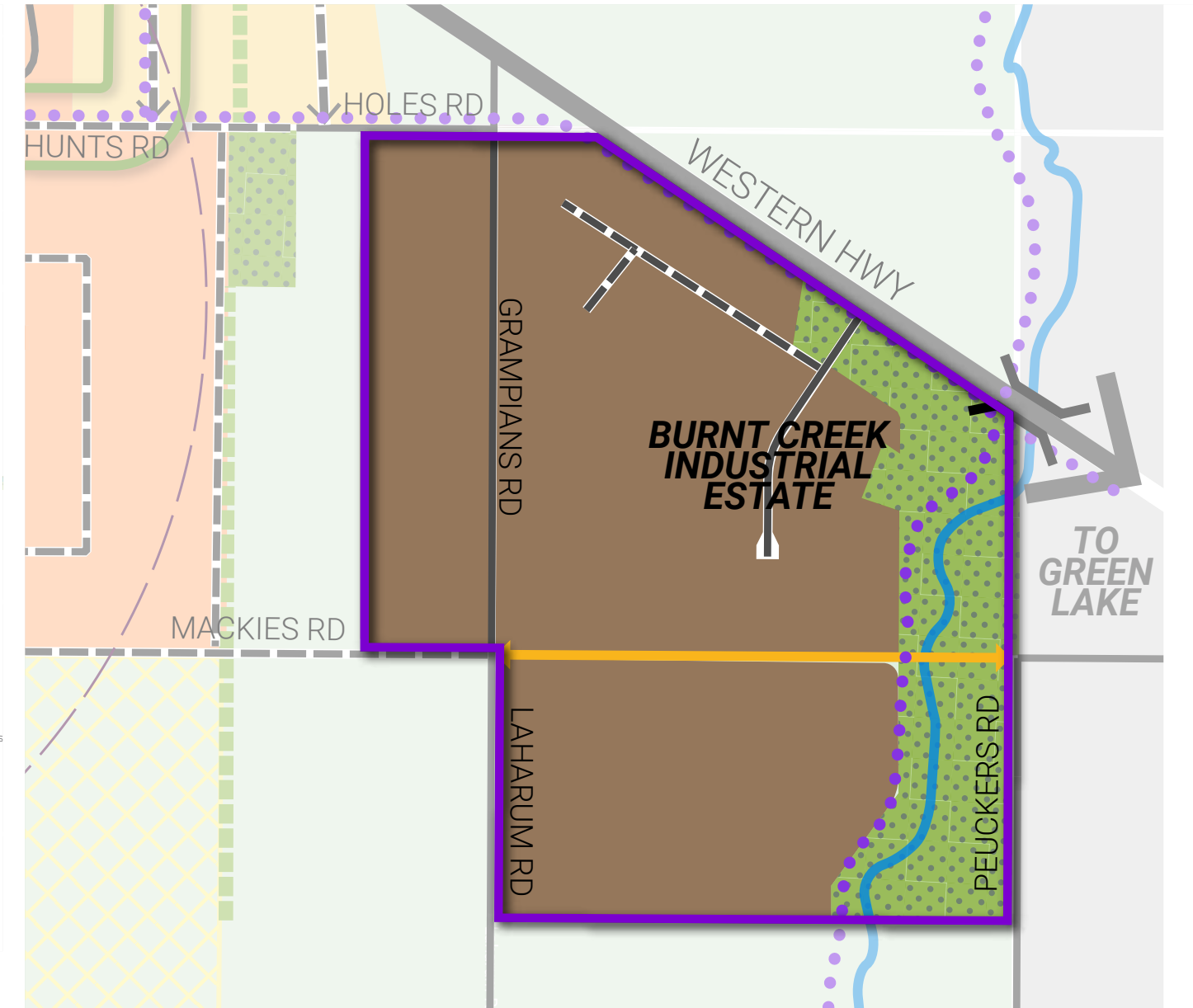


FIGURE 28. INDUSTRIAL COORDINATED DEVELOPMENT AREA B2 – BURNT CREEK

Coordinated Development Area C – Strategic Residential Coordinated Development Areas (Residential CDAs)

The Residential CDAs comprise three areas of logical residential expansion adjacent to existing development within proximity of the Horsham Central Activity District (Figure 29, 30 and 31). The role of these areas is to support residential diversity (from general suburban outcomes through to rural living) that appropriately transitions to adjoining farming land and industrial land (Enterprise Estate). Residential densities are constrained by natural hazards including bushfire risk from vegetation and drainage areas interfacing waterways and wetlands, including the Wimmera River and Burnt Creek. These areas will support a walkable local road and shared path network, enhanced by open space drainage reserves.

Objectives

- To support the subdivision of land into lots capable of providing a range of densities over time, ensuring compatibility with existing residential neighbourhoods, infrastructure and environmental features.
- To facilitate a well-connected and walkable area that links key destinations, including open spaces and convenience centres.
- To ensure new development provides appropriate interfaces with established residential areas, agricultural land, industrial uses, environmental features and risks, including bushfire and flooding.
- To preserve and integrate cultural heritage and environmental values.
- To ensure development provides an appropriate response to natural hazards.
- To ensure coordinated delivery of infrastructure.

Strategies

- Support increased residential densities that provide or locate within the 400m radius of public open space, including the Haven-to-Wimmera Corridor.
- Support lower residential densities interfacing with farming land, existing floodplain areas and intensive industrial uses.
- Implement interface treatments via larger lot sizes where rural living development transitions to existing farming areas.
- Provide landscape buffers to protect the amenity of residential lots that interface with the light industrial area along Plumpton Road.
- Create a connected shared user path and local street network that encourages walkability and active movement throughout the Residential CDA and to Horsham Central Activity District.
- Facilitate improved amenity and open space connections to Wimmera River and Burnt Creek.
- Ensure development considers and responds to areas of cultural heritage sensitivity along the Wimmera River and Burnt Creek.
- Ensure development plans respond appropriately to the floodplain, including flood risk and water quality.
- Ensure infrastructure is sequenced and developed in a staged manner.

Implementation approach

As the Residential CDAs are all an extension of existing or proposed residential development, it is important to ensure connections through to these communities. The CDAs are relatively fragmented and will require a coordinated development approach. For this reason, a DPO is proposed that seeks to ensure proposed subdivisions align with the aspirations of the Structure Plan to ensure a coordinated development outcome.

Due to the fragmented nature of the land, it is recommended that a provision be included in the DPO Schedule that allows the Responsible Authority to grant a permit prior to the preparation of a Development Plan if Council is satisfied that:

- The permit application is generally in accordance with the Structure Plan.
- The application adequately addresses the requirements that would otherwise be addressed in a Development Plan.
- The proposal will not prejudice coordinated development of other land within the DPO area.

It is anticipated the DPO Schedule will include:

- A provision that a permit may be granted for development or use on an existing lot prior to the preparation of a Development Plan.
- Conditions and requirements consistent with the strategies and objectives identified above.
- A provision that drainage infrastructure be delivered in accordance with the relevant drainage strategy. According to the Preliminary Drainage Strategy (Stormy Water Solutions 2023):
 - CDA-C1 will manage its own on site drainage infrastructure.
 - CDA-C2 will require delivery of RB-H3.
 - CDA-C3 will require delivery of RB-C1.
- Delivery of a servicing strategy for the provision of the proposed reticulated sewer and potable water network.
- A provision that road intersection upgrades be delivered in accordance with the Horsham South Structure Plan Issues & Opportunities Report (onemilegrid 2023).

The DPOs should be applied to the areas identified in Figure 29 - 31, at the time of the zoning changes identified in Figure 33 and Figure 34.

As the Residential CDAs are all an extension of existing or proposed residential development, it is important to ensuring connections through to these communities.

DRAWING KEY

- HORSHAM CENTRAL ACTIVITY DISTRICT
- HAVEN COMMUNITY ACTIVITY PRECINCT
- 1KM/2KM CATCHMENTS FROM COMMUNITY DISTRICT
- WATERWAY
- MOVEMENT**
- ARTERIAL ROADS
- EXISTING KEY LOCAL ROADS
- KEY LOCAL ROADS
- BOULEVARD ROAD
- KEY UNSEALED ROAD / TRAIL
- VEHICLE BRIDGE
- INVESTIGATE FUTURE CONNECTIONS (ALIGNMENTS REFLECT THE HORSHAM PLANNING SCHEME AT CLAUSE 02.04 STRATEGIC FRAMEWORK PLAN)
- EXISTING SHARED PATH
- ADOPTED PROPOSED SHARED PATH (HORSHAM BICYCLE AND SHARED PATHS INFRA-STRUCTURE PLAN 2024-2034)
- FURTHER INVESTIGATION SHARED PATH (FURTHER DETERMINED BY DEVELOPMENT)
- PROPOSED ROUNDABOUT
- RESIDENTIAL**
- SUBURBAN RESIDENTIAL (LESS THAN 2000M² - SEWERED)
- SMALL LIFESTYLE RESIDENTIAL (2000M² - 10,000 M² - POTENTIALLY SEWERED)
- LARGE LIFESTYLE RESIDENTIAL (2HA - 2HA - UNSEWERED)
- SMALL RURAL RESIDENTIAL (2HA - 4HA - UNSEWERED)
- LARGE RURAL RESIDENTIAL (4HA - 10HA - UNSEWERED)
- AGRICULTURAL LIVING (10HA OR MORE - UNSEWERED)
- EMPLOYMENT + AGRICULTURE**
- AGRICULTURAL PROPERTIES
- HEAVY INDUSTRIAL
- LIGHT INDUSTRIAL
- COMMERCIAL
- POTENTIAL LOCAL CONVENIENCE CENTRE
- OPEN SPACE + AMENITY**
- HAVEN TO WIMMERA AMENITY CORRIDOR
- NEW / UPGRADE PARK ASSETS
- HAVEN RECREATION RESERVE UPGRADE
- CONSERVATION RESERVE (SUBJECT TO DETAILED CULTURAL HERITAGE ASSESSMENT)
- WOPET-BUNGUNDILAR (HOUSE OF FEATHERS) - PLACE OF CULTURAL SIGNIFICANCE
- BIODIVERSITY PROTECTION AREA
- GATEWAYS
- ENCUMBERED / DRAINAGE OPEN SPACE
- LOCAL PARKS AND LINEAR OPEN SPACE
- SWALE DRAIN
- LANDSCAPE BUFFER TO INDUSTRIAL AREA
- BUFFER TO CULTURAL RESERVE (ROAD DEVELOPMENT SUBJECT TO CULTURAL HERITAGE EXPECTATIONS)
- HORSHAM GOLF COURSE
- COMMUNITY FACILITY
- OTHER INFRASTRUCTURE (LABELED)
- MUD BRICK COMPLEX - POTENTIAL HERITAGE SITE

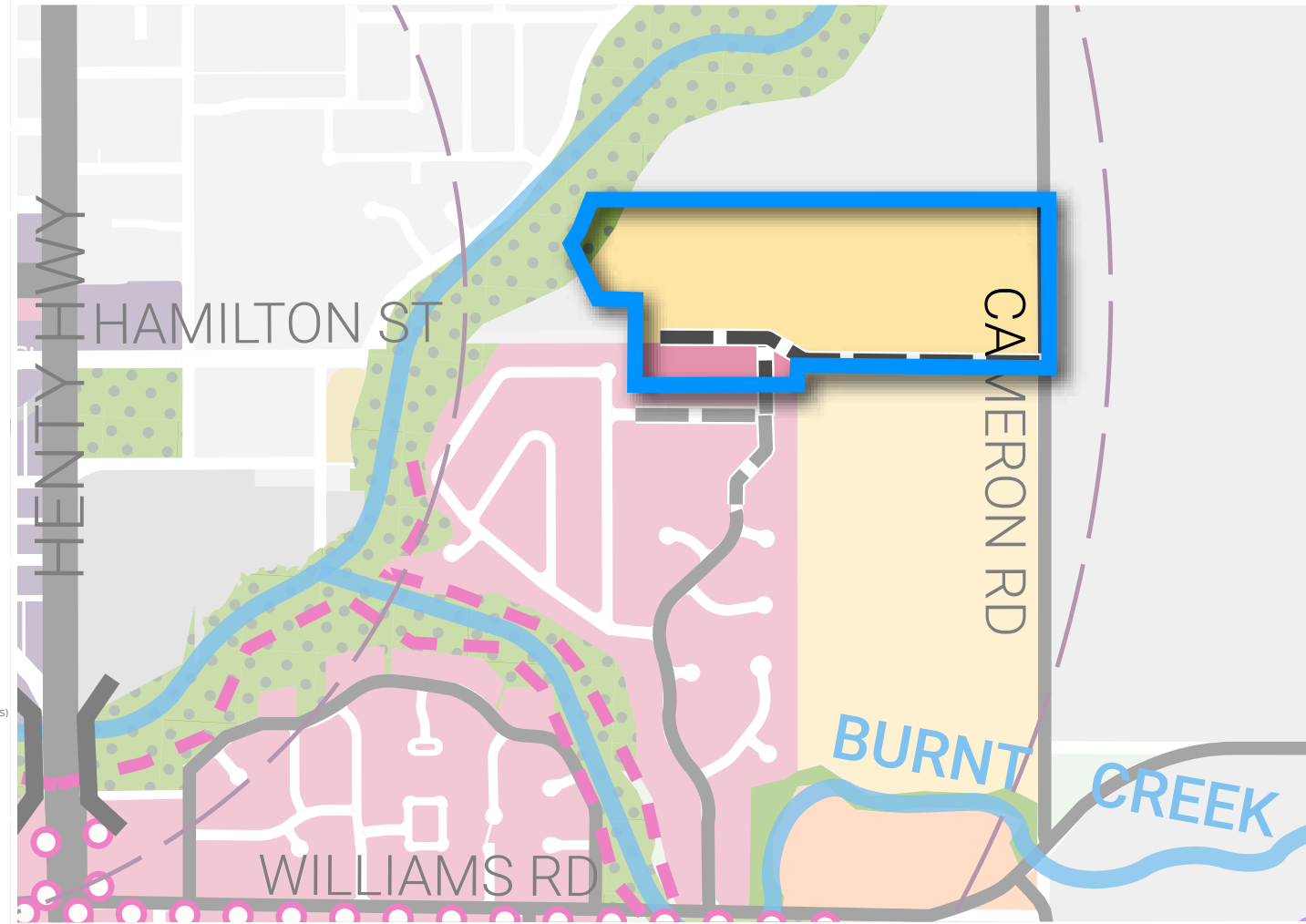


FIGURE 29. RESIDENTIAL COORDINATED DEVELOPMENT AREA C1 – CAMERON ROAD

DRAWING KEY

- HORSHAM CENTRAL ACTIVITY DISTRICT
- HAVEN COMMUNITY ACTIVITY PRECINCT
- 1KM/2KM CATCHMENTS FROM COMMUNITY DISTRICT
- WATERWAY
- MOVEMENT**
- ARTERIAL ROADS
- EXISTING KEY LOCAL ROADS
- KEY LOCAL ROADS
- BOULEVARD ROAD
- KEY UNSEALED ROAD / TRAIL
- VEHICLE BRIDGE
- INVESTIGATE FUTURE CONNECTIONS (ALIGNMENTS REFLECT THE HORSHAM PLANNING SCHEME AT CLAUSE 02.04 STRATEGIC FRAMEWORK PLAN)
- EXISTING SHARED PATH
- ADOPTED PROPOSED SHARED PATH (HORSHAM BICYCLE AND SHARED PATHS INFRA-STRUCTURE PLAN 2024-2034)
- FURTHER INVESTIGATION SHARED PATH (FURTHER DETERMINED BY DEVELOPMENT)
- PROPOSED ROUNDABOUT
- RESIDENTIAL**
- SUBURBAN RESIDENTIAL (LESS THAN 2000M² - SEWERED)
- SMALL LIFESTYLE RESIDENTIAL (2000M² - 10,000 M² - POTENTIALLY SEWERED)
- LARGE LIFESTYLE RESIDENTIAL (2HA - 2HA - UNSEWERED)
- SMALL RURAL RESIDENTIAL (2HA - 4HA - UNSEWERED)
- LARGE RURAL RESIDENTIAL (4HA - 10HA - UNSEWERED)
- AGRICULTURAL LIVING (10HA OR MORE - UNSEWERED)
- EMPLOYMENT + AGRICULTURE**
- AGRICULTURAL PROPERTIES
- HEAVY INDUSTRIAL
- LIGHT INDUSTRIAL
- COMMERCIAL
- POTENTIAL LOCAL CONVENIENCE CENTRE
- OPEN SPACE + AMENITY**
- HAVEN TO WIMMERA AMENITY CORRIDOR
- NEW / UPGRADE PARK ASSETS
- HAVEN RECREATION RESERVE UPGRADE
- CONSERVATION RESERVE (SUBJECT TO DETAILED CULTURAL HERITAGE ASSESSMENT)
- WOPET-BUNGUNDILAR (HOUSE OF FEATHERS) - PLACE OF CULTURAL SIGNIFICANCE
- BIODIVERSITY PROTECTION AREA
- GATEWAYS
- ENCUMBERED / DRAINAGE OPEN SPACE
- LOCAL PARKS AND LINEAR OPEN SPACE
- SWALE DRAIN
- LANDSCAPE BUFFER TO INDUSTRIAL AREA
- BUFFER TO CULTURAL RESERVE (ROAD DEVELOPMENT SUBJECT TO CULTURAL HERITAGE EXPECTATIONS)
- HORSHAM GOLF COURSE
- COMMUNITY FACILITY
- OTHER INFRASTRUCTURE (LABELED)
- MUD BRICK COMPLEX - POTENTIAL HERITAGE SITE

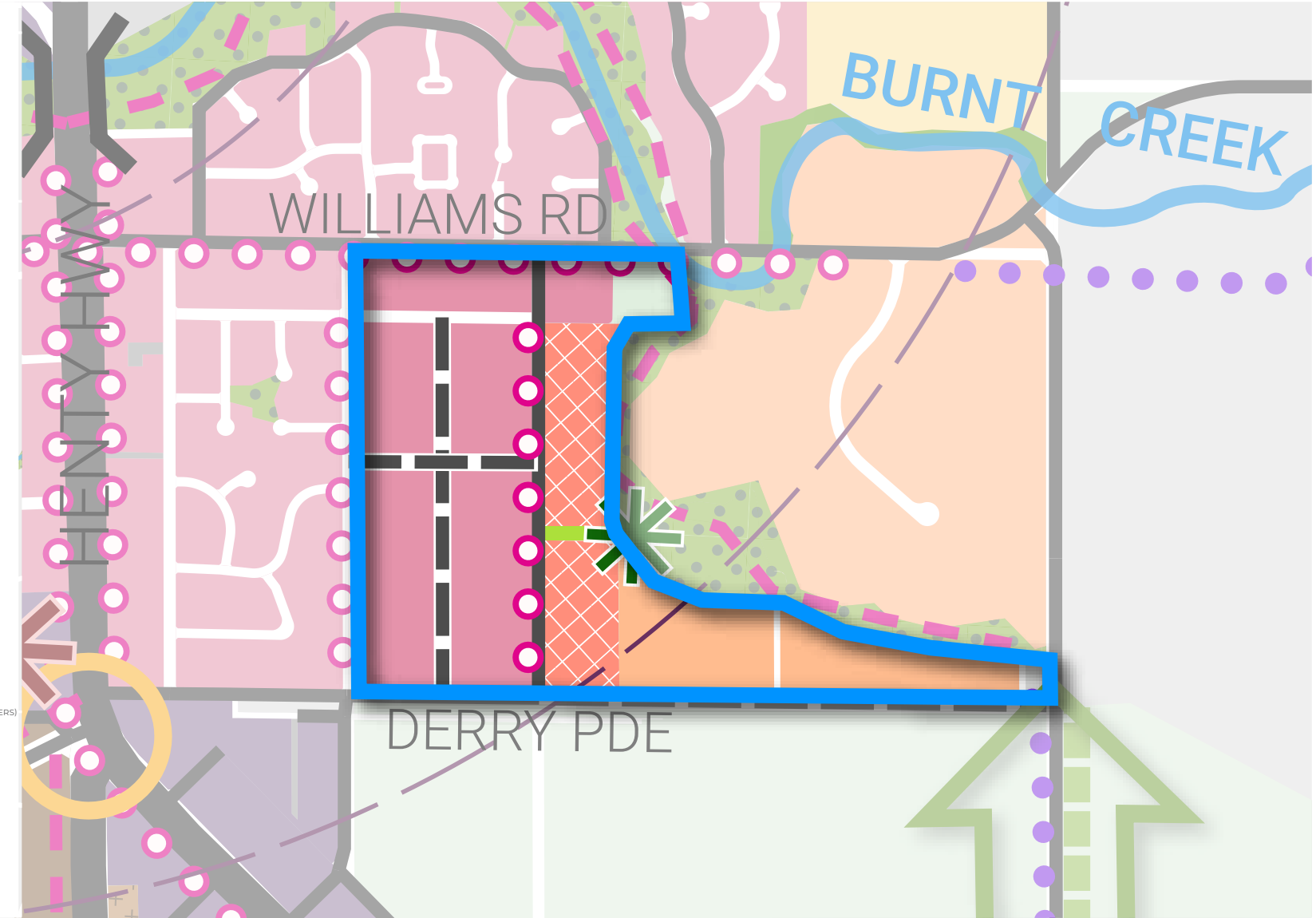


FIGURE 30. RESIDENTIAL COORDINATED DEVELOPMENT AREA C2 – DERRY PARADE

DRAWING KEY

- HORSHAM CENTRAL ACTIVITY DISTRICT
- HAVEN COMMUNITY ACTIVITY PRECINCT
- 1KM/2KM CATCHMENTS FROM COMMUNITY DISTRICT
- WATERWAY
- MOVEMENT**
- ARTERIAL ROADS
- EXISTING KEY LOCAL ROADS
- KEY LOCAL ROADS
- BOULEVARD ROAD
- KEY UNSEALED ROAD / TRAIL
- VEHICLE BRIDGE
- INVESTIGATE FUTURE CONNECTIONS (ALIGNMENTS REFLECT THE HORSHAM PLANNING SCHEME AT CLAUSE 02.04 STRATEGIC FRAMEWORK PLAN)
- EXISTING SHARED PATH
- ADOPTED PROPOSED SHARED PATH (HORSHAM BICYCLE AND SHARED PATHS INFRASTRUCTURE PLAN 2024-2034)
- FURTHER INVESTIGATION SHARED PATH (FURTHER DETERMINED BY DEVELOPMENT)
- PROPOSED ROUNDABOUT
- RESIDENTIAL**
- SUBURBAN RESIDENTIAL (LESS THAN 2000M² - SEWERED)
- SMALL LIFESTYLE RESIDENTIAL (2000M² - 3000 M² - POTENTIALLY SEWERED)
- LARGE LIFESTYLE RESIDENTIAL (1HA - 2HA - UNSEWERED)
- SMALL RURAL RESIDENTIAL (2HA - 4HA - UNSEWERED)
- LARGE RURAL RESIDENTIAL (4HA - 10HA - UNSEWERED)
- AGRICULTURAL LIVING (10HA OR MORE - UNSEWERED)
- EMPLOYMENT + AGRICULTURE**
- AGRICULTURAL PROPERTIES
- HEAVY INDUSTRIAL
- LIGHT INDUSTRIAL
- COMMERCIAL
- POTENTIAL LOCAL CONVENIENCE CENTRE
- OPEN SPACE + AMENITY**
- HAVEN TO WIMMERA AMENITY CORRIDOR NEW / UPGRADE PARK ASSETS
- HAVEN RECREATION RESERVE UPGRADE
- CONSERVATION RESERVE (SUBJECT TO DETAILED CULTURAL HERITAGE ASSESSMENT)
- WOPET-BUNGUNDILAR (HOUSE OF FEATHERS) - PLACE OF CULTURAL SIGNIFICANCE
- BIODIVERSITY PROTECTION AREA
- GATEWAYS
- ENCUMBERED / DRAINAGE OPEN SPACE
- LOCAL PARKS AND LINEAR OPEN SPACE
- SWALE DRAIN
- LANDSCAPE BUFFER TO INDUSTRIAL AREA
- BUFFER TO CULTURAL RESERVE (LAND DEVELOPMENT SUBJECT TO CULTURAL HERITAGE DIRECTION)
- HORSHAM GOLF COURSE
- COMMUNITY FACILITY
- OTHER INFRASTRUCTURE (LABELED)
- MUD BRICK COMPLEX - POTENTIAL HERITAGE SITE

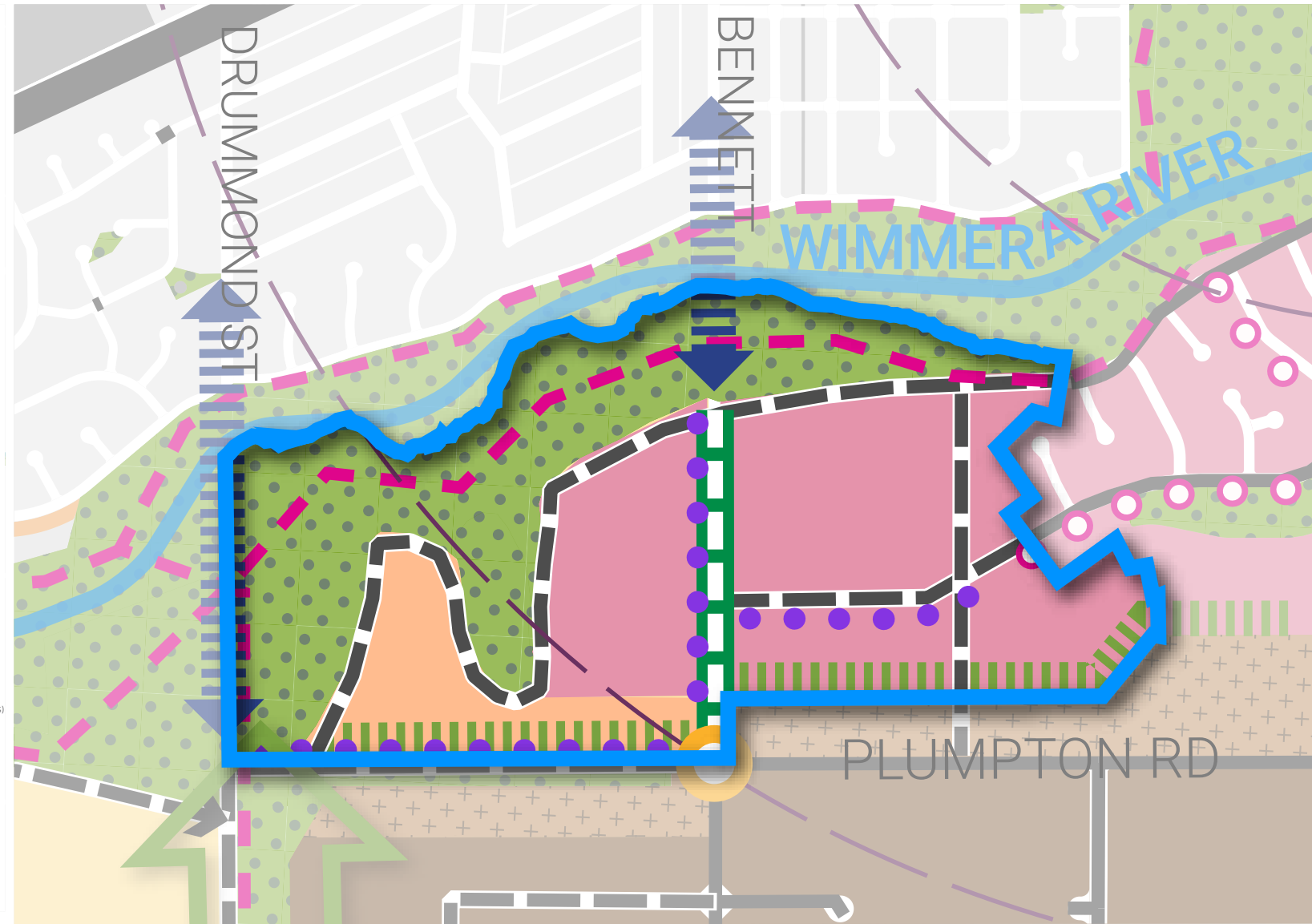


FIGURE 31. RESIDENTIAL COORDINATED DEVELOPMENT AREA C3 – WIMMERA RIVER FRONTAGE



Coordinated Development Area D – Cultural Heritage Site Coordinated Development Area (Cultural Heritage CDA)

The Cultural Heritage Site CDA presents an opportunity to leverage development to facilitate small rural lifestyle development and set aside land that has been identified by the BGLC as culturally significant.

The BGLC are the current native title owners of the land adjacent to the CDA (see Figure 32), and there is an opportunity to facilitate the BGLC securing the remainder of the land that has been identified as culturally significant. The significant area is identified as Wopet-bungundilar (House of Feathers), which is an important culturally significant site for the Wotjobaluk peoples. Wopet-bungundilar is one of the first intangible cultural heritage sites in Victoria to be included on the Victorian Aboriginal Heritage Register.

This CDA will include rural residential uses but maintain the amenity of surrounding areas and protect areas of Aboriginal cultural sensitivity and natural features.

The objectives and strategies for the Cultural Heritage CDA are as follows:

Objectives

- To facilitate rural lifestyle development that responds to the cultural heritage significance of the site.
- To seek to secure the balance of the culturally significant Wopet-bungundilar (House of Feathers) site.
- To protect existing sites of cultural heritage significance and natural features.
- To support a connected road network that enhances connectivity within the development and to surrounding areas.
- To support rural residential development that appropriately responds to cultural heritage sensitivities and environmental risks, including bushfire and flooding.
- To ensure new development provides appropriate interfaces with adjacent farming and residential areas.

Strategies

- Undertake further investigations to determine the appropriate extent of future rural residential development.
- Engage with the BGLC to ensure development respects and integrates areas of Aboriginal cultural sensitivity.
- Undertake detailed cultural heritage assessments in consultation with the BGLC to confirm the extent of the Wopet-bungundilar (House of Feathers) site.
- Explore mechanisms to secure the remainder of the Wopet-bungundilar (House of Feathers) site.
- Consider opportunities to develop a shared user path to enhance the existing shared paths.
- Support existing concept plans developed for the site that incorporate provisions for preserving cultural heritage, integrating natural features and providing for various uses.
- Ensure all future development effectively address environmental risks, including bushfire and floodplain considerations, through appropriate risk mitigation strategies and sustainable design practices.
- Confirm the presence of significant biodiversity values and introduce mechanisms for biodiversity protection as part of future subdivision.
- Implement appropriate measures, such as landscaping and vegetation, to mitigate impacts on adjacent farming lands and residential areas.

Implementation approach

It is proposed that the rezoning process of the Cultural Heritage CDA be used as an avenue to seek to secure the land for the Wopet-bungundilar (House of Feathers) site. To establish this expectation and ensure the future subdivision of the land aligns with the strategies and objectives above, it is recommended that a DPO be applied.

The Wopet-bungundilar (House of Feathers) land to the west of the CDA area is already owned by the BGLC. This is proposed to be rezoned to the Rural Conservation Zone (RCZ) or another appropriate zone. If the additional land is secured, the same zoning should be applied.

It is anticipated the DPO Schedule drafting will include:

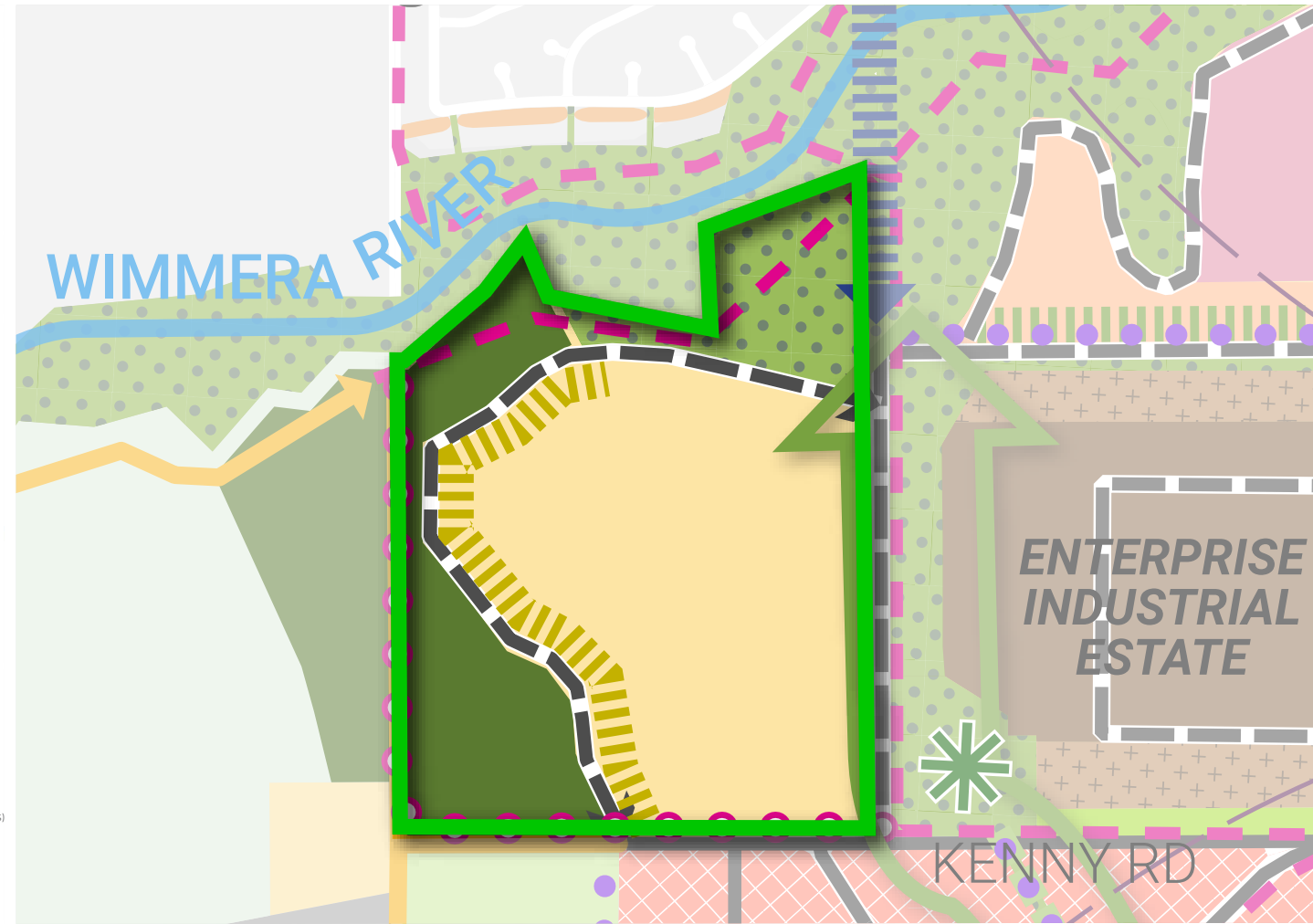
- Conditions and requirements consistent with the strategies and objectives identified above.
- Delivery of drainage basin RB-B1 consistent with the Preliminary Drainage Strategy (Stormy Water Solutions, 2023).

The DPO should be applied to the area identified in Figure 32.



DRAWING KEY

- HORSHAM CENTRAL ACTIVITY DISTRICT
- HAVEN COMMUNITY ACTIVITY PRECINCT
- 1KM/2KM CATCHMENTS FROM COMMUNITY DISTRICT
- WATERWAY
- MOVEMENT**
- ARTERIAL ROADS
- EXISTING KEY LOCAL ROADS
- KEY LOCAL ROADS
- BOULEVARD ROAD
- KEY UNSEALED ROAD / TRAIL
- VEHICLE BRIDGE
- INVESTIGATE FUTURE CONNECTIONS (ALIGNMENTS REFLECT THE HORSHAM PLANNING SCHEME AT CLAUSE 02.04 STRATEGIC FRAMEWORK PLAN)
- EXISTING SHARED PATH
- ADOPTED PROPOSED SHARED PATH (HORSHAM BICYCLE AND SHARED PATHS INFRASTRUCTURE PLAN 2024-2034)
- FURTHER INVESTIGATION SHARED PATH (FURTHER DETERMINED BY DEVELOPMENT)
- PROPOSED ROUNDABOUT
- RESIDENTIAL**
- SUBURBAN RESIDENTIAL (LESS THAN 2000M² - UNSEWERED)
- SMALL LIFESTYLE RESIDENTIAL (2000M² - 10,000 M² - POTENTIALLY SEWERED)
- LARGE LIFESTYLE RESIDENTIAL (2HA - 2HA+ - UNSEWERED)
- SMALL RURAL RESIDENTIAL (2HA - 4HA - UNSEWERED)
- LARGE RURAL RESIDENTIAL (4HA - 10HA - UNSEWERED)
- AGRICULTURAL LIVING (10HA OR MORE - UNSEWERED)
- EMPLOYMENT + AGRICULTURE**
- AGRICULTURAL PROPERTIES
- HEAVY INDUSTRIAL
- LIGHT INDUSTRIAL
- COMMERCIAL
- POTENTIAL LOCAL CONVENIENCE CENTRE
- OPEN SPACE + AMENITY**
- HAVEN TO WIMMERA AMENITY CORRIDOR
- NEW / UPGRADE PARK ASSETS
- HAVEN RECREATION RESERVE UPGRADE
- CONSERVATION RESERVE (SUBJECT TO DETAILED CULTURAL HERITAGE ASSESSMENT)
- WOPET-BUNGUNDILAR (HOUSE OF FEATHERS) - PLACE OF CULTURAL SIGNIFICANCE
- BIODIVERSITY PROTECTION AREA
- GATEWAYS
- ENCUMBERED / DRAINAGE OPEN SPACE
- LOCAL PARKS AND LINEAR OPEN SPACE
- SWALE DRAIN
- LANDSCAPE BUFFER TO INDUSTRIAL AREA
- BUFFER TO CULTURAL RESERVE (ROAD DEVELOPMENT SUBJECT TO CULTURAL HERITAGE EXPECTATIONS)
- HORSHAM GOLF COURSE
- COMMUNITY FACILITY
- OTHER INFRASTRUCTURE (LABELED)
- MUD BRICK COMPLEX - POTENTIAL HERITAGE SITE



Planning Controls

Proposed Zoning

To implement the objectives and strategies for Horsham South set out in previous chapters, changes to zones are proposed. The proposed land use zoning for Horsham South is split into two categories: immediate and future.



FIGURE 32. CULTURAL HERITAGE COORDINATED DEVELOPMENT AREA D

TABLE 7. IMMEDIATE PLANNING CHANGES

REF	CURRENT ZONE	PROPOSED CHANGE
1	RLZ (4ha minimum subdivision area)	Revised Schedule with minimum lot size 2ha – unsewered.
2	LDRZ	Revised Schedule to the LDRZ with minimum lot size 2ha – unsewered.
3	INZ1	INZ3
4	INZ1	INZ3
5	RLZ and IN1Z	LDRZ (minimum lots size of 1ha – unsewered). C2Z Complete relevant technical investigation, including contamination, to confirm suitability to transition INZ1 land to LDRZ and C2Z. Demand for additional commercial land to be demonstrated.
6	RLZ and PUZ1 along Watsons Lane	LDRZ (minimum lots size of 2000m ² – sewered). Retain existing PUZ1.
7	RLZ	LDRZ (minimum lots size of 1ha).
8	RLZ	LDRZ (minimum lots size of 1ha).
9	LDRZ	Revised Schedule to the LDRZ (minimum lot size to 1ha – unsewered).
10	RLZ	LDRZ (minimum lots size of 1ha).
11	LDRZ	LDRZ adjacent to school site – revised Schedule with minimum subdivision area of 1ha .
12	RLZ and PUZ1	Revised Schedule to RLZ (minimum lots size of 4ha – unsewered). Retain existing PUZ1.
13	RLZ	Revised Schedule to RLZ (minimum lots size of 4ha – unsewered).
14	LDRZ	RLZ (minimum lots size of 2ha – unsewered).
15	RLZ	Revised schedule to the RLZ Schedule (minimum lot size of 10ha – unsewered).
16	INZ1	PPRZ
17	Mix of FZ, LDRZ & INZ1	Considered a zoning anomaly. Rezone to a mix of RLZ and FZ.

Immediate planning changes

Zone changes that fall into the immediate category are those directly justified by the Structure Plan that are proposed to take place as short-term actions. This includes application of revised residential zone schedules, or where land is being rezoned from one residential zone to another or one industrial zone to another. Immediate zone changes are identified in Figure 33 and described in Table 7.

DRAWING KEY

- STUDY AREA BOUNDARY
- WATERWAY
- VEHICLE BRIDGE
- PROPOSED ZONING**
- CHANGE AREAS
- GENERAL RESIDENTIAL ZONE - GRZ
- LOW DENSITY RESIDENTIAL ZONE - LDRZ
- RURAL LIVING ZONE - RLZ
- COMMERCIAL 1 ZONE - C1Z
- COMMERCIAL 2 ZONE - C2Z
- INDUSTRIAL 1 ZONE - IN1Z
- INDUSTRIAL 3 ZONE - IN3Z
- PUBLIC USE ZONE - PUZ
- SPECIAL USE ZONE - SUZ
- FARMING ZONE - FZ
- PUBLIC PARK AND RECREATION ZONE - PPRZ
- PUBLIC CONSERVATION AND RESOURCE ZONE - PCRZ
- PROPOSED OPEN SPACE

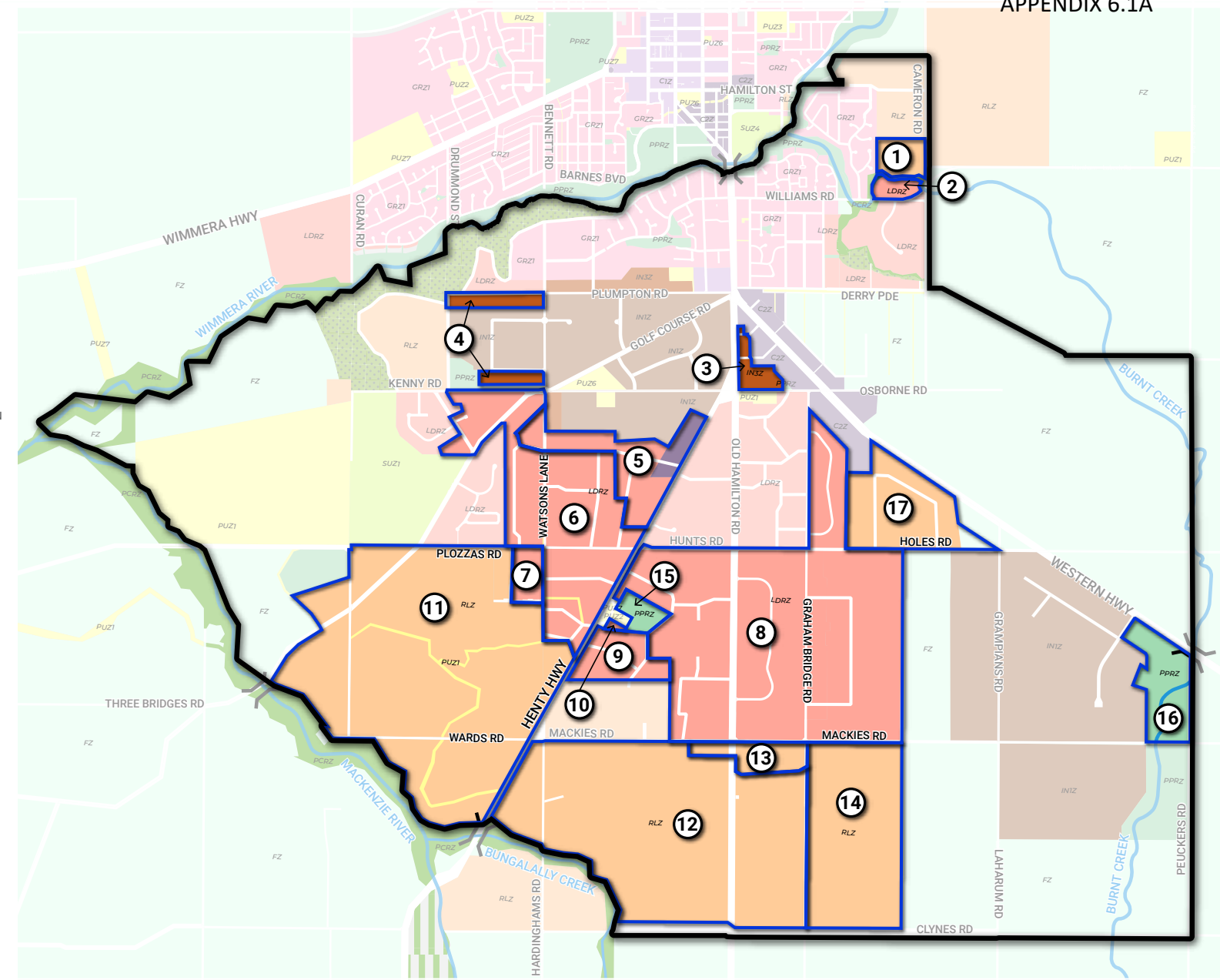


FIGURE 33. IMMEDIATE ZONE CHANGES

Future zoning change area

Zone changes that fall into the future category are those that require further work or strategic justification to inform an amendment. The proposed future zoning changes include where farming land is proposed to be rezoned for residential or industrial purposes, as well as locations that may require a subdivision to realign boundaries to facilitate the aspirations the Structure Plan is seeking to achieve.

Future zone changes are identified in Figure 34 and described in Table 8. Table 8 identifies pre-conditions that would need to form the strategic justification for the rezoning request.



DRAWING KEY

- STUDY AREA BOUNDARY
- WATERWAY
- VEHICLE BRIDGE
- PROPOSED ZONING**
- CHANGE AREAS
- GENERAL RESIDENTIAL ZONE - GRZ
- LOW DENSITY RESIDENTIAL ZONE - LDRZ
- RURAL LIVING ZONE - RLZ
- COMMERCIAL 1 ZONE - C1Z
- COMMERCIAL 2 ZONE - C2Z
- INDUSTRIAL 1 ZONE - IN1Z
- INDUSTRIAL 3 ZONE - IN3Z
- PUBLIC USE ZONE - PUZ
- SPECIAL USE ZONE - SUZ
- FARMING ZONE - FZ
- PUBLIC PARK AND RECREATION ZONE - PPRZ
- PUBLIC CONSERVATION AND RESOURCE ZONE - PCRZ
- PROPOSED OPEN SPACE

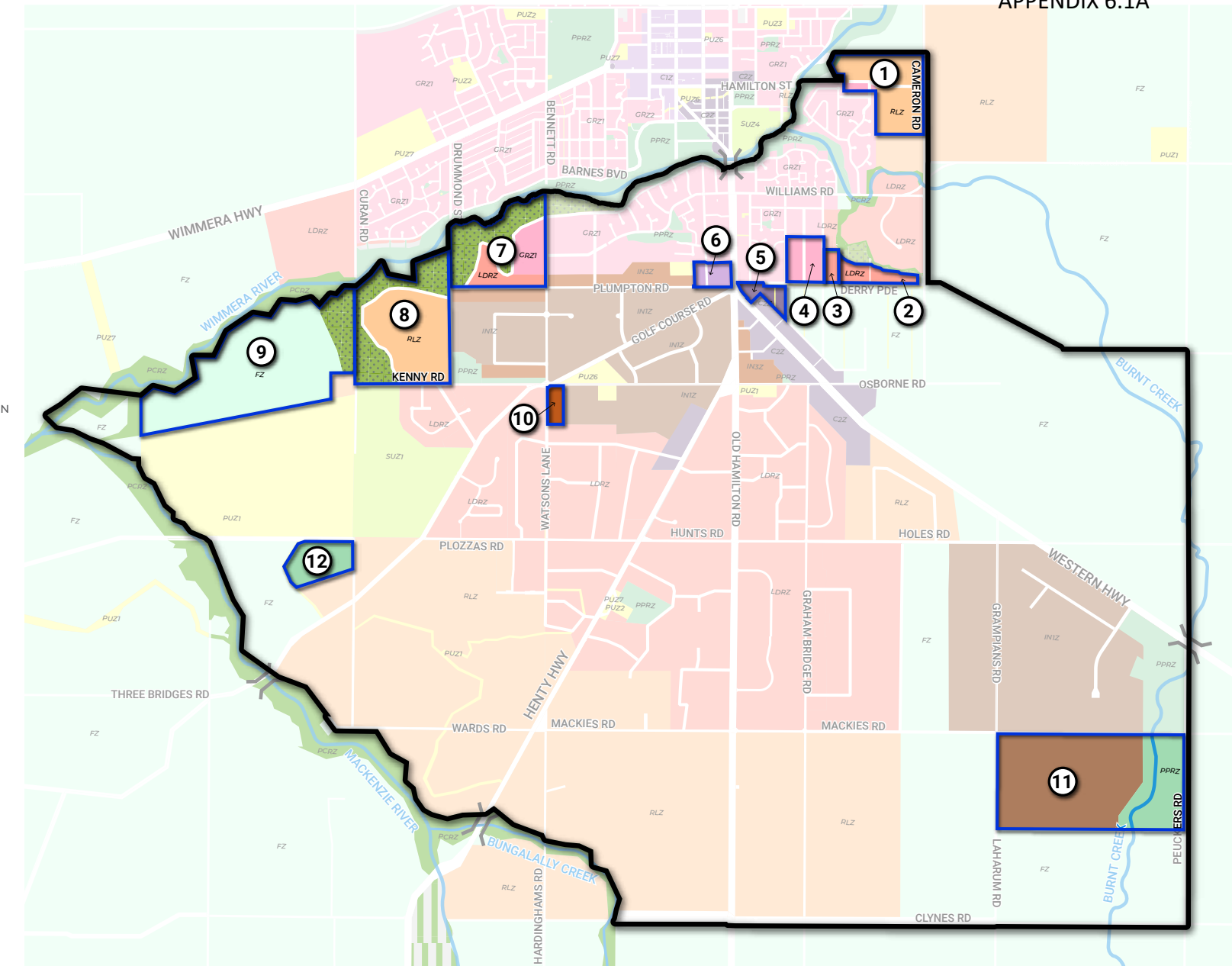


FIGURE 34. FUTURE ZONES TO BE APPLIED

TABLE 8. FUTURE ZONING CHANGES AND PRE-CONDITIONS

REF	CURRENT ZONE	PROPOSED CHANGE	PRE-CONDITIONS FOR REZONING
1	FZ	RLZ (minimum lot size of 2ha – unsewered) and GRZ	<ul style="list-style-type: none"> • Demand for additional rural living land to be demonstrated. • Required technical site investigations to transition from FZ to RLZ and GRZ (drainage, transport, contamination etc.). • Confirm extent of land to be set aside as a buffer / flood mitigation to respond to cultural heritage and flooding impacts associated with the Wimmera River. • Application of DPO Schedule in accordance with CDA A (as per Section 9.1).
2	FZ	RLZ (minimum lot size of 1ha – unsewered)	<ul style="list-style-type: none"> • Demand for additional residential land to be demonstrated. • Required technical site investigations to transition from FZ to a residential zoning. • Application of DPO Schedule CDA C (as per Section 9.3).
3	FZ	LDRZ (minimum lot size of 2000m ² – potentially sewerred)	<ul style="list-style-type: none"> • Demand for additional residential land to be demonstrated
4	FZ and PUZ	GRZ Retain PUZ	<ul style="list-style-type: none"> • Required investigations to transition from FZ to residential zoning. • Application of DPO Schedule CDA C (as per Section 9.3).
5	IN1Z and PUZ	C2Z (minimum lots size of 2000m ² – sewerred). Retain existing PUZ1.	<ul style="list-style-type: none"> • Amend and apply existing DDO10. • Required technical site investigations to confirm suitability of transitioning industrial land to commercial development. • Retail needs analysis that demonstrates the demand for additional commercial land.
6	IN3Z	C1Z	<ul style="list-style-type: none"> • Amend and apply existing DDO10. • Demand for commercial land to be demonstrated. • Confirmation of suitability of transitioning industrial land to commercial development. • Retail needs analysis that demonstrates the demand for additional commercial land.

REF	CURRENT ZONE	PROPOSED CHANGE	PRE-CONDITIONS FOR REZONING
7	FZ and PPRZ	Mix of GRZ and LDRZ (minimum lot size of 1ha – unsewered).	<ul style="list-style-type: none"> • Confirm extent of land to be set aside as a buffer / flood mitigation to the Wimmera River • Application of DPO Schedule CDA C (as per Section 9.3). • Demand for additional residential land to be demonstrated. • Required technical work to justify rezoning from FZ to residential zoning.
8	FZ	RLZ (minimum lot size of 2ha – unsewered). Confirm extent of land to be set aside as culturally significant (potential to be zoned PPRZ in the future).	<ul style="list-style-type: none"> • Cultural Heritage Assessment that confirms extent of Wopet-bungundilar (House of Feathers) site and mechanism to protect this. • Demand for additional residential land to be demonstrated. • Required technical work to justify rezoning from FZ to residential zoning. • Application of DPO Schedule CDA-D (as per Section 9.4).
9	SUZ8	FZ and PCRZ	<ul style="list-style-type: none"> • The Artists in Residence proposal is no longer considered relevant; the most appropriate zoning is considered to be the FZ. • Land that is currently owned by BGLC to be rezoned to PCRZ.
10	IN1Z	IN3Z	<ul style="list-style-type: none"> • Confirmation of extent of land to be rezoned from IN1Z to IN3Z, to be subject to a subdivision and rezoning process.
11	FZ	IN1Z and PPRZ	<ul style="list-style-type: none"> • Required technical work to justify rezoning from FZ to industrial zoning. • Long-term industrial supply. • Demand for additional industrial land to be demonstrated. • Extent of PPRZ to be confirmed at time of subdivision.
12	RLZ	Revised schedule to the RLZ Schedule (minimum lot size of 10ha – unsewered).	<ul style="list-style-type: none"> • Investigate the acquisition of this site for public purposes.

TABLE 9. PLANNING SCHEME OVERLAY CHANGES

OVERLAY	PROPOSED CHANGE	IMPLEMENTATION GUIDANCE
Changes to existing Planning Scheme Overlays		
DDO10	<ul style="list-style-type: none"> Prepare an Urban Design Framework (UDF) or similar document to guide built form outcomes for proposed commercial precincts (Section 9.2 – CDA-A2) Update DDO10 to ensure alignment with the aspiration as set out in the Structure Plan and findings of the UDF. Apply DDO10 to all commercial areas identified as CDA-A2 in Section 9.2. 	To be applied at the time of rezoning.
DPO1, DPO2, DPO6 & DPO8	<ul style="list-style-type: none"> Remove the existing DPO controls that apply, to be replaced with revised DPOs as identified in Section 9 – Coordinated Development Areas. 	To be removed at the time of the new overlays being applied.
IPO1	<ul style="list-style-type: none"> Remove IPO1, proposed to be replaced with DPO control and revised DDO10. 	To be removed at the time of new overlays being applied.
ESO6	<ul style="list-style-type: none"> Investigate required separation distance to the Sewage Treatment Plan in consultation with the EPA. Reflect any changes in a revised ESO6 control as required. 	To be amended once investigation has occurred in consultation with the EPA.
Potential New Planning Scheme Overlays		
ESO	<ul style="list-style-type: none"> Investigate applying the ESO to areas identified as “biodiversity protection areas” in Figure 20. 	Completion of required technical investigations to justify potential application of ESO control.
DCPO	<ul style="list-style-type: none"> Investigate application of a DCPO upon completion of a DCP (if this avenue is agreed to). Discussed further in Part 4. 	Completion of DCP document.

Proposed Overlays

The Horsham South area is already subject to a number of planning scheme overlays. Table 9 identifies recommendations for changes to these overlays and where the Structure Plan suggests new overlays be applied or investigated.



Part 4 Infrastructure & Services



Overview

The Structure Plan has been informed by an Infrastructure Options Report (Mesh 2024). The Infrastructure Options Report sets out the development context of Horsham South with regard to infrastructure provision, identifies likely higher order shared infrastructure required to support the development of Horsham South and explores funding mechanisms. This section introduces the key infrastructure projects identified in the Options Report and alignment with the proposed CDAs identified in Part 3.

Key Infrastructure Projects

The Structure Plan has identified the need to extend existing and provide additional shared higher order infrastructure to support the development of Horsham South.

Table 8 and 9 and Figure 35 set out a list of projects that will likely be needed and that will require funding.

The Structure Plan has identified the need to extend existing and provide additional shared higher order infrastructure to support the development of Horsham South.

TABLE 8. FUTURE ZONING CHANGES AND PRE-CONDITIONS

DRAINAGE					
REFERENCE NO.	DESCRIPTION	CATCHMENT	DELIVERY APPROACH	RELEVANT CDA	TIMING
W_RB A1	Formalise retarding function of existing depression area.	A1	Council delivery – shared infrastructure that benefits Catchment A.	Servicing part of CDA-A.	Short term
W_RB A2	Retarding basin and online sediment pond and wetland	A2	Council / developer delivery – shared infrastructure that benefits Catchment A.	Servicing part of CDA-A	Short term Timing may require Council to establish alignment first and increase capacity as further development occurs
W_RB A3	Retarding basin and online sediment pond and wetland	A3	Council is delivering as part of the Enterprise Estate development. It will need to be enlarged as further development occurs. Shared infrastructure that benefits Catchment A.	Outside of the CDA-A boundary. Servicing CDA-A (as downstream asset for Catchment A). Servicing CDA-B (Enterprise Estate).	Short term
W_RB B1	Retarding basin and online sediment pond and wetland	B3	Proponent delivered basin as part of future rezoning / development.	Servicing CDA-D	Long term
W_RB C1	Retarding basin and online sediment pond and wetland	C1	Proponent delivered basin as part of future rezoning / development.	CDA-C3	Short term
W_RB E1	Retarding basin and online sediment pond and wetland	E1	Council / developer delivery – shared infrastructure that benefits Catchment E.	CDA-A	Medium/long term Timing may require Council to establish alignment first and increase capacity as further development occurs
W_RB F1	Retarding basin and online sediment pond and wetland	F1	Council delivery – shared infrastructure that benefits Catchment F.	Servicing part of CDA-A	Medium/long term Timing may require Council to establish alignment first and increase capacity as further development occurs
W_RB G1	Existing basin within approved Kenny Road development area	G1	Developer delivered. Basin delivered as part of Kenny Road development. Opportunity for expansion of basin to the east. Balance of catchment to provide own onsite drainage infrastructure.	Located in Catchment G	Short term
W_RB H3	Retarding basin and online sediment pond and wetland	H3	Developer delivered. Proponent delivered basin as part of future rezoning / development.	Located in Catchment H	Medium/long term
Pipes + Swales	Pipe and swale projects	N/A	To be delivered as required as part of subdivision applications.	N/A	As required

TABLE 9. OTHER INFRASTRUCTURE PROJECTS LIKELY REQUIRED

TRANSPORT					
REFERENCE NO.	DESCRIPTION	BENEFITTING CATCHMENT	DELIVERY APPROACH	APPROVAL AUTHORITY	FUNDING SOURCE
IN-01	Plumpton Road / Ballinger Street roundabout	Horsham South	Council	Servicing part of CDA-A.	Short term
IN-02	Ballinger Street / Golf Course Road	Horsham South	Council	Council	Developers
IN-03	Henty Highway, Hunts Road and Plozzas Road roundabout	A3	Council	State Government / Council	Developers
IN-04	Henty Highway, Wards Road and Mackies Road roundabout	Horsham South	State Government / Council	State Government	Developers
IN-05	Old Hamilton Road and Hunts Road roundabout	Horsham South	Council	Council	Developers
IN-06	Graham Bridge Road and Holes Road roundabout	Horsham South	Council	Council	Developers
IN-07	Western Highway / Henty Highway / Golf Course Road intersection	Regional	State	State Government	State Government
Bridge Crossing	Wimmera River Bridge Crossing (location to be confirmed, two options) Note: Crossings will not be for trucks and will require extensive consultation with landowners.	G1	Developer delivered. Basin delivered as part of Kenny Road development. Opportunity for expansion of basin to the east. Balance of catchment to provide own onsite drainage infrastructure.	Located in Catchment G	Medium/long term
Local roads + intersections	Local and intersections delivered as part of subdivisions	Local	Developers	Local and intersections delivered as part of subdivisions.	As part of development

COMMUNITY FACILITIES

REFERENCE NO.	DESCRIPTION	BENEFITTING CATCHMENT	DELIVERY APPROACH	APPROVAL AUTHORITY	FUNDING SOURCE
SR-01	Regional Active Open Space Facility	Regional	Council	Council	Council and developers
SR-03	Local soccer pitches	Local	Council	Council	Council and developers
PV-01	Pavilion	Horsham South	Council	Council	Council and developers

SHARED PATHS (PEDESTRIAN AND CYCLE PATHS)

REFERENCE NO.	DESCRIPTION	BENEFITTING CATCHMENT	DELIVERY APPROACH	APPROVAL AUTHORITY	FUNDING SOURCE
PCP-01	Plozzas Road / Hunts Road / Holes Road from Horsham Golf Course to Graham Bridge Road and various connections (identified)	Horsham South	Developer	Council	As part of development
PCP-02	Amenity corridor – S of Western Highway	Horsham South	Developer	Council	As part of development
PCP-03	Amenity corridor – W of Henty Highway + surrounds	Horsham South	Developer / Council Segment along drain likely to be Council funded	Council	As part of development
PCP-04	Grahams Bridge Road + surrounds	Horsham South	Developer	Council	As part of development
PCP-05	McTavish Boulevard/Williams Road + various connections (identified) within residential area	Horsham South	Developer / Council	Council	As part of development / Council to deliver missing links
PCP-06	Henty Highway/Western Highway	Horsham South	Developer	Council	As part of development
PCP-07	Holes Road / Western Highway	Horsham South	Council	Council	Council / developer
PCP-08	Amenity corridor – N of Western Highway	Horsham South	Council	Council	Council / developer
PCP-09	Future biodiversity reserve and surrounds	Horsham South	Council	Council	Council / developer
PCP-10	Old Hamilton Road extension and Henty Highway extension upgrade	Horsham South	Council	Council	Council / developer
PCP-11	Horsham Golf Course	Horsham South	Council	Council	Council / developer
PCP-12	Burnt Creek	Regional	Council	Council	Council / developer
PCP-13	Connection to Green Lake	Regional	Council	Council	Council / developer

INFRASTRUCTURE PROJECTS

- DRAINAGE**
 - RB-XX DRAINAGE RESERVE
- TRANSPORT**
 - IN-XX EXISTING TRAFFIC SIGNALS
 - IN-XX EXISTING ROUNDABOUT
 - IN-XX POTENTIAL ROUNDABOUT
 - IN-XX EXISTING UNCONTROLLED TURN LANES
 - IN-XX POTENTIAL UNCONTROLLED TURN LANES
 - IN-XX BRIDGE CROSSING
 - IN-XX ALTERNATIVE TRUCK ROUTE
- SHARED PATH**
 - PC-XX EXISTING PEDESTRIAN CYCLE PATHS (PCP)
 - PC-XX PROPOSED PEDESTRIAN CYCLE PATHS (PCP)
 - PC-XX ASPIANTIONAL PEDESTRIAN CYCLE PATHS (PCP)
- COMMUNITY**
 - PV-XX HAVEN COMMUNITY ACTIVITY DISTRICT
- COORDINATED DEVELOPMENT AREAS (CDA)**
 - A - HAVEN COORDINATED DEVELOPMENT AREA (HAVEN CDA)
 - B - INDUSTRIAL COORDINATED DEVELOPMENT AREAS (INDUSTRIAL CDA)
 - C - STRATEGIC RESIDENTIAL COORDINATED DEVELOPMENT AREAS (RESIDENTIAL CDA)
 - D - CULTURAL HERITAGE SITE COORDINATED DEVELOPMENT AREA (CULTURAL HERITAGE CDA)

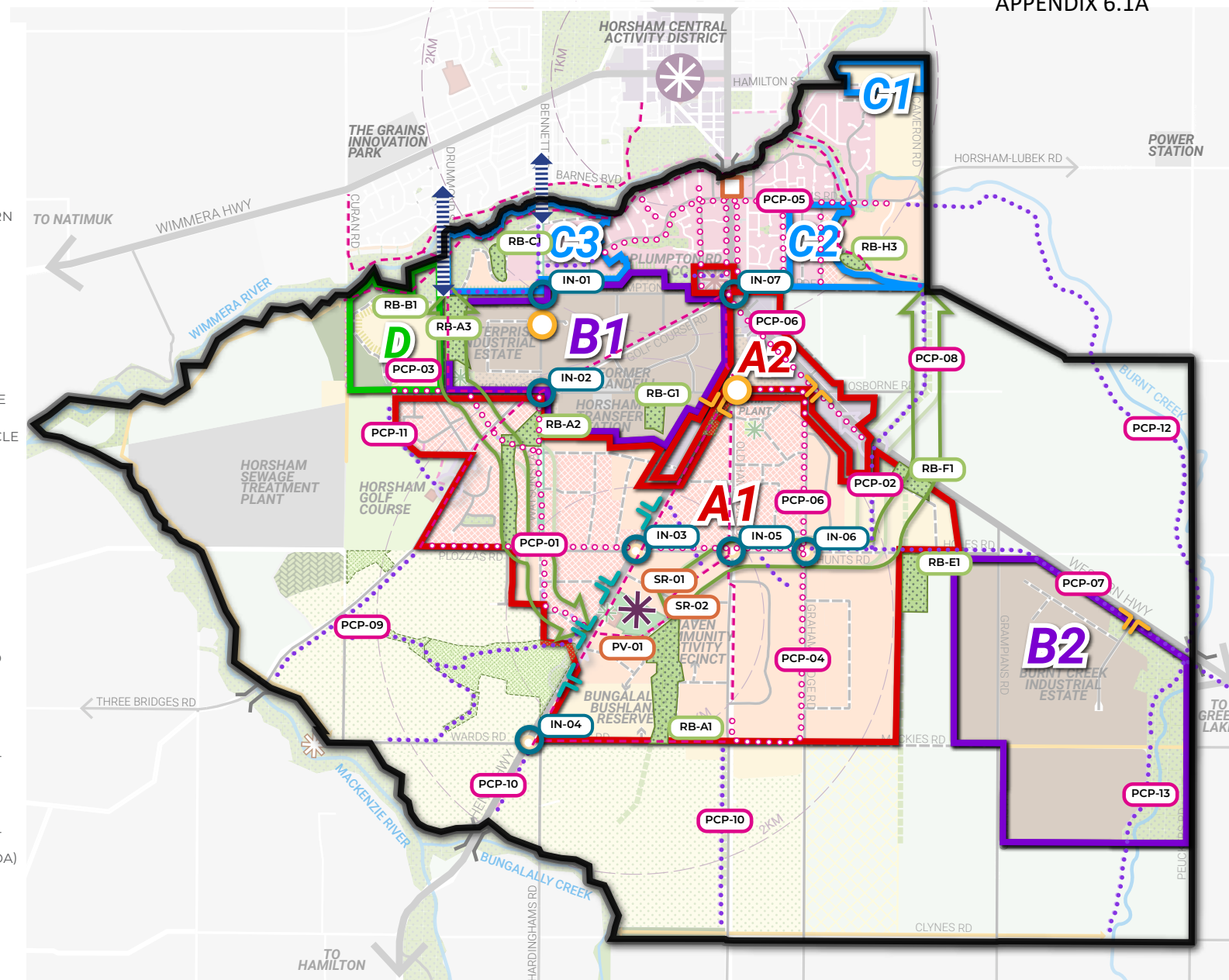


FIGURE 35. PROPOSED INFRASTRUCTURE PROJECTS

Mechanisms for Funding and Delivery

The Infrastructure Options Report investigates funding opportunities for the proposed infrastructure in Tables 8 and 9. The infrastructure required to service the residential development of Horsham South includes both shared and local infrastructure. A Development Contributions Plan (DCP) is recommended to fund part of the shared higher order infrastructure. Local infrastructure will be provided for as part of development

A Development Contributions Plan (DCP) is recommended to fund part of the shared higher order infrastructure.

Shared infrastructure

Contributions toward shared infrastructure required to service the entire site area could be sought via a future DCP.

For Horsham South, shared infrastructure includes:

- Transport – Intersection upgrades and potential bridge crossings.
- Shared paths – Contribution towards the construction of regional shared paths.
- Haven Recreation Reserve (local component of this facility) – Construction of new active recreation facilities (two soccer pitches). It is noted that the new residential development with Horsham South would generate a portion of the demand for this facility.
- Pavilion – Shared pavilion for tennis and soccer users.
- Drainage – Retarding basins, a wetland, pipe infrastructure and swale drains required for specific drainage catchments. This infrastructure is of direct benefit to each respective drainage catchment that requires a coordinated approach to drainage. The costs of the drainage infrastructure would only be apportioned to the properties within the respective catchment that benefit from the infrastructure.

Local infrastructure

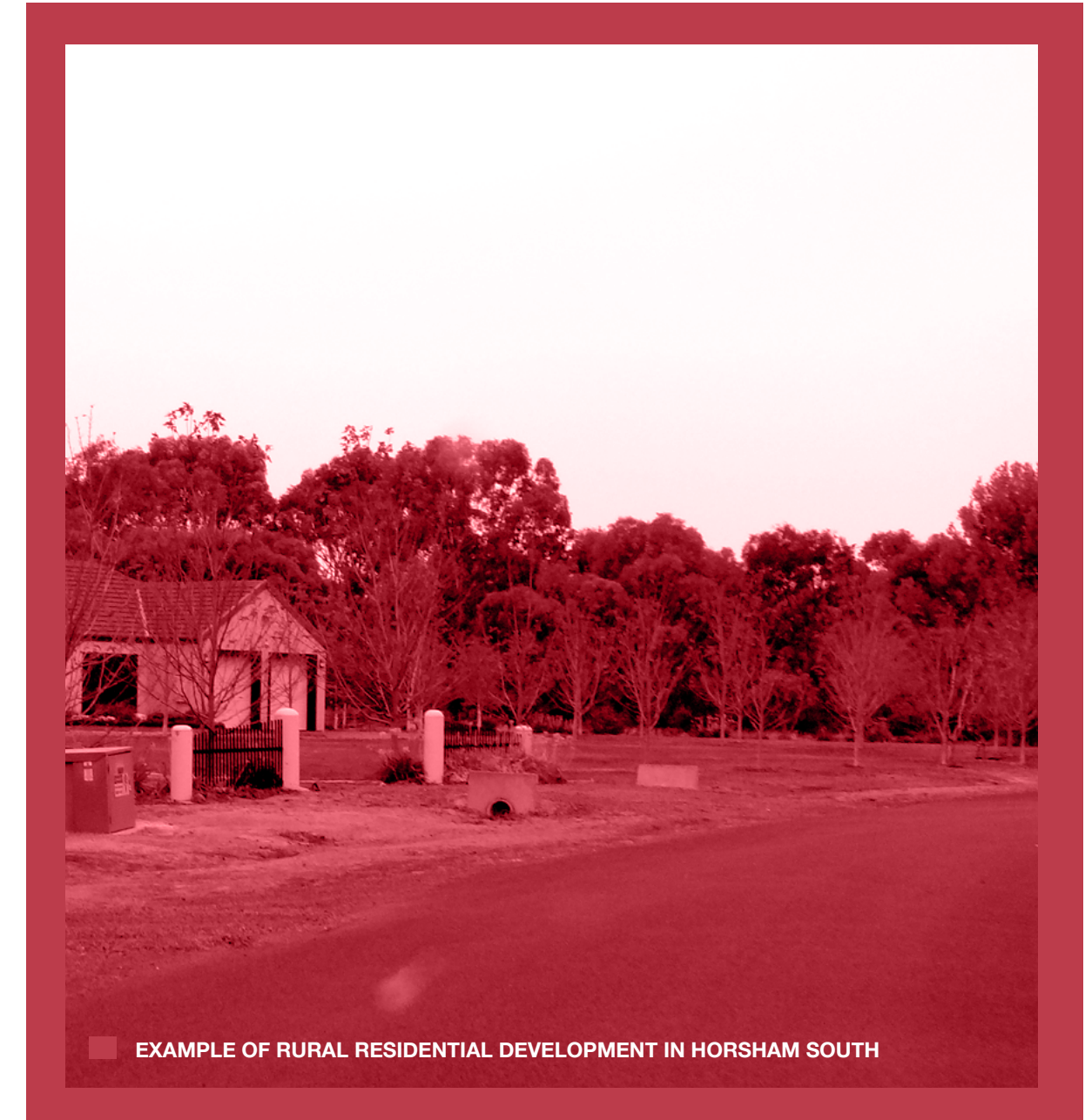
Local infrastructure will be delivered by Council or via permit conditions associated with new development.

Infrastructure required to service the local precincts for Horsham South includes:

- Drainage – Construction of local drainage works required to service a specific precinct or site specific drainage projects.
- Collector and local roads – Construction of new roads and upgrades to existing roads required to facilitate the development of the planning precinct. This will also include localised intersection upgrades required to connect to the existing transport network.
- Local open space – Provide land for and construct parks and reserves to service the local community. This open space is anticipated to be delivered via the Subdivision Act.

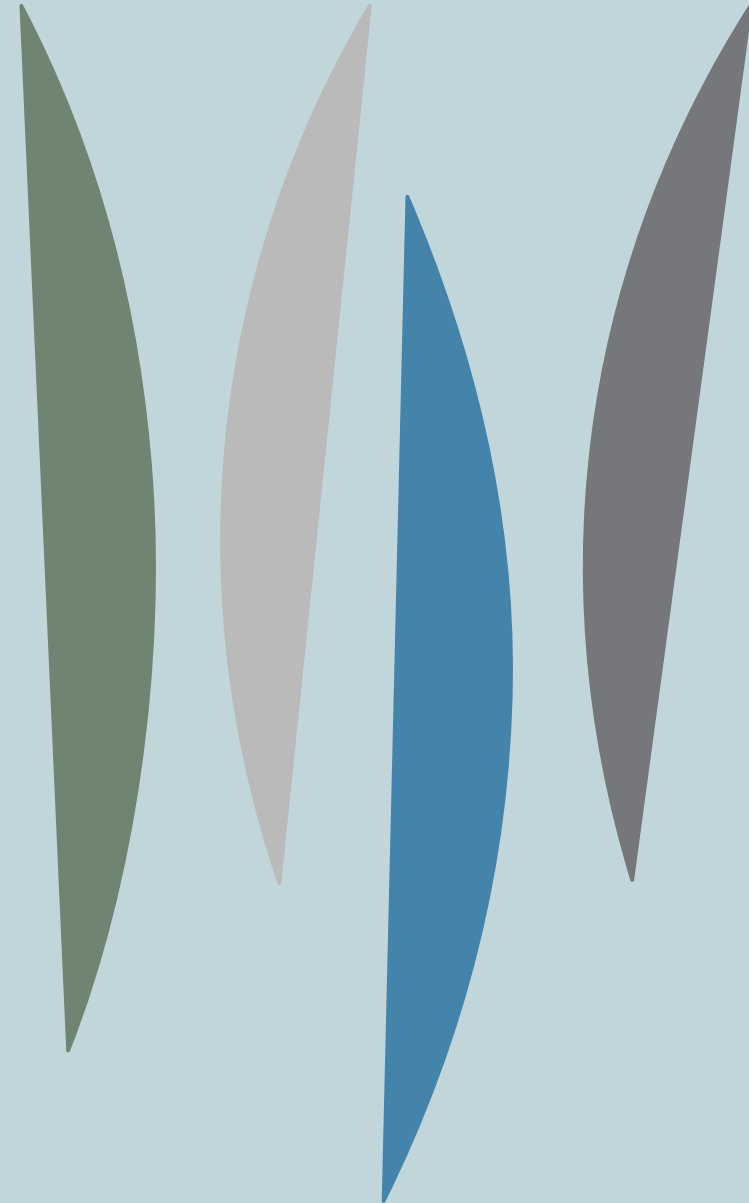
Regional infrastructure

The only regional infrastructure that Horsham South is anticipated to provide is regional tennis facilities as part of the Haven Recreation Reserve. Upgrade and a partial contribution towards this facility could be sought via a future DCP. Council may seek grant funding to assist in the delivery of this type of infrastructure, as well as regional shared path connections.



EXAMPLE OF RURAL RESIDENTIAL DEVELOPMENT IN HORSHAM SOUTH

Part 5 Implementation & Next Steps



Implementation Summary

The Structure Plan is proposed to be implemented through a combination of statutory and non-statutory actions. While some of these can be acted upon in the short term, those that require further justification or advocacy are likely to be longer-term actions. Actions that depend upon development processes will occur over time, as Horsham South develops.

The DPO will be an important tool in implementing the Structure Plan. While this tool has been underutilised in the past, it remains one of the best mechanisms for coordinating holistic development outcomes.



Structure Plan Actions

Actions to implement the Structure Plan are set out in Table 10.

TABLE 10. STRUCTURE PLAN ACTIONS

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NO.	ACTION	PRIORITY	IMPLEMENTATION TYPE	RESPONSIBILITY
1	Update the Horsham Planning Scheme to reference the Structure Plans directions as follows: <ul style="list-style-type: none"> • Review and amend Clause 02.01 and Clause 02.03 of the of the Horsham Planning Scheme to refer to relevant high level directions of the Structure Plan. • Introduce a new local policy at Clause 11.01-1 to implement the Structure Plan. • Review local policy at Clauses 14.01-1L, 17.03-2L, 18.01-3L and 19.02-2L to ensure alignment with the Structure Plan. • Include the Horsham South Structure Plan as a Background Document at Clause 72.08. • Remove the direction to ‘Prepare a structure plan for Horsham South and Haven’ at the Schedule to Clause 74.02. 	Short term	Statutory	Council – Strategic Planning
2	Proceed with the immediate zoning changes as identified in Figure 31 and Table 7.	Short term	Statutory	Council – Strategic Planning
3	Proceed with the future zoning in accordance with Figure 32, subject to the pre-conditions identified in Table 8.	Short – Long term	Statutory	Council – Strategic Planning / Proponent
4	Apply / amend / delete DPOs in accordance with the implementation approaches identified in the Coordinated Development Areas – Section 9.	Short term	Statutory	Council – Strategic Planning
5	Amend Planning Scheme Overlays in accordance with Table 9.	Short term	Statutory	Council – Strategic Planning
6	Implement the findings of the Infrastructure Options Report to prepare a DCP for Horsham South – as discussed in Part 4.	Short term	Statutory	Council – Strategic Planning
7	Finalise the Commercial and Industrial Land Use Strategy to confirm the appropriateness of the industrial and commercial land proposed by the Structure Plan and implement a regular review of uptake of employment land.	Short term	Non-Statutory	Council – Strategic Planning
8	Investigate extension of the existing CDA-C (or preparation of a new CDA) for the Golf Course area to support a lifestyle residential development.	Short – Long term	Non-Statutory	Council – Strategic Planning
9	Prepare an Urban Design Framework (or similar built form guidance output) for the existing and proposed gateway commercial areas to inform an update to the DDO10 as per Table 9.	Short Term	Statutory	Council – Strategic Planning

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NO.	ACTION	PRIORITY	IMPLEMENTATION TYPE	RESPONSIBILITY
10	Utilise the cross-sections identified in Appendix 1 to inform delivery of key road connections.	Short – Long term	Non-Statutory	Council – Statutory Planning
11	Require delivery of the bushfire interface road as identified in Figure 13.	Short – Long term	Statutory	Council – Statutory Planning
12	Investigate required separation distances to the Sewage Treatment Plan in consultation with the EPA and review ESO6 as per Table 9.	Short term	Statutory	Council – Statutory Planning

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NO.	ACTION	PRIORITY	IMPLEMENTATION TYPE	RESPONSIBILITY
13	Continue to investigate the delivery of an additional vehicle crossing over the Wimmera River.	Short – Long term	Non-Statutory	Council – Strategic Planning
14	Advocate for funding to deliver regional shared paths indicated on Figure 33.	Short – Long term	Non-Statutory	Council – Engineering and Capital Projects
15	Update the Structure Plan in response to the findings of the Alternative Truck Route Feasibility Study, when finalised.	Short – Long term	Statutory	Council – Strategic Planning
16	Advocate to the Department of Transport for improved public transport services.	Short – Long term	Non-Statutory	Council – Community Relations and Advocacy

4.

Strategic Direction 4

Accessible social and community facilities.

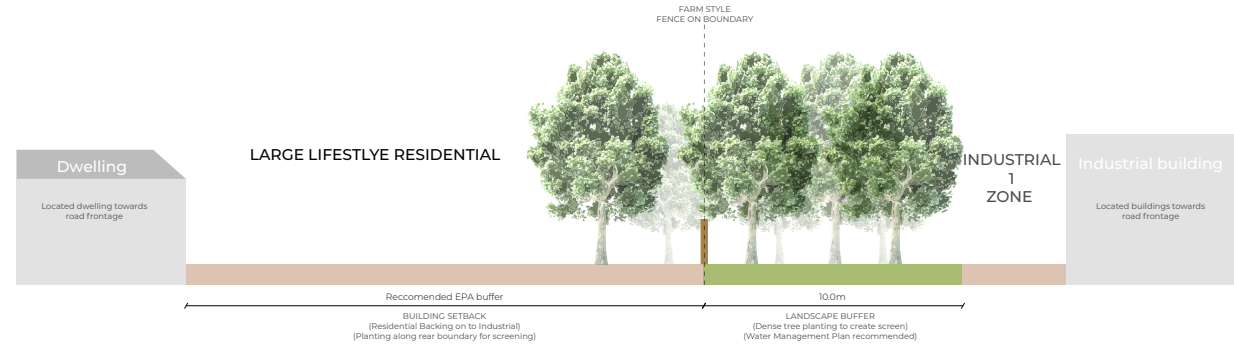
NO.	ACTION	PRIORITY	IMPLEMENTATION TYPE	RESPONSIBILITY
17	Partner with the BGLC to confirm extent of land for the Wopet-bungundilar (House of Feathers) . Explore ways to secure this as outlined by CDA-D (Section 9.4)	Short – Long term	Non-Statutory	Council
18	Explore opportunities to secure land for a reserve (to the south of the Horsham Sewerage Treatment Plant).	Short – Long term	Non-Statutory	Council
19	Further explore the conservation values of potential biodiversity areas and potentially apply ESOs to these locations to protect them in perpetuity.	Short – Long term	Non-Statutory	Council

5.

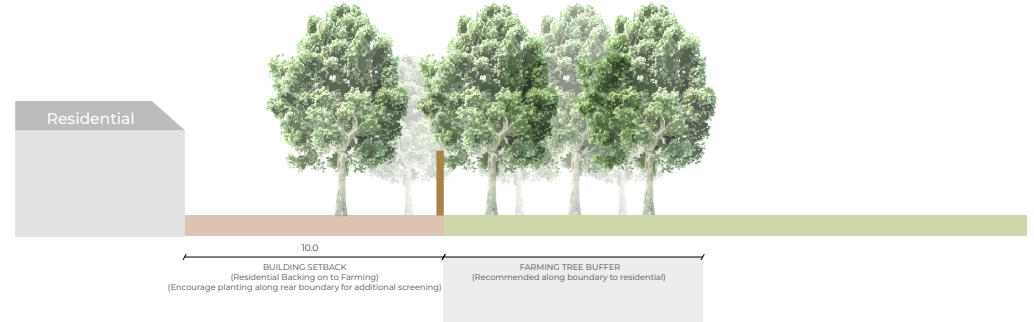
Strategic Direction 5

Efficient use of existing and new services (water, sewerage and drainage).

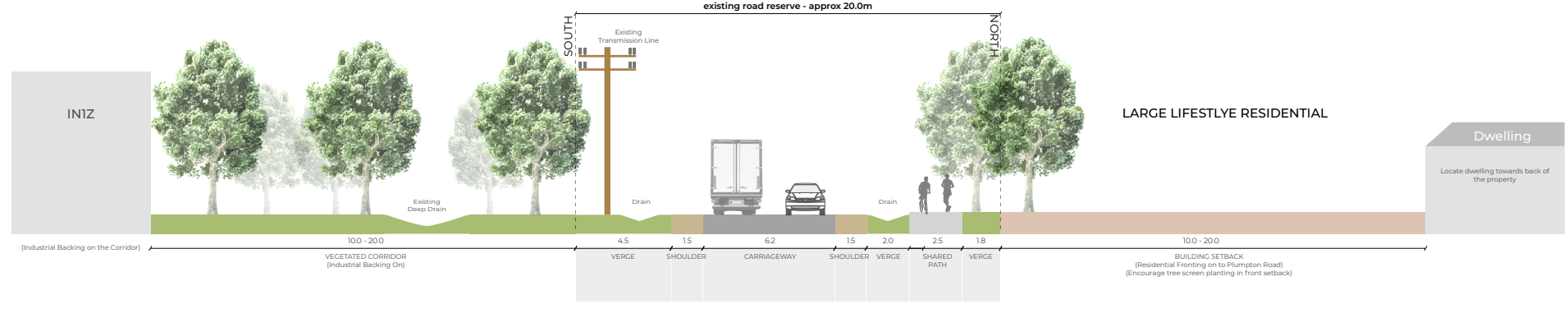
NO.	ACTION	PRIORITY	IMPLEMENTATION TYPE	RESPONSIBILITY
20	Conduct further investigations and engagement to understand potential necessary upgrades and/ or expansions of the Morson Pumping Station, the Mt Zero Treatment Plant and the Wastewater Treatment Plant.	Short – Long term	Non-statutory	Council / Technical consultant
21	Undertake further water and wastewater investigations as identified by Tonkin to understand infrastructure upgrades and staging of the new wastewater and water network.	Short – Long term	Non-statutory	Council – Strategic Planning / Infrastructure
22	Prepare detailed drainage plans that seek to confirm the extent of drainage infrastructure show in Figure 22 and the Preliminary Drainage Strategy as follows: <ul style="list-style-type: none"> • Catchment A – Drainage strategy concept design already delivered. • Catchment B – Drainage scheme for the overall catchment required. • Catchment C1 – Standalone drainage scheme required. • Catchment D – Site-by-site assets delivered as required. • Catchment E1 – Standalone scheme to be delivered. • Catchment F1 – Standalone scheme to be delivered. • Catchment F2 – Upgrade to the existing outfall required. • Catchment G1 – Standalone scheme to be delivered. • Catchment G2 – Assets to be delivered on a site-by-site basis via permit conditions. • Catchment G3 – Already delivered. • Catchment H1 – Assets to be delivered on a site-by-site basis via permit conditions. • Catchment H2 – Assets to be delivered on a site-by-site basis via permit conditions. • Catchment H3 – Standalone scheme to be delivered. • Catchment H4 – Already delivered. • Catchment I1 – Assets to be delivered on a site-by-site basis via permit conditions. 	Short term	Non-statutory	Council / Technical consultant



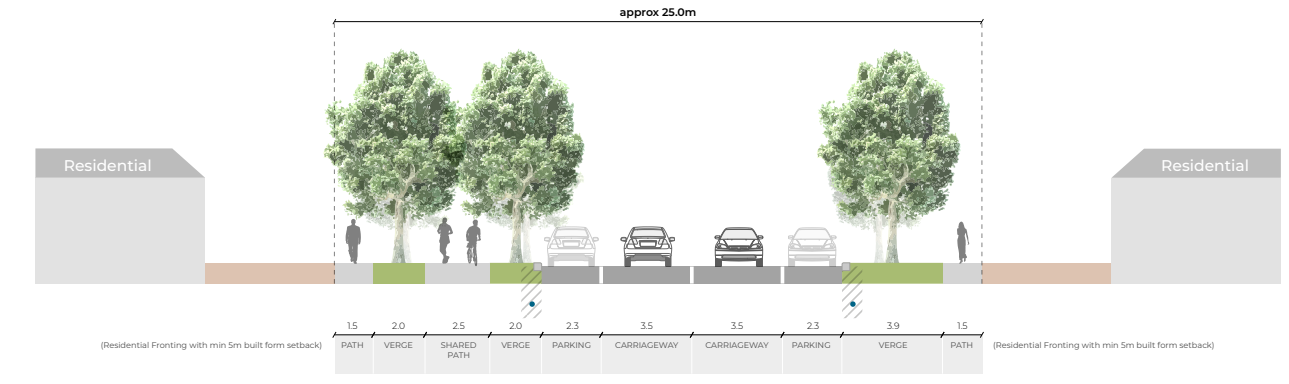
INTERFACE 1 - RESIDENTIAL TO INDUSTRIAL 1 ZONE



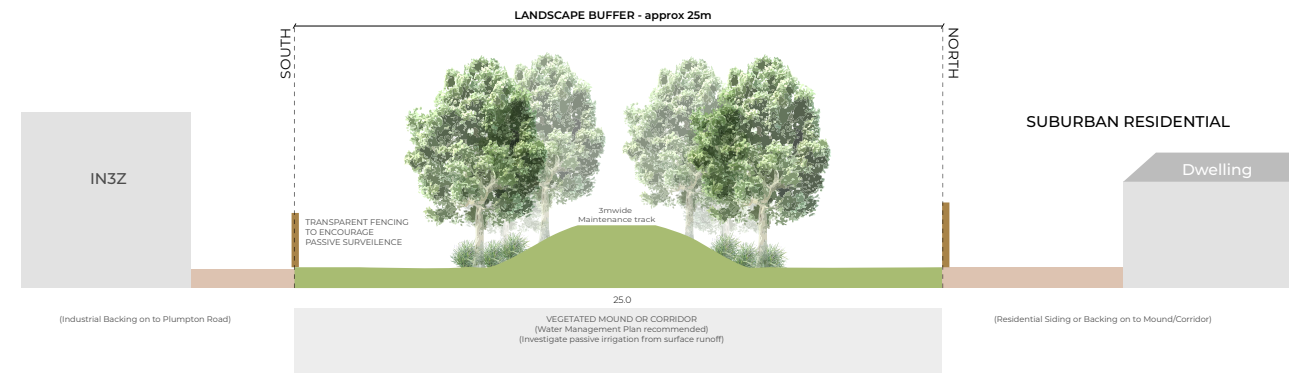
INTERFACE 4 - RESIDENTIAL TO FARMING ZONE



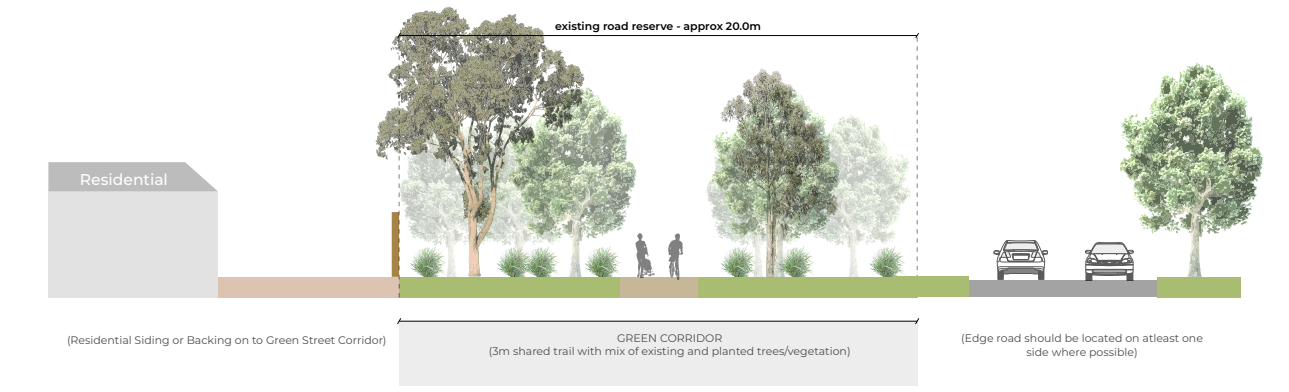
INTERFACE 2 - PLUMPTON ROAD INTERFACE (20m)



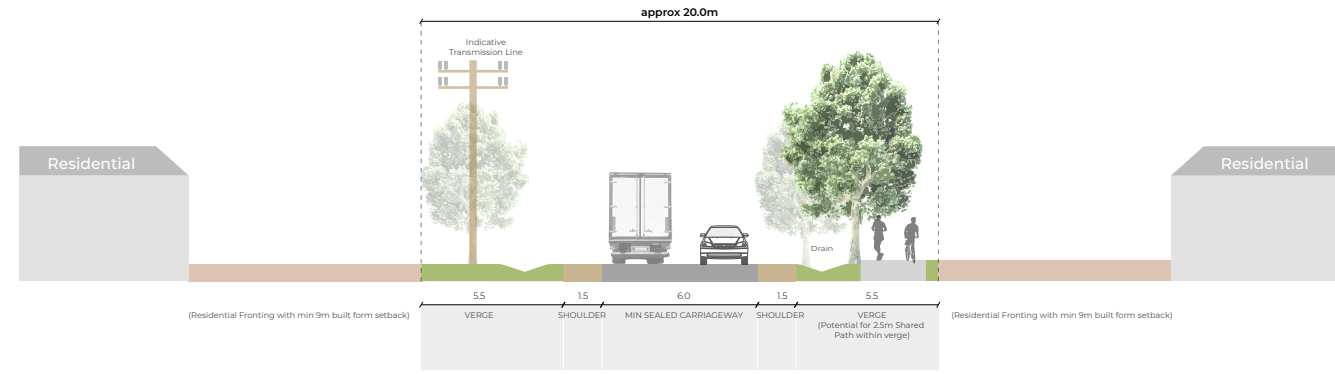
CROSS-SECTION A - Boulevard Road (25m)



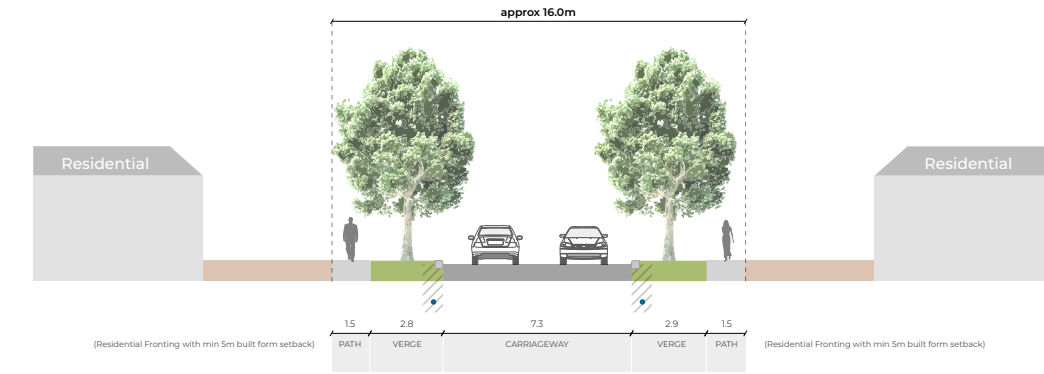
INTERFACE 3: RESIDENTIAL TO INDUSTRIAL 3 ZONE



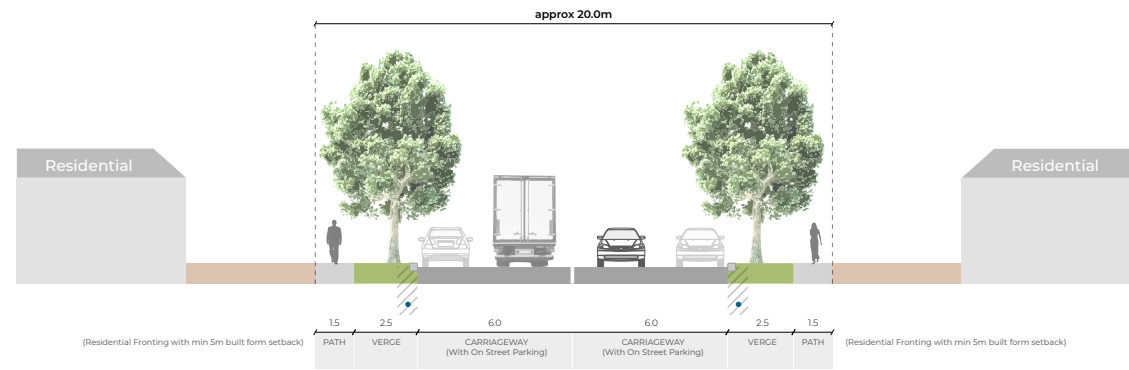
CROSS-SECTION B - Green Street Corridor (20m), Watsons Lane south



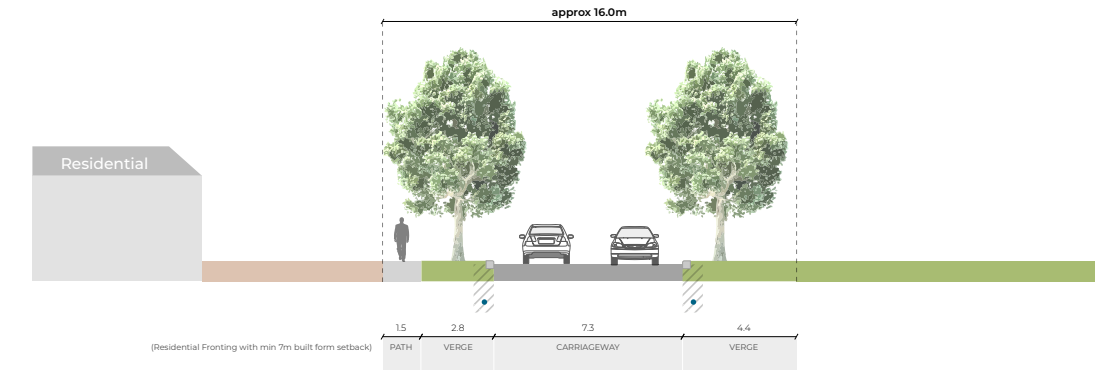
CROSS-SECTION C - RURAL ACCESS ROAD (20m)



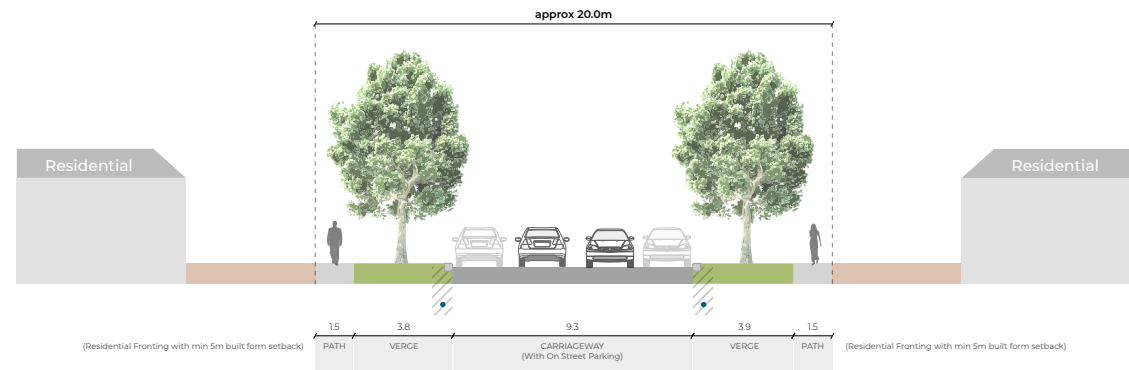
CROSS-SECTION F - LOCAL ROAD (16m)



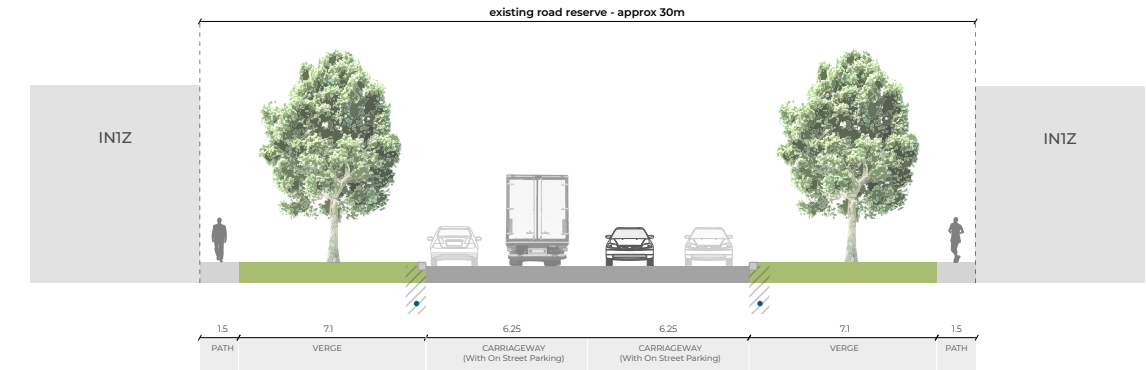
CROSS-SECTION D - CONNECTOR ROAD (20m)



CROSS-SECTION G - CONSERVATION EDGE ROAD (16m)



CROSS-SECTION E - KEY ACCESS ROAD (20m)



CROSS-SECTION H - INDUSTRIAL ROAD (30m)

Draft Horsham South Structure Plan

September 2024

Horsham South Structure Plan

APPENDIX 6.1B

Engagement Summary Report: September 2024

Purpose

The purpose of this report is to provide an overview of community engagement undertaken between 28 November 2023 to 9 February 2024 for Phase 4 of the Horsham South Structure Plan project, which was the release of the Draft Future Urban Structure (Draft FUS).

This was the third round of public consultation for the project. The Draft FUS presented a 'preview' of the structure plan in the form of a single plan which showed land use planning directions.

Community engagement was undertaken with residents, business owners, government agencies and the wider community on the Draft FUS.

This report summarises what the community and other stakeholders told us during the consultation period. The feedback that we received was carefully considered and helped to develop the Draft Structure Plan.

The community engagement process sought to:

Enable the opportunity for community members to provide input and influence outcomes.

Gain insight into the lived experience of residents. Provide an open and transparent process.

Gain diverse community input into a plan for future growth and change.

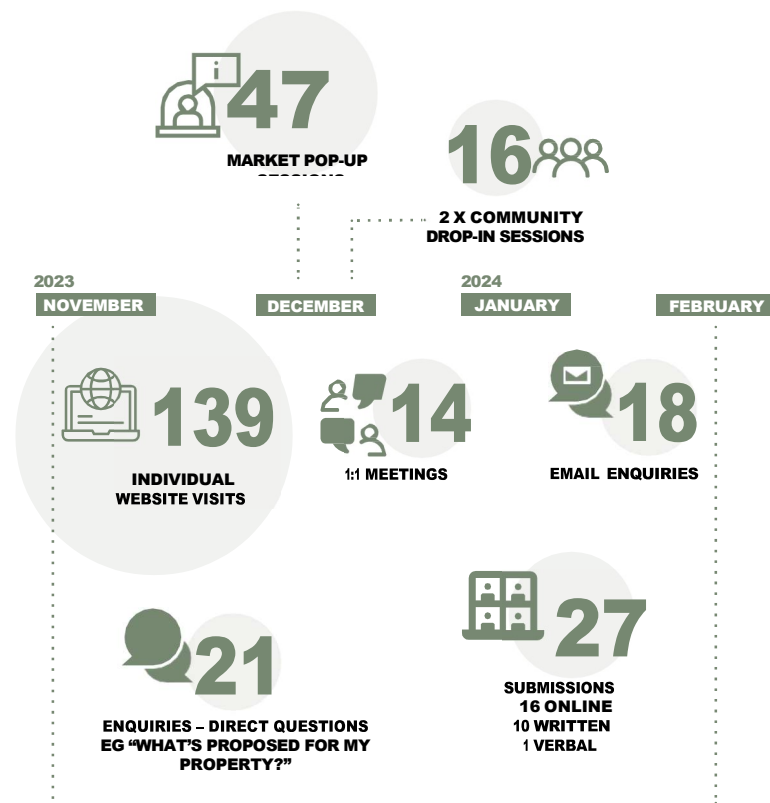


Acknowledgement

The Horsham Rural City Council acknowledges the five Traditional Owner groups of this land: the Wotjobaluk, Wergaia, Jupagalk, Jaadwa and Jadawadjali people.

We recognise the important and ongoing place that all Indigenous people hold in our community. We pay our respects to the Elders, both past and present, and commit to working together in the spirit of mutual understanding and respect for the benefit of the broader community and future generations.

Phase 4 Engagement Activities



Enquiries differ from submissions as they don't provide feedback or suggest a change.

Horsham South

Draft Future Urban Structure Plan

About the Draft Future Urban Structure

The Draft Future Urban Structure (Draft FUS) was prepared using the findings of the engagement via the Horsham South Key Strategic Directions Discussion Paper 2019 and the Issues and Opportunities Paper 2020 as well as feedback received during former rounds of community engagement.

The Draft FUS was developed by exploring the study area's key challenges and opportunities moving into the future and understanding the values and aspirations of the community. Consultation was key in bringing the community together to consider their common future and to explore new ideas, possibilities, and sense of direction.

The Vision

"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."



Project Timeline

- PHASE **1** **Background Technical Analysis (Complete)**
 - › Technical information gathering.
- PHASE **2** **Community Consultation Round 1 Vision and Directions (Complete)**
 - › Consultation on the Key Strategic Directions Discussion paper including the Vision.
 - › Feedback from this round of consultation informed the development scenarios.
- PHASE **3** **Community Consultation Round 2 Development Scenarios (Complete)**
 - › Consultation on the Emerging Options Discussion Paper and Plan and potential change areas.
 - › Feedback from this round of consultation has informed the Draft FUS.
- PHASE **4** **Community Consultation Round 3 FUS (Underway)**
 - › Consultation on the Draft FUS.
 - › Feedback received on the Draft FUS will be considered and, where appropriate, be used to guide and inform the preparation of the Structure Plan document.
- PHASE **5** **Community Consultation Round 4**
 - › **Draft Structure Plan (to occur in 2024)**
 - › The community will be asked to provide feedback.
- PHASE **6** **Final Structure Plan (to occur in 2024)**
 - › The Structure Plan will be finalised following community feedback.

What We Heard

This section of the report provides a summary of the key themes from feedback received during 1:1 meetings, at the Haven Twilight Market participants, community drop-session participants and submissions.

Theme 1

Availability of Information

What do we know so far?

A number of people raised concerns about the availability of information during the consultation period. In particular, there were suggestions that Council should be doing a mail-out to everyone in the subject area and providing the completed technical reports.

"Every ratepayer in the Horsham South area should have been sent information in their letterboxes and not rely on social media and newspapers." (Submitter 27)

What does this mean for the Structure Plan?

The technical background reports reports (or a summary of findings) will be released when the community consultation for the Draft Structure Plan commences.

They include:

- Industrial Land Supply & Demand Assessment (Spatial Economics 2022)
- Potentially Contaminated Land Assessment (Meinhardt 2023)
- Ecology and Habitat Assessment (Ecology & Heritage Partners 2023)
- Preliminary Drainage Assessment (Stormy Water Solutions 2023)
- Catchment A Drainage Concept report (Stormy Water Solutions 2024)
- Servicing (Water & Sewer) Assessment (Tonkin 2022, updated 2024)
- Bushfire Risk Analysis (Kevin Hazell Bushfire Planning 2024); and
- Traffic and Transport Analysis (onemilegrid 2024).

When the community consultation for the Draft Structure Plan commences, all landowners in the study area will receive a postcard with a QR Code link to the Horsham South Structure Plan webpage and information about how to make a submission.

Theme 2

Shared paths

What do we know so far?

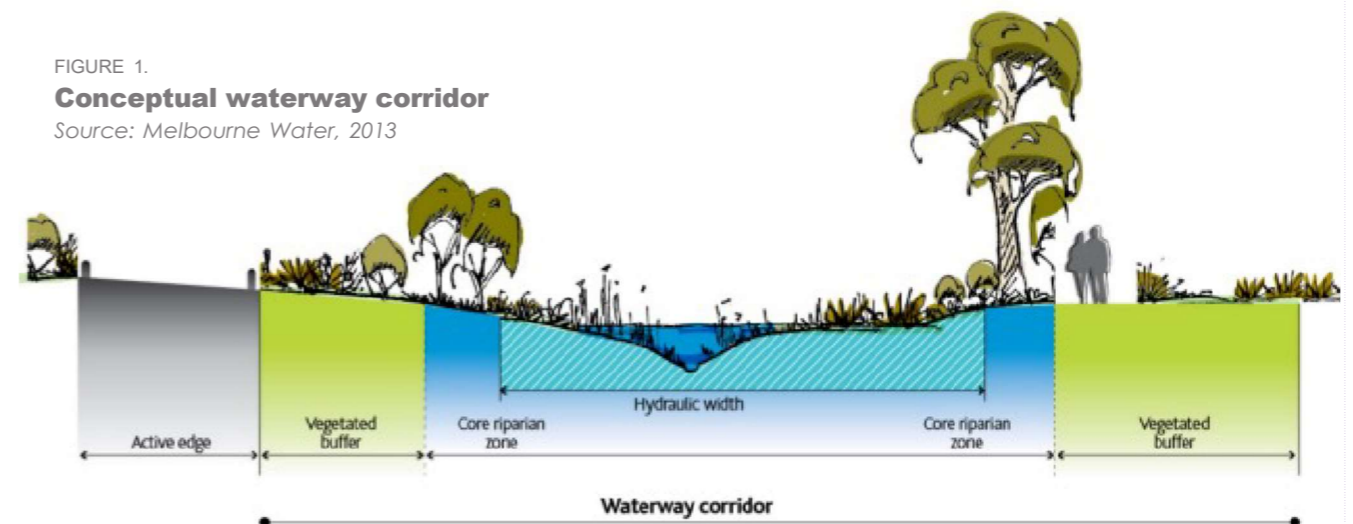
There was concern and misunderstanding about the proposed amenity corridors and shared path network shown on the Draft FUS, generally from the landowners directly impacted.

"We believe by running roads and bike/walk paths together and near each other, infrastructure is shared, as is maintenance for a better finish and end result." (Submitter 24)

What does this mean for the Structure Plan?

- > The proposed shared paths that were shown on the Draft FUS are indicative only. They are intended to be determined and integrated into the design of any future development proposals within the study area.
- > When areas are developed, open space and shared paths are generally provided to Council as an open space network asset.
- > As the drainage network for the study area and internal road networks are finalised, amenity corridors and shared paths will be designed to integrate with these corridors. This will decrease development costs and provide better amenity outcomes.
- > Waterway corridors (Figure 1) are generally provided along constructed drainage areas as multi-purpose vegetated areas and shared paths.

FIGURE 1.
Conceptual waterway corridor
Source: Melbourne Water, 2013



What We Heard

Theme 3

Housing supply and residential densities

What do we know so far?

The Draft FUS does not distinguish between developable and developed land "suggesting a greater availability of development opportunities than what truly exists." (Submitter 23)

There was significant concern regarding housing supply and the implications of the housing densities proposed by the Draft FUS for economic growth and housing diversity and affordability in Horsham.

What does this mean for the Structure Plan?

The Draft FUS seeks to implement coordinated growth which respects the existing character of the area and directs consolidated growth in close proximity to the Horsham Central Activity District and Haven.

It also responds to development constraints particularly around construction servicing where in the past there has been uncoordinated development and infrastructure provision.

The study area is affected by a number of development constraints, in particular the lack of infrastructure and servicing, but is a popular rural living area and is subject to development pressure as people seek out larger lifestyle lots. In response, Council are seeking to encourage development in serviceable areas and sequential development that utilises, and extends infrastructure and services through the development process.

In some areas, the Draft Future Urban Structure recommends a minimum lot size range that is much larger than the current provisions of the Horsham Planning Scheme (reducing lot yields for new development), whilst in other areas the minimum lot size is recommended to be reduced (increasing lot yields for new development). The change areas are

implementing the key strategic directions to consolidate urban development around the Central Activity District and Haven, as well as recognise the servicing and infrastructure constraints.

Further, the current minimum lot sizes that apply under the Horsham Planning Scheme are subject to a planning permit application and are often very difficult to achieve where there are the infrastructure and servicing constraints. Essentially, the Horsham South Structure Plan is seeking to formally recognise these development constraints and plan appropriately for the area.

Theme 4

Biodiversity Areas

What do we know so far?

"The proposed Biodiversity Protection Area (BPA) would increase fire danger and risk to our property and neighbouring properties." (Submission 10)

Concerns were raised about Areas of Biodiversity identified on the Draft FUS and increased bushfire risk

What does this mean for the Structure Plan?

> Council is progressing and finalising a Biodiversity Assessment report that will be released with the Draft Horsham South Structure Plan later this year.

Theme 5

Buffer Areas Between Residential and Industrial Zones

What do we know so far?

Various issues have been raised regarding the proposed buffer areas between sensitive areas and industrial zones. These buffer areas have been identified to provide appropriate separation and treatment.

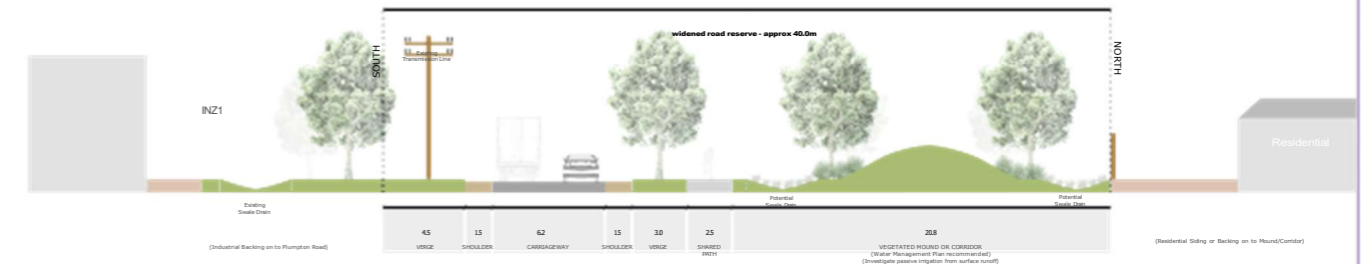


FIGURE 3. Potential landscaping treatment for buffer areas



Next Steps

The Draft Structure Plan will be released for community consultation later this year

Council acknowledges and thanks all groups and individuals who gave their time to provide feedback to the Draft FUS.



Horsham City Urban Renewal Project

REDEVELOPMENT OPTIONS & IMPLEMENTATION PLAN

Final

3 April 2024



UrbanFold

éche|on
planning

urban
enterprise
planning economics tourism

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Introduction

Introduction

Horsham Rural City Council is planning for the future. The aim is to transform and revitalise parts of the city to make it a more attractive place to live, work, visit and invest. This project forms part of a suite of strategic projects being undertaken and is one of the projects identified in the Horsham City to River Vision & Masterplan. The masterplan set out a long term Vision for central Horsham and will be used to guide the revitalisation of the area over the next 20 to 30 years.

The Horsham City Urban Renewal Project identifies a number of sites and precincts suitable for urban renewal to encourage residential, commercial and mixed use development. The project will also investigate the development of these precincts through economic modelling, urban design and planning advice.

The Urban Renewal Project addresses the constraints and opportunities for redevelopment and outlines the necessary planning tools required to facilitate the redevelopment of the precincts.

Investigation Areas

The Urban Renewal Project area extends from the Wilson St and Firebrace St south to Botanic Gardens and encompasses parts of the Horsham Central Activities District (CAD). The identified urban renewal development sites which are the subject of this project (Figure 1):

Investigation area 1 includes the Council Depot and adjoining community uses, 22-32 Selkirk Drive. The operational Council Depot has been identified for relocation.

Investigation area 2 includes land north of Selkirk Drive and south of Wilson Street, comprises a range of commercial and industrial uses including a concrete batching plant and vacant industrial land which is considered to be inappropriately located. The site is currently zoned Commercial 1 (C1Z).

Investigation area 3 includes commercial land bounded by Firebrace Street, Madden Street, Baker Street, the Botanic Gardens and Harvey Norman retail premises. The land comprises a mix of vacant land, residential housing and commercial uses.



Figure 1 - Investigation Areas

Process

Horsham Rural City Council embarked on the Urban Renewal Project in late 2021. The process has included multiple rounds of stakeholder engagement and interim reports. The culmination of the work to date is outlined in this Redevelopment Options and Implementation Plan. The work has been informed by expert advice from town planners, urban designers and economists. See Figure 2.



Figure 2 - Project Process

Vision

Part of the project process was to develop a long term vision for the Investigation sites. The Vision outlined below has been tested with Council and stakeholders over the course of the last year.

Vision

The three Investigation Areas are ideally located to provide future housing opportunities much needed within the CAD. Housing diversity will be promoted in the precinct to provide smaller dwellings for a changing demographic, particularly singles and retirees.

While housing is likely to be the dominant use proposed in the Plan, commercial uses (existing and proposed) will still be supported throughout the areas, particularly on the fringe of the Town Centre.

Connecting these precincts into Horsham's open space network will be an important part of the success of future urban renewal.



Consultation Summary

Round 1 Stakeholder Consultation July 2023

Landowner Input

Landowners within the Investigation Areas were invited to attend a series of consultation sessions with Council in July 2022 to discuss their plans for their land and businesses. Also consulted were Council officers from a range of Council departments. Some of the information to emerge from the sessions included:

- Whilst specific information as to the intentions of each landowner is private, it is clear that most landowners are open to the possibility of redevelopment in the area, although few are ready to redevelop their own land immediately. Most landowners understand the potential uplift of Council identifying these areas for future redevelopment.
- Some owners of commercial or light industrial uses would be open to the possibility of relocation, should a viable alternative site be identified. Some commercial businesses expressed a desire to stay operating in their current location for the foreseeable future, some of whom cited the proximity to the Town Centre as a benefit to their businesses.
- Landowners generally welcomed Council's efforts to engage and looked forward to understanding Council aspirations for the Investigation Areas.

Council Officer Input

Council owns the Depot site, Investigation Area 1, which they intend to relocate to enable the site to be divested and developed for residential purposes. Council understands that there are contamination issues on the site that will need to be mitigated over the coming years.

Council also owns the parcel that is home to the Wimmera Business Centre along Darlot Street – which is an aging building that will require redevelopment.

The City to River Masterplan remains the guiding document for this part of Horsham, including providing recommendations on future use of the three Investigation Areas. The Plan articulates a clear vision for the area that implies eventual relocation of industrial uses. The most obvious location for relocating industrial uses is the Plumpton Road Industrial Area. The City to River Masterplan also recommends that Firebrace Street should be a boulevard connecting the Town Centre to the River.

Council officers identified a need for more social and community housing in Horsham.

Council officers raised a number of desirable outcomes that could be incorporated into the recommendations for this project including:

- More appropriate commercial signage throughout the precinct.
- More active frontages along Wilson Street to make it more accessible and pedestrian-friendly.
- Pedestrian safety improvements along Hamilton Street
- Opportunity to use the Ana Branch Drain as a recreational asset, and further efforts to better connect recreational and open space assets throughout the town (including the river to the new skate park).
- Council also acknowledges that the Blackwood tree forest, the Jardwadjali Bar-Ring (Traditional People's Road) and the Scar Tree Memorial south of the Council Depot site are significant features of the Investigation Areas and must be protected.



Round 2 Stakeholder Consultation May 2023

A combination of landowners, agency representatives and Council officers attended two stakeholder sessions in May 2023 where preliminary design options were presented. Landowners generally expressed optimism about the project's potential positive outcomes for their land, notwithstanding concerns around the how urban renewal redevelopment opportunities might be realised.

General Landowner Feedback

- Request for better support to assist businesses relocate.
- Some landowners are happy with the status quo and not seeking to make any changes into the future.
- Desire for a better understanding and more clarity of implications of overlays on properties within the investigation areas, particularly the Environmental Audit Overlay (EAO).
- Landowners would like to have an understanding of Council time frames.

Investigation Area 1

- Suggestion to improve the connectivity between the Council Depot site and the river precinct to promote better access.
- Recommendation to capitalise on the potential of drainage reserves and laneways for community benefit.

Investigation Area 2

- A landowner expressed a need for a Development Plan for to ensure seamless connections to existing adjacent communities.
- Concern about whether existing commercial property will be rezoned to residential (Answer is no).

Investigation Area 3

- Concerns raised regarding potential overlays that could hinder development.
- A request for approximate development time lines to provide clarity and assist in decision-making.
- Positive recognition of the proposed open space link along the drainage line.
- Acknowledgement of the opportunity to capitalise on recreational and environmental benefits of the drainage line and public laneway in Investigation Area 3.
- Concern raised again with the constraints of the existing planning controls on the redevelopment opportunities of the area (i.e. EAO).

General Resident Feedback

- A landowner outside the study areas does not support the proposals and has concerns around the intensity of development including townhouses and apartments.

Agency Feedback

- GWM Water supports working with Council on the redevelopment proposals to ensure a coordinated response. There is a need to consider the potential impact on existing critical assets, particularly within the council depot site. Careful consideration should be given to the likely increased demand on GWM Water's water and sewerage reticulation systems.
- Wimmera Development Association (WDA) broadly supports proposals and a more intense use of land located close to CAD. WDA is currently initiating a survey to address key aspects on 'unit development for key workers and impact on tourism accommodation from key workers.



2.

Context



Local Planning Policy

Horsham Planning Scheme – Municipal Planning Strategy (MPS)

Horsham regional city is the main urban centre for the municipality, the Wimmera Southern Mallee region and adjoining areas (shown in Figure 3 below).

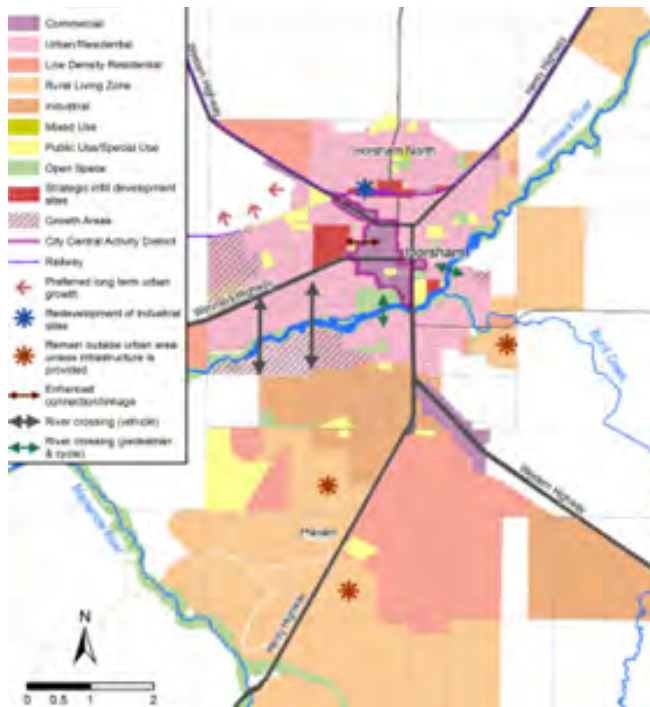


Figure 3 - Excerpt of the Horsham Regional City Framework Plan (Clause 02.04)

Key strategic directions relating to the development of Horsham Regional City are outlined in the MPS as follows:

- **Settlement Clause 02.03-1:** Focus urban growth opportunities for Horsham regional city in the Town Centre (Horsham Central Activity District (CAD), existing Urban Area (outside of CAD), Strategic Infill Sites, and regeneration and growth areas to the north and west of Horsham. Investigation Area 2 and 3 is within the Horsham CAD, Investigation Area 1 is not.
- **Housing Clause 02.03-6:** Encourage housing diversity and increased densities in areas that can capitalise on existing physical and social infrastructure. In particular, surplus council land adjacent to the CAD in Selkirk Drive, Investigation Area 1, is noted as an opportunity to increase the supply of medium density housing close to existing services.
- **Infrastructure Clause 02.03-9:** Locate community infrastructure to maximise accessibility, and provide adequate development infrastructure to service Horsham's growth including to address areas subject to stormwater flooding.

Horsham Planning Scheme – Local Planning Policy Framework

11.01-1L Settlement - Horsham Rural City applies to land in Horsham Regional City. The key objectives and strategies specifically relevant to the Horsham Investigation Areas are included below:

- Improve connectivity between the Horsham CAD and surrounding urban area.
- Maximise opportunities for growth within Horsham CAD and Horsham's urban area.
- Facilitate the provision of a wide range of housing types and opportunities in areas close to the Horsham CAD.
- Encourage medium density residential development within easy walking distance to the town centre.

- Facilitate the development of strategic infill sites for medium density housing.
- Encourage the development of retirement living and aged care uses within the Horsham urban area.
- Allow bulky goods and manufacturing industries in highway locations where such activities are already established.

11.03-1L Horsham Central Activity District (CAD) applies to land in the Commercial 1 Zone and the Commercial 2 Zone north of the Wimmera River in Horsham. The key objectives and strategies to maintain a compact and integrated CAD specifically relevant to the Investigation Areas are included below:

- **Investigation Area 2:** Encouraging a mix of uses on the land at the south-west corner of the Wilson Street and Darlot Street intersection for office, commercial, accommodation, education or health-related uses, supporting an extension of Hamilton Street to the west with connection through to Wilson Street.
- **Investigation Area 2:** Discouraging large-scale traditional retail development on land south-west of the Wilson Street and Darlot Street intersection.
- **Investigation Area 3:** Support delivery of improvements to the streetscape, amenity and public realm along Firebrace Street, the 'main-street' in Horsham.
- **Investigation Area 3:** Enhance east/west connectivity between the CAD and the surrounding areas including the Horsham Racecourse.
- **Investigation Area 1 and 3:** Enhance north/south connectivity between the CAD and the Wimmera River and Botanical Gardens.
- Encouraging redevelopment of under-utilised sites throughout the CAD, including supporting consolidation of smaller sites.
- Support mixed-use development in the CAD, with accommodation uses above ground floor and an increase in residential density in surrounding areas.

13.03-1L Floodplain management – Horsham applies to all land within the FO, LSIO and DDO9, and contains guidelines for buildings and works, subdivision, fencing, extensions, and other matters. The key objectives and strategies to maintain a compact and integrated CAD specifically relevant to the Investigation Areas are included below:

- Discourage the intensification of land use and development in the floodplain of the Wimmera River and other watercourses.
- Support inclusion of land within the urban area of Horsham that is at high risk from flooding within the PPRZ to form part of the city's open space network.
- Avoid buildings and works, including earthworks and vegetation clearance on land in the FO.
- Discourage landfill in all areas subject to inundation.
- Discourage buildings and works, except where of low flood risk.
- Avoid the construction of levees in areas important for flood storage or environmental values, except to protect existing dwellings and their immediate curtilage.
- Discourage earthworks that obstruct natural flow paths or drainage lines.
- Locate buildings and works on land outside the FO and the LSIO.

18.01-3L Cycling and pedestrian networks – Horsham aims to facilitate the bicycle path network through the collection of developer contributions for bicycle infrastructure.



Zoning Context

Zoning is discussed in more detail in the subsequent pages. Broadly the zoning for the 3 Investigation Areas is as follows:

- Investigation Area 1 sits wholly in General Residential Zone 2 (GRZ2)
- Investigation Area 2 sits wholly in Commercial 1 Zone (C1Z)
- Investigation Area 3 is comprised Commercial 1 Zone (C1Z), General Residential Zone 2 (GRZ2) Commercial 2 Zone (C2Z) and Public Use Zone 1 (PUZ1)

See Figure 4

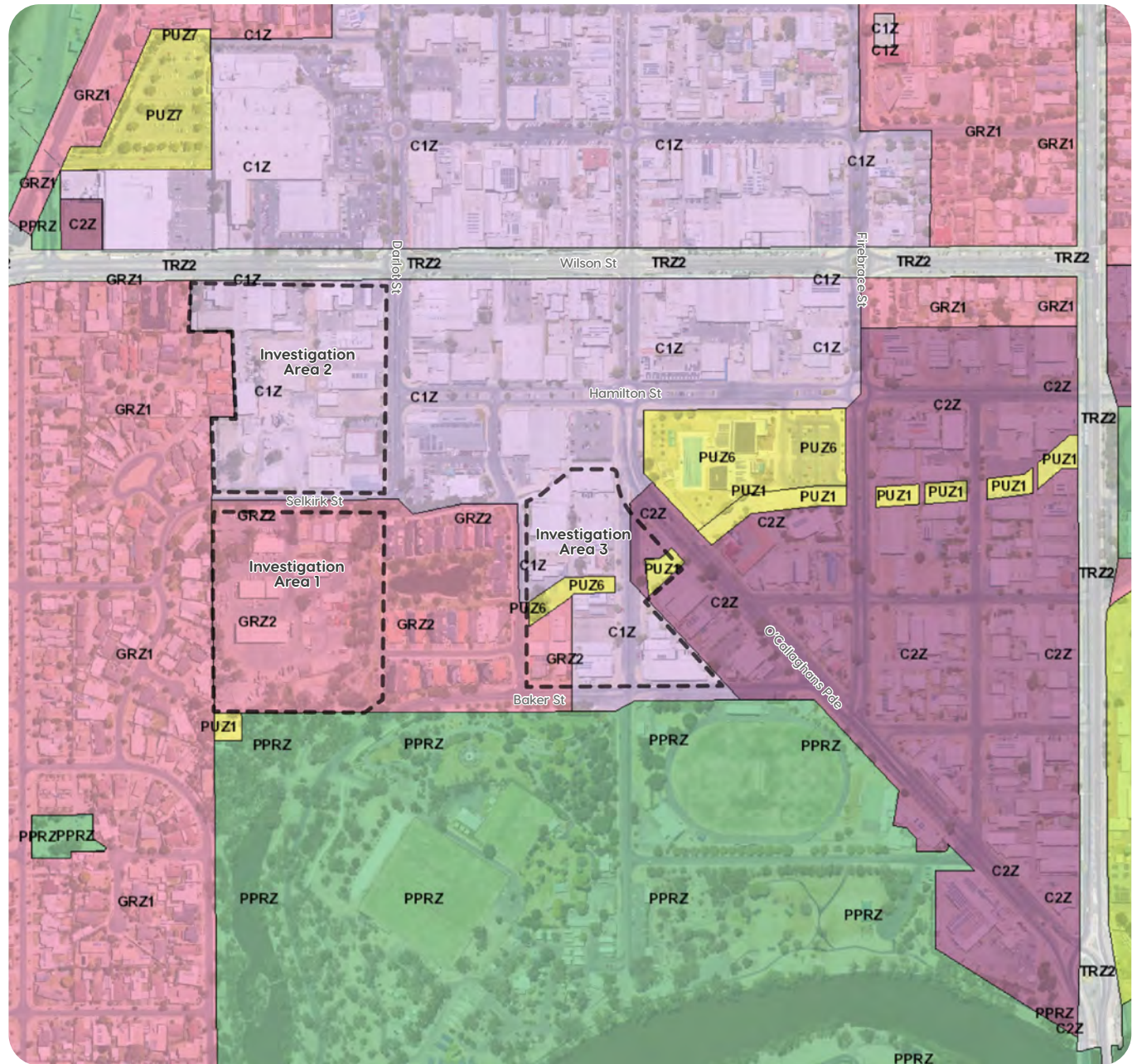
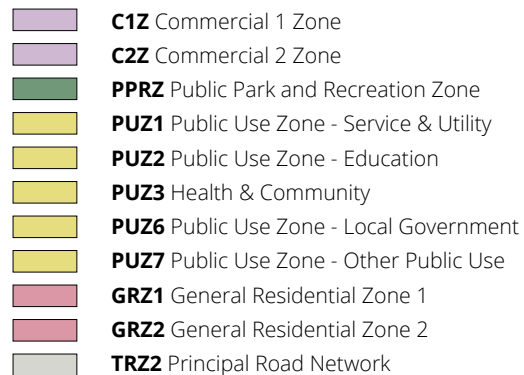


Figure 4 - Zoning

Key State Planning Documents

Plan Melbourne 2017-2050 (Metropolitan Planning Strategy)

Plan Melbourne identifies Horsham as a Regional City. Plan Melbourne encourages the stimulation of employment and growth in regional cities (Policy 7.1.1) through development strategies that identify urban renewal and infill opportunities to optimise infrastructure investment and surplus government land.

Key Local Planning Documents

Horsham: City to River Vision & Masterplan (including Background Report) (HRCC, 2020)

The City to River Vision & Masterplan outlines the desired long term direction for land within Horsham over a 20 year timeframe. The Masterplan identifies Investigation Areas 1-3 as 'Urban Renewal Opportunities' within a broader 'Transition Area' precinct, with future land uses being a mix of housing and business uses. Several actions are included in the Vision and Masterplan. Specifically relevant to the Investigation Areas is the short-term (0-5 years) action of planning for urban renewal within the Transition Area. Then, in the medium term (5-15 years) this include the relocation of Council depot, finalising all urban renewal actions, and delivering Firebrace Street public realm improvements. The realisation of urban renewal outcomes is anticipated over the next 15+ years.

Horsham Urban Transport Plan (HRCC, 2020)

The Horsham Urban Transport Plan outlines the future local transport needs for the Horsham CAD and urban area, drawing from various transport strategies. The Plan assesses the existing street network using the Movement and Place framework. Strategy 1.3 seeks to improve pedestrian and cycling connectivity along Firebrace Street between the Riverfront and O'Callaghans Parade. Strategy 1.5 seeks to improve pedestrian comfort through tree planting.

Horsham CAD Framework and Streetscape Plan (HRCC, August 2022)

The Horsham CAD Framework and Streetscape Plan aims to identify opportunities to revitalise the Horsham CAD. The Council's focus for the CAD Framework and Streetscape Plan is all aspects of the public realm and streets within the Town Centre. The plan will assist Council to:

- Identify improvements for priority streets across the CAD.
- Improve safety and both physical and visual connections between the Town Centre and broader Horsham.
- Green the Town Centre and better utilise the streets and public spaces to create a cooler, more climate-ready urban environment

It is noted that O'Callaghans Parade and Firebrace Street (within Investigation Area 3) is partly included within the Horsham CAD study area for streetscape works.

Horsham and Wartook Valley Flood Investigation (Wimmera CMA, 2019)

The Horsham and Wartook Valley Flood Investigation Report was commissioned by Wimmera CMA to assist in flood risk management and emergency flood response for the region.

The investigation recommends that the LSIO and FO and associated planning scheme amendment documentation be adopted into the Horsham Planning Scheme. See Figure 5.

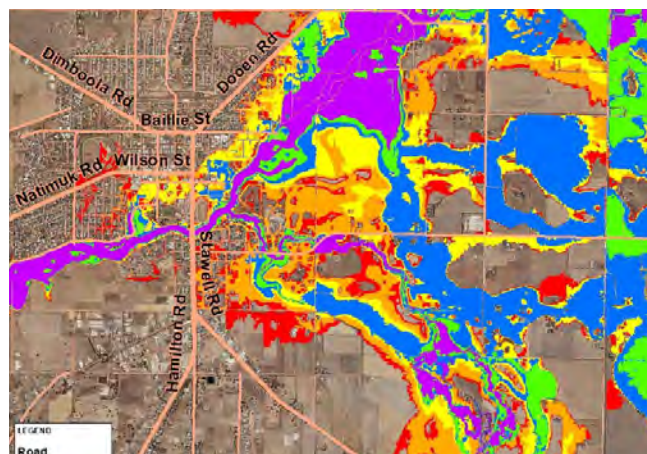


Figure 5 - Excerpt of the 1% AEP Flood Extent from Horsham and Wartook Valley Flood Investigation Report (2019)

Council Plan 2021-2025 (HRCC, 2021)

The Council Plan outlines the strategic objectives for Council and is developed in line with the Horsham 2041 Community Vision. Under Key theme 2 "Liveability", Council seeks to implement the City to River Masterplan and the CAD Revitalisation project. Under Key Theme 4 "Accessibility", Council seeks to implement the Urban Transport Plan.

Amendment C81Hors - Proposed Flood Amendment

Horsham Rural City Council has prepared Amendment C81hors (Flood Amendment) to the Horsham Planning Scheme.

The Flood Amendment seeks to implement the findings of six flood studies and associated maps prepared on behalf of the Wimmera Catchment Management Authority (CMA).

The Flood Amendment revises the mapping extent of the Floodway Overlay (FO) and Land Subject to Inundation Overlay (LSIO) and introduces the Special Building Overlay (SBO).

At the time of preparing this plan the amendment has not been gazetted and a panel process has not been undertaken. However, the recommendations of the amendment and how they impact the investigation areas have been considered and noted where relevant.

Open Space Context

There are a number of key surrounding open space features within the study area outlined on the adjacent plan (Figure 7).

A key attribute of the area is the proximity of the three Investigation Areas to both the Wimmera River and the Horsham Town Centre. This was addressed as part of the City to River Masterplan and formed the basis of arguments for redevelopment of the area.

There are also other major attractions such as the Botanical Gardens and City Oval.

The lagoon and associated parkland at the former salesyard is also a key feature of the area, and its connection to a potential broader open space network along the Ana Branch Drain.

The Jardwadjali Bar-Ring (Traditional People’s Road), the existing Blackwood Tree Forest and the Scar Tree Interpretation site are located within the immediate vicinity of the Investigation Areas.

Finally, connections from the river through to the Racecourse and new skatepark will also be important.

- 1 Wimmera River
- 2 Botanical Garden
- 3 Horsham City Oval
- 4 Jardwadjali Bar-Ring (Traditional People’s Road)
- 5 Former Saleyards Lagoon + Park Land
- 6 Ana Branch Drain
- 7 Blackwood Tree Forest
- 8 Old Skatepark
- 9 New Skatepark
- 10 Scar Tree Interpretation Site
- 11 Horsham Aquatic Centre
- Existing Trail Connection
- Important Future Community Connection



Figure 7 - Neighbourhood Context

3.

Market Assessment



The Market Assessment was completed by Urban Enterprise in June 2022 and includes an analysis of property demand and market conditions for housing in Horsham, supplemented by a summary of considerations for the existing land use profile of retail, commercial and industrial uses.

Housing Demand

The Horsham population increased at an average rate of 0.51% per annum from 2011 to 2021, while the population of the rural surrounds remained stable over the period. See Figure 8.

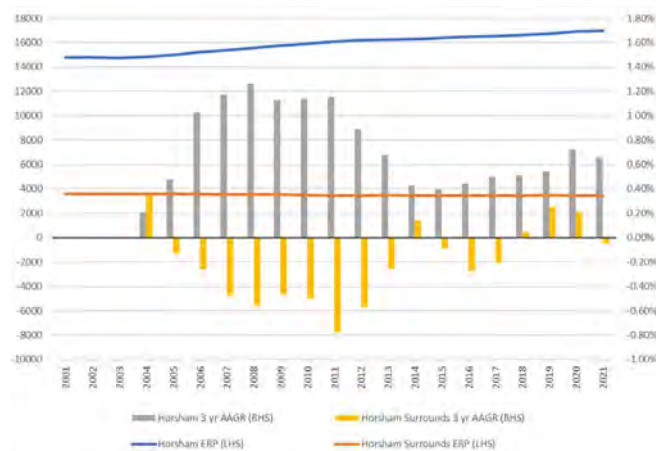


Figure 8 - Population and Growth Rate (Urban Enterprise, 2022)

Official State government population projections (Victoria in Future, 2019) are for the population of the Horsham’s urban area to increase from 16,660 residents in 2021 to 17,469 residents in 2036 (Figure 9), a total increase of 989 residents (+66 per annum) at an average growth rate of 0.32% per annum. Recent rates of growth between 2019 and 2021 have exceeded this projection and the current population (16,944, 2021) is equivalent to the VIF projection for 2026.

In terms of dwelling growth, Horsham SA2 will require an additional 893 dwellings over the 15 year period to 2036, equating to an annual average increase of 60 dwellings. A key driver of the need for additional dwellings in Horsham is the projected continuation of a reduction in average household size due to demographic factors.

This will have implications for housing demand, especially for older age cohorts seeking low maintenance housing and typically smaller dwellings.

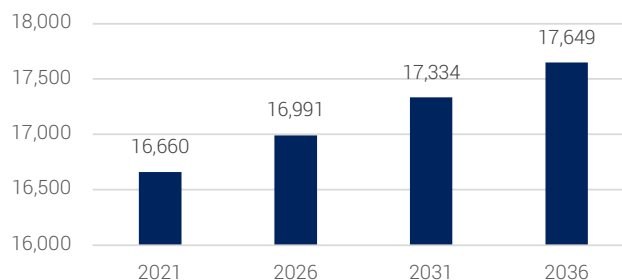


Figure 9 - Projected Residential Population 2021-2036, Horsham SA2 (Urban Enterprise, 2022)

Residential Development Activity

On average, the number of new dwellings approved for construction between 2011- 2022 in the Horsham is 90 dwellings per annum, with 92% of dwellings approved as houses and 8% as ‘other residential’ (i.e. townhouses, units and apartments). See Figure 10.

Smaller Lot Housing Development Activity is characterised by single storey units and townhouses, most of which have 3 bedrooms on 350-400 sqm lots. Overall, a greater diversity of smaller housing types are entering the market in various locations and development settings, although apartment developments remain scarce.

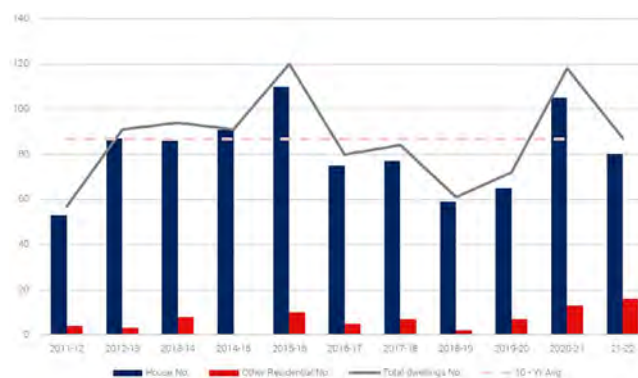


Figure 10 - Dwelling Approvals, Horsham SA2 (Urban Enterprise, 2022)

Property Market Conditions

The current median house price in Horsham is \$393,750, with the median unit price only slightly lower at \$372,500. It is unusual for unit medians to be almost equivalent to house price medians. The median house price in Horsham is influenced by the relatively low value improvements common for much of the older housing stock, and units are becoming an important part of the new housing being delivered. These factors notwithstanding, the high unit median relative to the house median is an indication of demand for smaller dwellings and an indicator that greater diversity of housing is likely to be needed to meet current needs.

There are currently no precedents for apartment sales in Horsham. As a comparison, two major apartment developments are progressing in central Ballarat with sales results of \$520,000 (1 bedroom) and from \$630,000 - \$830,000 for 2-bedroom apartments. The overall Horsham median house price is currently 70% of the Ballarat median, meaning that any apartment sales prices in Horsham would be expected to be materially lower than those achieved in Ballarat.

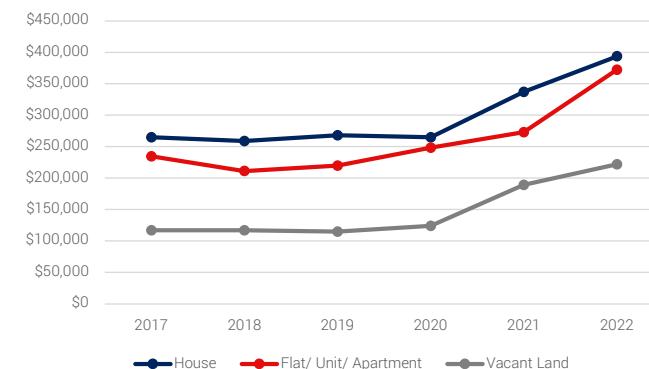


Figure 11 - Median Residential Sale Process (Urban Enterprise, 2022)

Median rent price growth from 2017 to 2022 was strong, at 9.5% per annum for houses and 10.3% per annum for units.

The Horsham region has a particularly high waiting list for social housing. As at March 2022, there were 539 applications and registrations of interest for public housing which nominated Horsham as a preferred location. 67% of the applications and registrations nominate a 1 bedroom dwelling as the preferred housing size.

Market Commentary

More supply of centrally located housing is needed. There is ongoing demand for housing suitable for retirees, which generally requires smaller housing on single levels, in locations that are within walking distance of shops and health services.

Many of the smaller dwellings located close to the Horsham CAD are east of McPherson Street / Western Highway which is a major barrier to pedestrian movement. The areas being investigated as part of this project would generally be more amenable and more walkable locations.

Across much of regional Victoria and western Victoria, many businesses are experiencing challenges attracting staff to fill vacancies. Commonly referenced examples are health care workers, hospitality, construction and education workers. In many areas, the lack of suitable housing available has been identified as an inhibitor to attracting labour to regional towns, with rental housing in particularly short supply.

Low rise apartment developments in regional Victoria can be difficult to deliver due to feasibility issues. Generally, this favours delivery of townhouse products or larger apartment buildings of 5 storeys and 30-50 apartments more than smaller low rise apartment developments. The scale of an apartment development project is an important consideration given that developers (and builders) would most likely need to travel from Ballarat and/or Melbourne.

Building costs in regional Victoria are generally similar or higher than those in metropolitan Melbourne. In addition, there are few builders in regional areas with Class 2 building licenses required to deliver apartment buildings.

Two level mixed-use developments can be an attractive development proposition where rental income from ground floor commercial space supplements sales income from apartments above. This type of development is likely to be suitable for smaller sites within the Investigation Areas.

Apartment development can be encouraged and facilitated with low land costs, for example where public land is sold at a low cost in order to encourage urban renewal. A partnership between Council as a landowner and a developer to redevelop land could bring forward housing opportunities compared with a pure market-driven development and could catalyse development of other sites if successful.

Streamlined planning approvals processes (or removal of permit requirements) for desirable development types, such as low-rise mixed-use development (e.g. shoptop top housing) would also help encourage the development of apartments.

Housing Priorities and Study Area Opportunities

The Investigation Areas present logical opportunity sites to accommodate additional housing in Horsham. The success of the City Gardens development to the immediate east of Investigation Area 1 is an indicator of the attractiveness of the location to residents and there are few other logical opportunities for substantial housing development within or adjacent to the CAD.



Figure 12 - Current Planning Zones (Urban Enterprise, 2022)

Current zoning, for the bulk of the three investigation areas is General Residential Zone or Commercial 1 Zone. Both zones allow residential development without the need for a permit for the use. Therefore, zoning already enables redevelopment to occur, however there is no overarching plan or vision for how these areas might develop.

An important consideration for this project is the recent introduction of the Windfall Gains Tax (WGT) in Victoria. If land in the Investigation Areas is rezoned, WGT will be payable if and when the land is redeveloped. This additional cost will influence the likelihood and feasibility

of redevelopment of land in this context, a prospect which should be closely considered as part of any planning recommendations.

The priorities for residential development should be 2-3 bedroom townhouses (both one- and two-storey) which could be delivered on sites ranging from 100-300sqm for retirees and workers seeking rental properties and relatively affordable housing. Townhouses should be two-storey townhouses with master-bedrooms at ground level to ensure housing is also suitable for the retirees and pre-retirees market – this product would usually require approximately 100-150sqm per lot.

In the medium term, apartments to consider might include mid-rise apartment buildings with at least 4-5 storeys, and shop-top housing above commercial tenancies at ground floor (i.e. 2 levels total).

Although smaller lot housing in Central Horsham will not appeal to all market segments, it is expected that well planned development could attract demand from a range of segments including downsizers, renters, couples and singles.

The Investigation Areas could meet the demand of 213-313 dwellings over the next 20 years. The potential dwelling yield of the investigation areas is between 210 and 420 at 50-100 dwelling units per hectare.

Commercial and Retail

The Commercial 1 Zone in the Horsham CAD covers a substantial area of more than 50 hectares. Local real estate agents have suggested that there are a large number of vacant shopfront premises currently available in the CAD, most of which are too large and/or unsuitable for contemporary retailer needs. There is likely to be a need for different types of office / retail space given the unsuitability of much of the existing older shops.

There is unlikely to be any substantial demand for additional retail and commercial floorspace in Horsham that cannot be met within the Commercial 1 Zone north of Wilson Street. Revitalisation of the CAD requires consolidation of these types of uses in the central and northern parts of the CAD.

The Commercial 1 Zone is suitable to accommodate a mix of smaller retail and commercial spaces in Investigation Areas 2 and 3 with apartments above and apartments or townhouses behind.

Sites with frontage to Darlot and Firebrace Streets are most likely to appeal to smaller retail and office businesses, as well as potentially health and recreation uses.

Sections of land within Investigation Area 2 without street frontage are likely to be more suitable to residential uses than commercial uses, warranting consideration of an alternative zoning (cognisant, however, of the Windfall Gains Tax implications of any rezoning). Retention of the C1Z, however, would retain the opportunity for these sites to accommodate mid-size retailers as part of any redevelopment.

Large format retail and commercial space is not necessarily incompatible with urban renewal, however relocation of such uses to more suitable areas should be encouraged to enable urban renewal to occur.

Industrial Uses and Alternative Locations

Several of the existing land uses within the Investigation Areas are industrial in nature. In many cases, these uses conflict with the purpose of the current zones. Although existing business activities can continue, no new industrial activities can commence and several industrial businesses have indicated they are considering alternative locations in Horsham.

It is recommended that the Horsham South Structure Plan process takes into consideration the opportunity and need for industrial businesses within the Investigation Areas to relocate to dedicated industrial precincts, noting that for many of the smaller businesses, proximity to labour, demand and services in Central Horsham is considered an advantage (such as mechanics), while others (such as the concrete batching plant and possibly the Council depot) are more likely to favour a location with separation from sensitive uses.

Actively supporting the transition of industrial businesses to remain within Horsham is important for economic development as well as enabling successful urban renewal within the Investigation Areas.

Development Feasibility

Development feasibility will be considered in the next phase of work once development options have been produced. This will include development cost considerations, and revenue considerations.

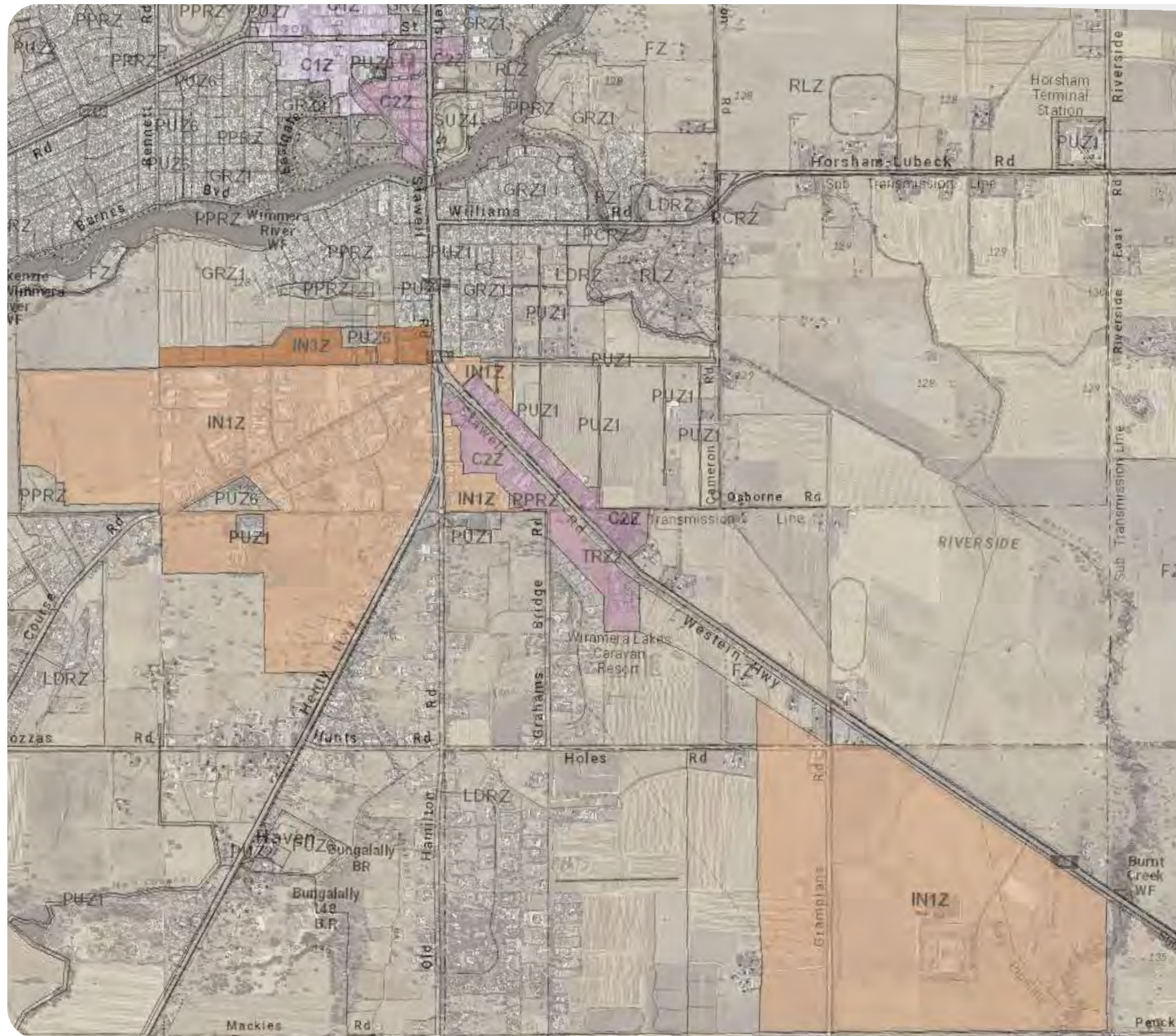


Figure 13 - Current industrial and large format commercial land in central and south Horsham (Urban Enterprise, 2022)

4.

Redevelopment Options Investigation Area 1

Investigation Area 1 Council Depot Site



Figure 14 - Investigation Area 1 Existing Conditions

Investigation Area 1 is currently used as the Council Depot site and occupies 3.5ha of space immediately adjacent to a large drainage area and to the west of the Former Saleyards site. .

Key Features

- 1 Land currently used as the Council Depot site.
- 2 Jardwadjali Bar-Ring (Traditional People's Road) is located on the eastern side of the site and includes a large storm water management drainage area.
- 3 To the east of the site is the Former Saleyards (now redeveloped as townhouses) and a lagoon and associated parkland.
- 4 One significant tree exists in the Council Depot area.
- 5 Blackwood tree forest is located south of the Council Depot area.
- 6 Old Skatepark still exists within the Blackwood Tree forest area.
- 7 A Scar Tree interpretation site is located at the southern end of the site.
- 8 Existing residential neighbourhood is located immediately to the west.
- 9 Pedestrian access is possible between the south-western corner of the Council Depot site and Spry Court.
- 10 Botanical Gardens is located immediately to the south.



Land Ownership

Investigation Area 1 is wholly owned by Council.

Existing Buildings

A number of Council Depot buildings exist across the Investigation Area. Generally these are large warehouse buildings, one storey in height.



Figure 15 - Built Form

Zoning

This Investigation Area sits within the General Residential Zone – Schedule 2 (GRZ2)

This zone applies to the Horsham General Residential Area. The General Residential Zone encourages a diversity of housing types that respects the neighbourhood character of the area. The building height in this zone must not exceed 11 metres and 3 storeys at any point.

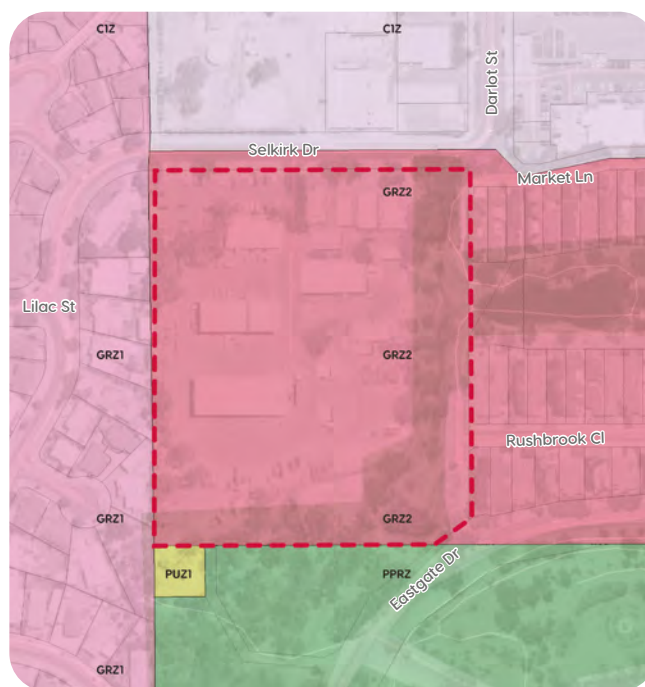


Figure 16 - Zoning. The land is zoned GRZ2

Overlays

Two overlays exist across the site, DD03 Wider Airport Environ and EAO Controls of Contaminated Land. The DDO9 (Stormwater management) applies to the north-western portion. The southern part of the site is covered by the FO (Flooding Overlay) and LSIO (Land Subject to Inundation Overlay). It is also immediately adjacent to DD08 City Gardens.

Design and Development Overlay - Schedule 3 (DD03)

This overlay seeks to maintain the efficiency and safety of the Horsham airfield by controlling the height of the developments surrounding the airport. The DDO triggers a planning permit for the construction of buildings or works, however, Schedule 3 states a permit is not required to construct a building or works which are less than 30 metres high above natural ground level.

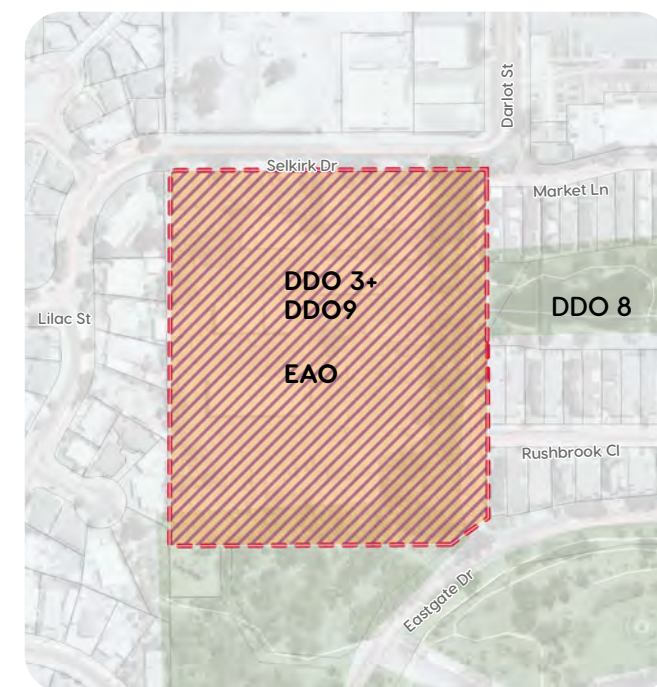


Figure 17 - Overlays

Design and Development Overlay - Schedule 9 (DD09)

The DD09 aims to minimise the risk associated with stormwater flooding. A planning permit is required for all buildings and works within this overlay, with some exceptions.

It is noted that DD09 is proposed to be removed via Amendment C81 and replaced via new controls

Environmental Audit Overlay (EAO)

This overlay seeks to ensure that potentially contaminated land is suitable for a use which could be significantly adversely affected by any contamination.

Before a sensitive use (residential use, child care centre, kindergarten, pre-school centre, primary school, even if ancillary to another use), children’s playground or secondary school commences or before the construction or carrying out of buildings and works in association with these uses commences:

- A preliminary risk screen assessment statement in accordance with the Environment Protection Act 2017 must be issued stating that an environmental audit is not required for the use or the proposed use; or
- An environmental audit statement under Part 8.3 of the Environment Protection Act 2017 must be issued stating that the land is suitable for the use or proposed use; or
- A certificate of environmental audit must be issued for the land in accordance with Part IXD of the Environment Protection Act 1970; or
- A statement of environmental audit must be issued for the land in accordance with Part IXD of the Environment Protection Act 1970 stating that the environmental conditions of the land are suitable for the use or proposed use.

Relevant Planning Permits

None applicable

Floodway Overlay (FO)

The FO (Horsham Flood Risk Areas) applies to flood prone land affected by the 1 in 100 (1 per cent Annual Exceedance Probability) year flood event of high hazard which have the greatest risk and frequency of being affected by flooding.

A planning permit is required for all buildings and works (with minor exceptions) and subdivision. Any application is required to:

- Submit a flood risk report,
- Consider the local floodplain development plan, and
- Be referred to the relevant floodplain management authority.

Land Subject to Inundation Overlay (LSIO)

The LSIO (Horsham Flood Storage or Flood Fringe Areas) overlay applies to flood prone land affected by the 1 in 100 (1 per cent Annual Exceedance Probability) year flood event.

A planning permit is required for all buildings and works (with minor exceptions) and subdivision.

Any application is required to:

- Submit a flood risk report;
- Consider the local floodplain development plan; and
- Be referred to the relevant floodplain management authority.

Amendment C81:

The existing Floodway and Land Subject to Inundation Overlays affecting the investigation area are proposed to be amended via amendment C81. The existing and proposed overlays are shown on the plans below.

As the amendment has not been adopted this report has identified the affected areas. Prior to considering future development on these areas it is recommended that consultation with Council and the CMA occurs.

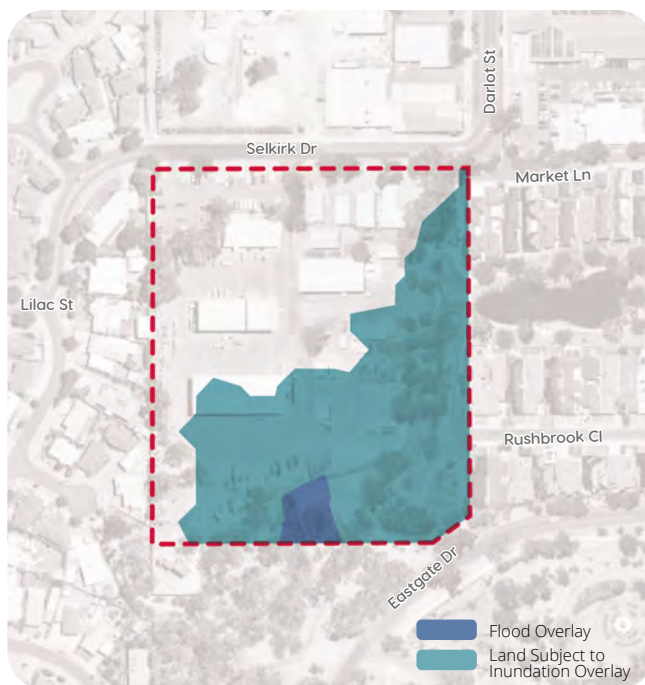


Figure 18 - Current Flood Management Overlays

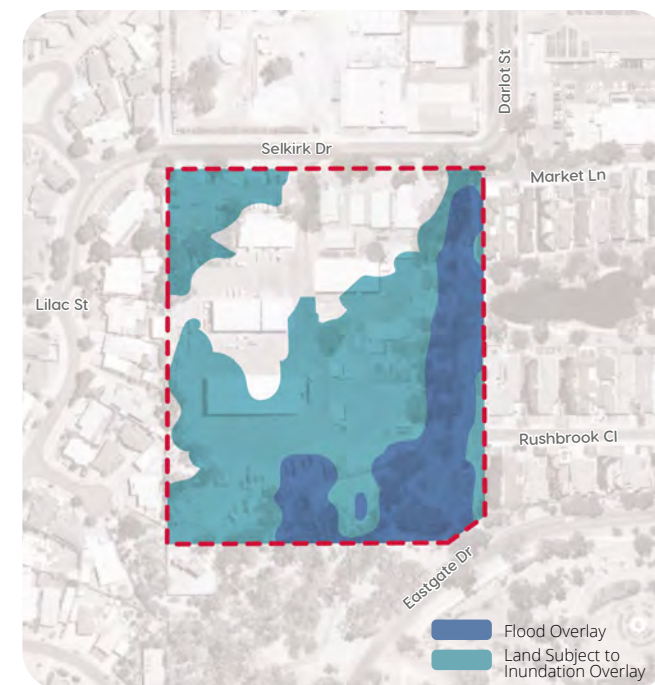


Figure 19 - Proposed C81 Overlays

Utilities

Figures 20 & 21 show existing underground water and sewer mains, as provided by GWM Water.

They include:

- a 100mm diameter reticulated water main with multiple internal meters.
- a 375mm diameter trunk sewer main (over 9m deep) at maintenance holes.

GWM Water have advised that they will require ongoing access to both mains for operational and maintenance purposes and that it is unlikely that structures can be constructed over.

Ultimately both utility lines may require realignment and consideration of how to best incorporate into future development. Ongoing consultation with GWM will be essential.

Further hydraulic modelling would be required to determine sufficient capacity to accommodate proposed density.

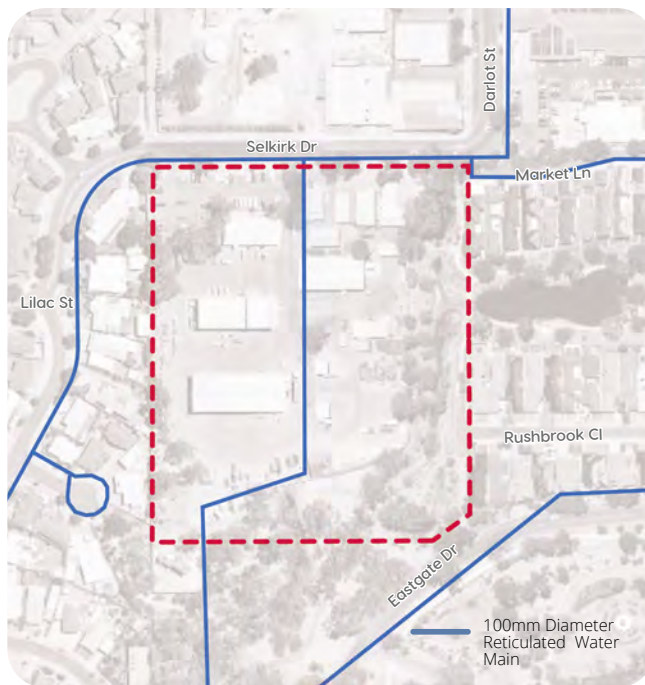


Figure 20 - Utilities - Water Main



Figure 21 - Utilities - Sewer

Investigation Area 1 Development Option 1

Investigation Area 1 is set to transition from industrial to residential land use. This is supported by the General Residential zoning of the land.

Option 1 provides a local loop road and creates a centrally located green linear park providing access for all residents to the adjacent drainage area. It includes predominantly townhouses with a parcel set aside for apartments.

Future development within this investigation area seeks to achieve the following design objectives:

- Provide a diversity of housing options within close proximity to the CAD. Increased density in this location is recommended through delivery of a range of medium density housing typologies including townhouses and apartments. Front and rear loaded townhouses, and a development parcel for an apartment development are proposed on this site.
- Respond sensitively to the interface with the drainage corridor and provide public access to it and the wider shared path network.
- Create a local green space that features the existing significant tree and a green link to the existing drainage corridor.
- Connect the investigation area into Horsham's broader open space network.
- Provide pedestrian access to the to the neighbourhoods west of the precinct.

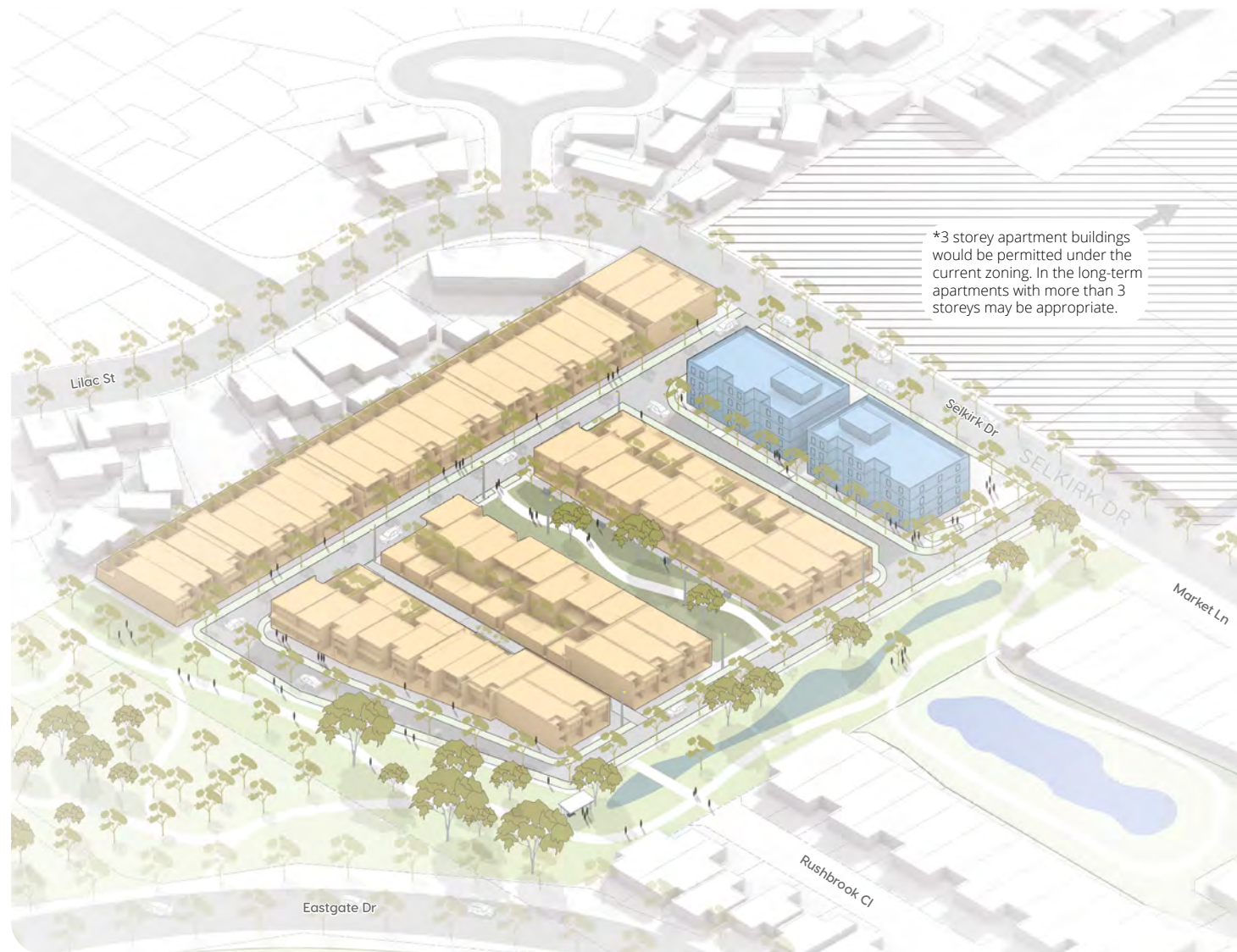


Figure 22 - Investigation Area 1 Option 1 Birds-eye view looking north west

Investigation Area 1 - Development Option 1

Option 1 creates a local loop road and a centrally located green linear park providing access for all residents to the adjacent drainage reserve. In summary this concept proposes;

- Retention of the existing significant tree within public green linear corridor.
- Public access to the drainage corridor and connection to the wider local shared path network.
- A mix of lots to enable delivery of a range of housing typologies including front and rear loaded townhouses, and a development parcel ideally located for apartment development.

Note - there is potential to reduce the size of the central park in this option given the excellent access to the existing open space network along the creek reserve.



Figure 23 - Investigation Area 1 - Option 1

Total Area	3.50 ha	100%
Encumbered Land (Drainage Reserve)	0.90 ha	25.7%
Open Space	0.20 ha	5.7%
Streets, Roads and Lanes:	0.82 ha	23.4%
Local Street	0.66 ha	
Laneway (8m)	0.16 ha	
SubTotal	1.92 ha (approx)	
Residential Area:		
High Density Lot		
3500 m ² developable area for apartment development (2 x 40m deep parcels)		10.0%
Medium Density Lots		
12 300 m ² developable area for townhouse development, lot width flexibility allows for volume builder townhouse designs		35.2%
22 lots x avg. 200m ² (25m depth 8m width)		
29 lots x avg. 240m ² (28m depth 8m width)		
SubTotal	1.58 ha (approx)	

Investigation Area 1 Development Option 2

Investigation Area 1 is set to transition from industrial to residential land use. This is supported by the General Residential zoning of the land.

Option 2 proposes an alternative residential layout that maximises residential frontage to open space. It includes predominantly townhouses with a parcel set aside for apartments. It utilises a road and laneway combination to maximise frontage to green space.

Future development within this investigation area seeks to achieve the following design objectives:

- Provide a diversity of housing options within close proximity to the CAD. Increased density in this location is recommended through delivery of a range of medium density housing typologies including townhouses and apartments. Front and rear loaded townhouses, and a development parcel for an apartment development are proposed on this site.
- Respond sensitively to the interface with the drainage corridor and provide public access to it and the wider shared path network.
- Create a central pocket park that features the existing significant tree and a narrower green link to the existing creek corridor.
- Provide pedestrian access to the Spry Court to the west of the precinct.
- Provide continuous residential frontage to the creek corridor.
- Flexibility of lot depths along the western edge of the Investigation Area that allow for townhouse or conventional residential housing.
- Corner parcels that are suitable for conversion into green links if desired.

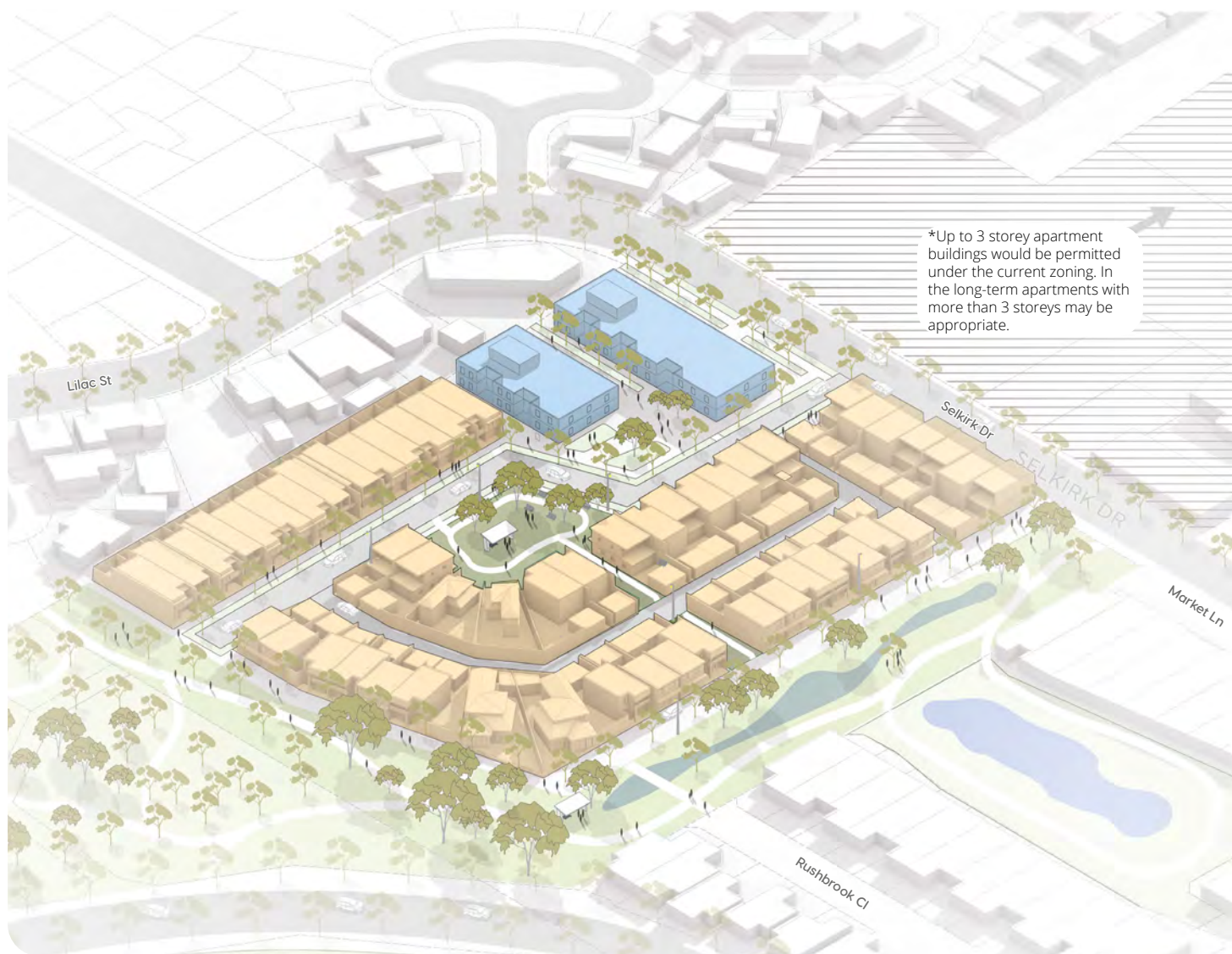


Figure 24 - Investigation Area 1 Option 2 Birds-eye view looking north west

Investigation Area 1 - Development Option 2

Option 2 proposes an alternative residential layout that maximises residential frontage to open space. In summary this concept proposes:

- A continuous residential frontage to the drainage reserve, as well as public access through the reserve.
- A mix of lots to enable delivery of a range of housing typologies, and a parcel suitable appropriate for an apartment development.
- A combination of road and laneway to maximise frontage to open space.
- Flexibility around lot depths along the western edge of the investigation area that allows flexibility for townhouse or conventional residential housing.
- Corner parcels that are suitable for conversion into green links if desired.

Note - there is potential to reduce the size of the central park in this option given the excellent access to the existing open space network along the creek reserve.



Figure 25 - Investigation Area 1 - Option 2

Total Area	3.50 ha	100%
Encumbered Land (Drainage Reserve)	0.9 ha	25.7%
Open Space	0.20 ha	5.7%
Streets, Roads and Lanes:	0.61 ha	17.4%
Local Street	0.33 ha	
Laneway (8m)	0.18 ha	
Paper Road (4m)	0.1 ha	
SubTotal	1.71 ha (approx)	
Residential Area:		
High Density Lot		
4100 m ² developable area for apartment development (60m deep parcel)		11.6%
Medium Density Lots		
13 850 m ² developable area for townhouse development, lot width flexibility allows for volume builder townhouse designs		39.6%
38 lots x avg. 200m ² (25m depth 8m width)		
14 lots x avg. 224m ² (28m depth 8m width)		
SubTotal	1.79 ha (approx)	

5.

Redevelopment Options Investigation Area 2



Investigation Area 2 Concrete Batching Plant and Surrounding Commercial



Figure 26 - Investigation Area 1 Existing Conditions

Investigation Area 2 is located between Wilson Street, Darlot Street and Selkirk Drive, and is currently used for commercial purposes.

Key Features

- 1 Existing commercial properties exist along Wilson Street
- 2 A large part of the precinct is home to a concrete batching plant (south-west corner)
- 3 Woolworths supermarket is located immediately across Wilson Street
- 4 Aldi supermarket is located adjacent to the site on Darlot Street
- 5 Wimmera Business Centre
- 6 Commercial tenancies are located along Darlot Street
- 7 Investigation area 1 is located immediately to the south
- 8 Existing residential neighbourhood is located immediately to the west



Land Ownership

The majority of the Investigation Area 2 is owned by private land owners, and Council owns the parcel on which the Wimmera Business Centre is located.

Existing Buildings

A number of commercial properties exist along Darlot Street and Wilson Street including petrol stations, bulky goods stores and other restricted retail offering.

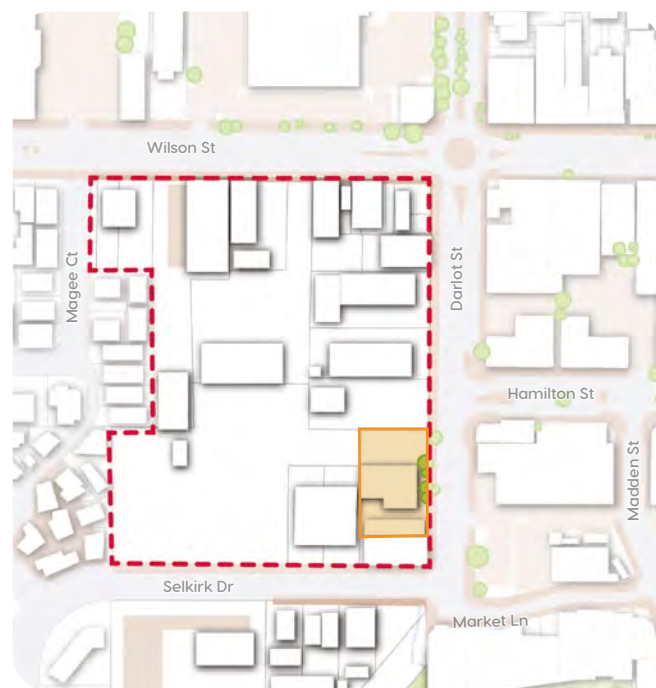


Figure 27 - Built Form

Zoning

The Investigation Area is zoned Commercial 1 Zone (C1Z).

This zone provides for a mix of uses including retail, office, business, entertainment and community uses. The C1Z encourages residential uses at densities complementary to the role and scale of the commercial centre. It is noted that the use of the land as a “shop” can occur in this zone without the need for a planning permit.

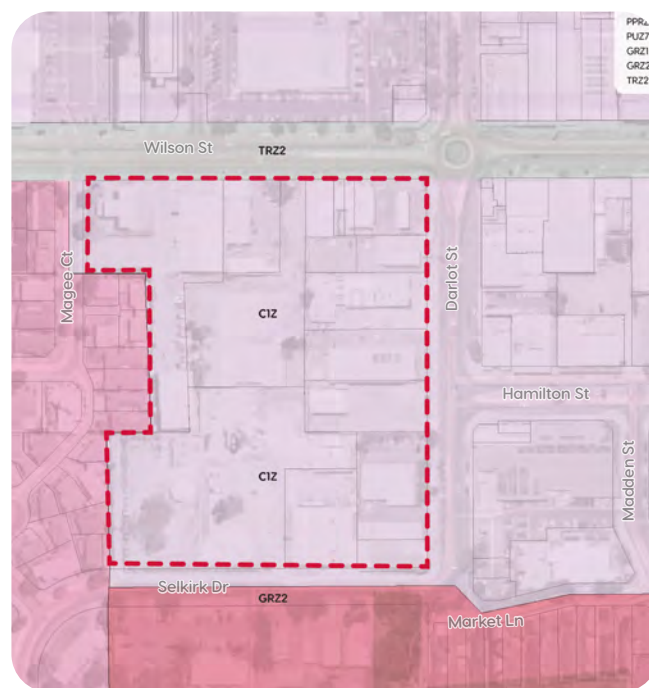


Figure 28 - Zoning. The land is zoned Commercial 1 Zone

Overlays Summary

Three overlays exist across the site, DD03 Wider Airport Environ, DDO9 Stormwater management and EAO Controls of Contaminated Land.

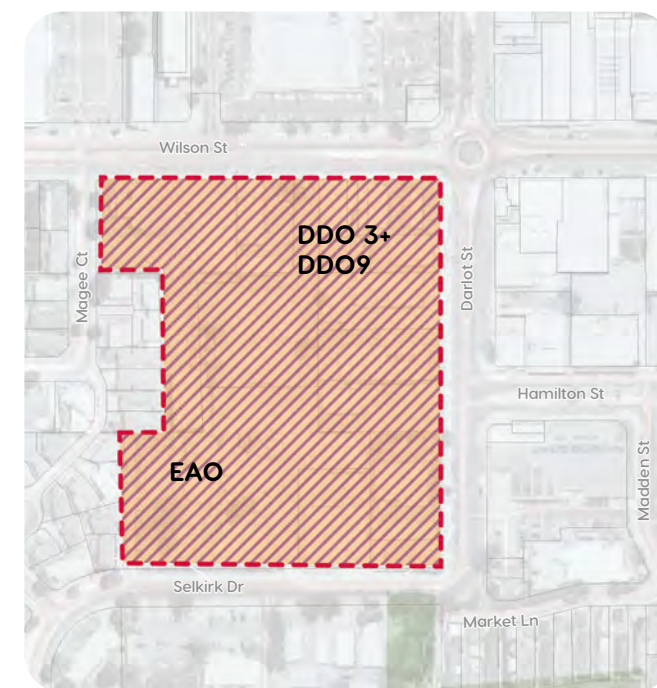


Figure 29 - Overlays

Design and Development Overlay - Schedule 3 (DD03)

This overlay seeks to maintain the efficiency and safety of the Horsham airfield by controlling the height of developments surrounding the airport. The DDO triggers a planning permit for the construction of buildings or works, however, Schedule 3 states a permit is not required to construct a building or works which are less than 30 metres high above natural ground level.

Design and Development Overlay - Schedule 9 (DD09)

The DDO9 aims to minimise the risk associated with stormwater flooding. A planning permit is required for all buildings and works within this overlay, with some exceptions.

It is noted that DD09 is purposed to be removed from the investigation area via amendment C81.

Environmental Audit Overlay (EAO)

This overlay seeks to ensure that potentially contaminated land is suitable for a use which could be significantly adversely affected by any contamination.

Before a sensitive use (residential use, child care centre, kindergarten, pre-school centre, primary school, even if ancillary to another use), children's playground or secondary school commences or before the construction or carrying out of buildings and works in association with these uses commences:

- A preliminary risk screen assessment statement in accordance with the Environment Protection Act 2017 must be issued stating that an environmental audit is not required for the use or the proposed use; or
- An environmental audit statement under Part 8.3 of the Environment Protection Act 2017 must be issued stating that the land is suitable for the use or proposed use; or
- A certificate of environmental audit must be issued for the land in accordance with Part IXD of the Environment Protection Act 1970; or
- A statement of environmental audit must be issued for the land in accordance with Part IXD of the Environment Protection Act 1970 stating that the environmental conditions of the land are suitable for the use or proposed use.

Relevant Planning Permits

99-101 Wilson Street, Horsham – A planning permit has been granted for shops, dwellings, car parking and access, and subdivision of buildings.

Investigation Area 2 Development Option 1

The land in Investigation Area 2 is zoned Commercial.

Option 1 proposes commercial redevelopment opportunities along Wilson Street and Darlot Street, with townhouse development to the south. It proposes a new street in the south and a connected laneway in the northern part of the site.

Future development within this Investigation Area seeks to achieve the following design objectives:

- Reinforce commercial frontages along Wilson Street and Darlot Streets.
- Provide increased housing choice in close proximity to the CAD.
- Create visible and welcoming building frontages and entrances.
- Development of a residential frontage along the northern side of Selkirk Street, supporting an attractive interface with the potential future residential development on the southern side of the street (Investigation Area 1).
- Encourage residential uses at densities complementary to the role and scale of the CAD. In this option townhouses are proposed.
- Provide local access between Wilson Street, Selkirk Dr and Darlot Street to open up development opportunities in the centre of the site.
- Potential to redevelop the Wimmera Business Centre (note the proposed local street would require land acquisition).
- The commercial areas (C1Z) allows for residential use above commercial uses at ground and lower levels, which should be encouraged and supported.

Note - A Planning Permit for 99-101 Wilson Street (for shops, dwellings, car parking and access, and subdivision of buildings) has been granted.

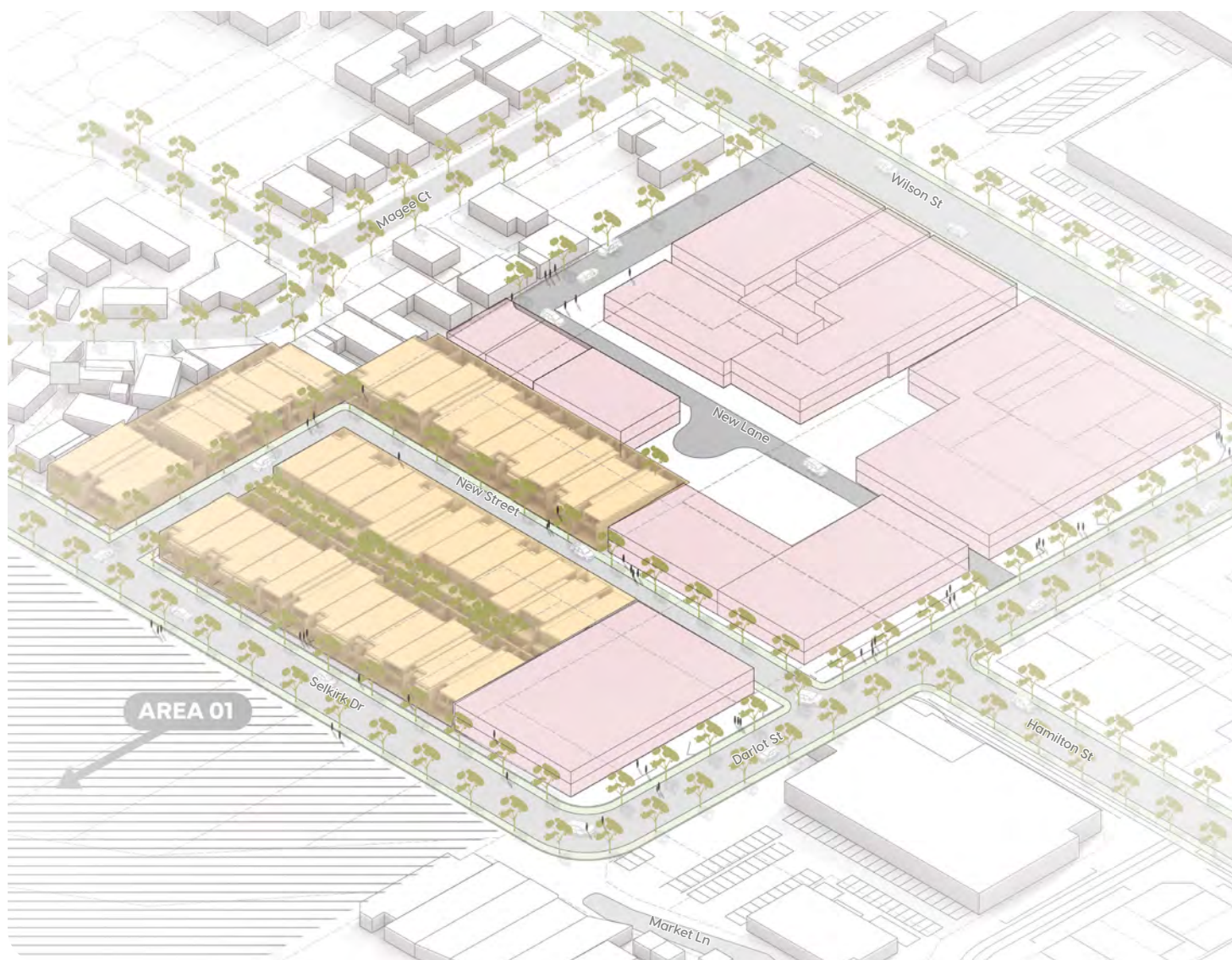


Figure 30 - Investigation Area 2 Option 1

Investigation Area 2 - Development Option 1

Option 1 responds to the granted planning permit at 99-101 Wilson Street (for shops, dwellings, car parking and access, and subdivision of buildings). In summary this concept proposes:

- Contiguous commercial interface along Wilson and Darlot Streets.
- Provides local access between Wilson Street, Selkirk Drive and Darlot Street to open up development opportunities in the centre of the site.
- Provision of increased housing choice in close proximity to the CAD. In this option townhouse development in the southern section of the Investigation Area are proposed.
- Potential to redevelop the Wimmera Business Centre (note the proposed local street require land acquisition).
- The commercial areas (C1Z) allows for residential use above commercial uses at ground and lower levels, which should be encouraged and supported.

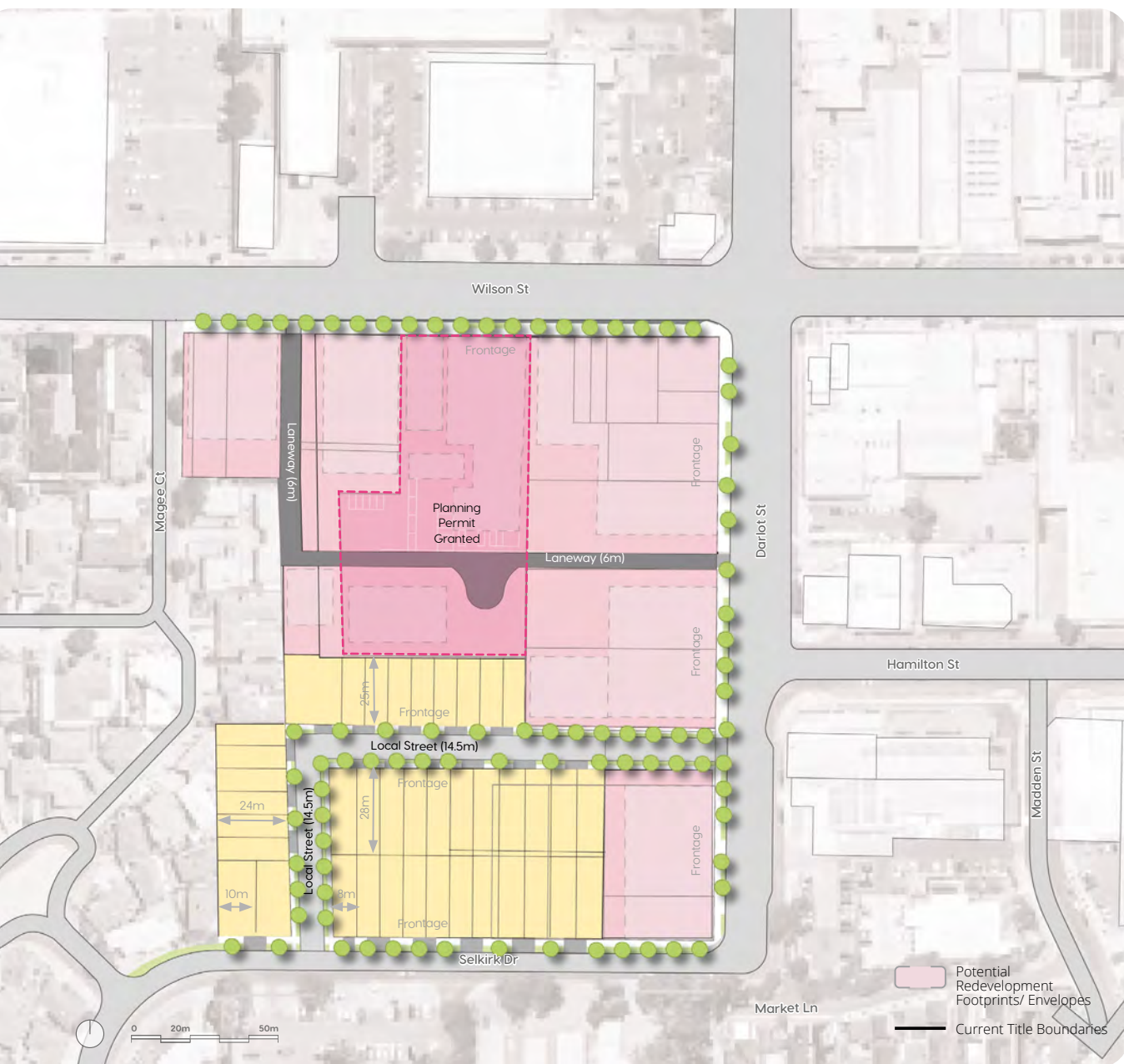


Figure 31 - Investigation Area 2 - Option 1

Total Area	3.52 ha	100%
Streets, Roads and Lanes:	0.51 ha	14.5%
Local Street (14.5m)	0.33 ha	
Laneway (6m)	0.18 ha	
Commercial Area:	2.08 ha	59.1%
SubTotal	2.59 ha (approx)	
Residential Area:		
Medium Density Lots		
9300 m ² developable area for townhouse development, lot width flexibility allows for volume builder townhouse designs		26.4%
36 lots x avg. 220m ² (24-28m depth)		
SubTotal	0.93 ha (approx)	

Investigation Area 2 Development Option 2

The land in Investigation Area 2 is zoned Commercial.

Option 2 proposes commercial redevelopment opportunities along Wilson Street and Darlot Street, with townhouse development to the south. It proposes a new north-south street and a new east-west street to open up more development opportunities within the site.

Future development within this Investigation Area seeks to achieve the following design objectives:

- Provision of a local street providing a north/south access to support vehicle access, more development opportunities and increased pedestrian permeability with flexibility to close the street for local access only. (There is the possibility that while the new street provides access into the site that it is not a through street for vehicles).
- Create a contiguous commercial interface along Wilson and Darlot Streets.
- Create visible and welcoming building frontages and entrances.
- Development of a residential frontage along the northern side of Selkirk Street, supporting an attractive interface with the potential future residential development on the southern side of the street (Investigation Area 1).
- Encourage residential uses at densities complementary to the role and scale of the CAD. In this option townhouses are proposed.
- Provide increased housing choice in close proximity to the CAD.
- Potential to redevelop the Wimmera Business Centre (note the proposed local street would require land acquisition).
- The commercial areas (C1Z) allows for residential use above commercial uses at ground and lower levels, which should be encouraged and supported.

Note - A Planning Permit for 99-101 Wilson Street (for shops, dwellings, car parking and access, and subdivision of buildings) has been granted.

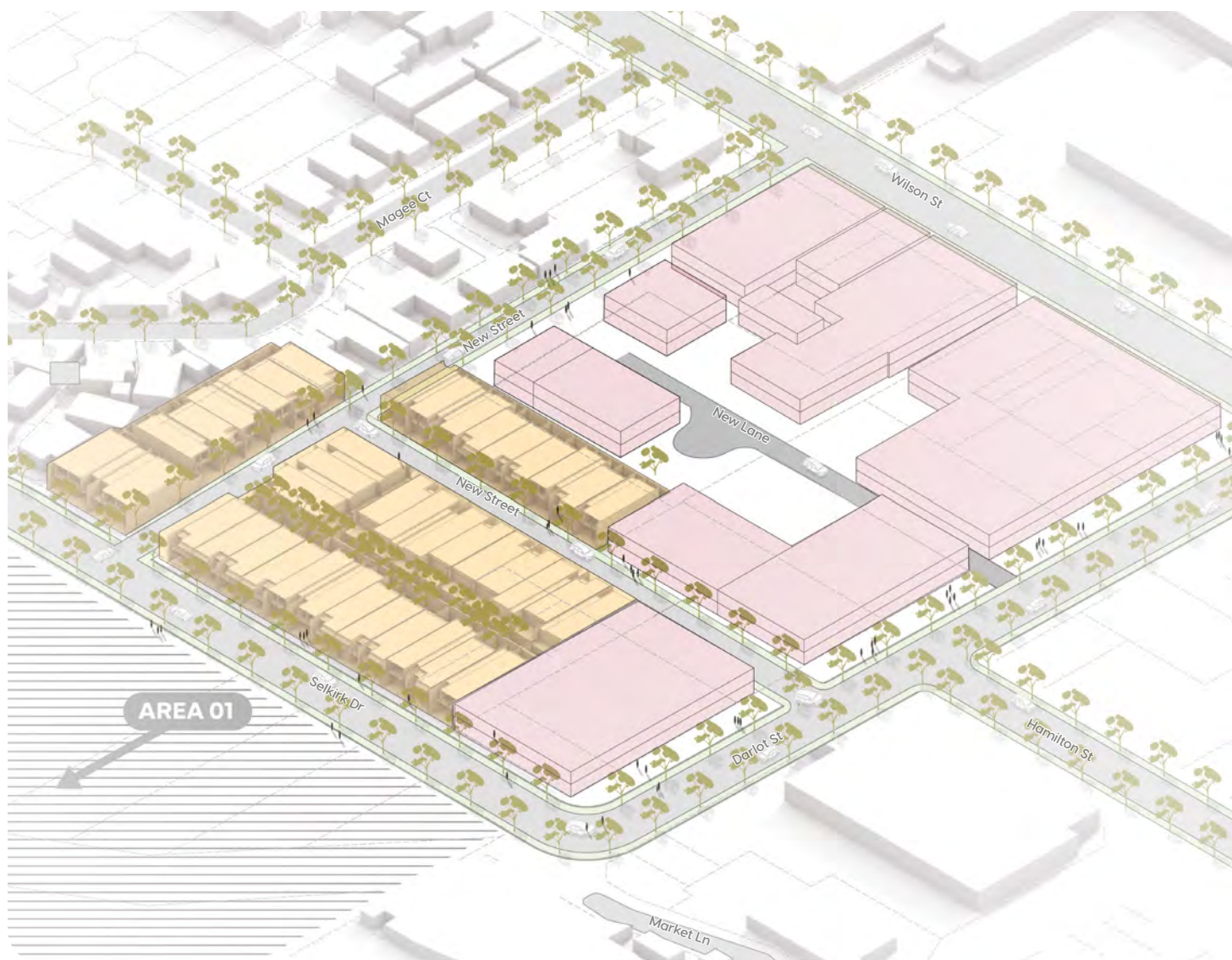


Figure 32 - Investigation Area 2 - Option 2

Investigation Area 2 - Development Option 2

The main difference between this option and Option 1 is the inclusion of a north-south street between Wilson Street and Selkirk Drive. In summary this concept proposes:

- Provision of a local street providing a north-south and an east-west link supporting vehicle access, more development opportunities and increased pedestrian permeability with flexibility to close the street for local access only. (Hatched area indicates potential area that could be closed to through traffic).
- Commercial use along the Wilson and Darlot Street frontages.
- Townhouse development in the southern section of the investigation area.
- Potential to redevelop the Wimmera Business Centre (note the proposed local street would require land acquisition).
- The commercial areas (C1Z) allows for residential use above commercial uses at ground and lower levels, which should be encouraged and supported.

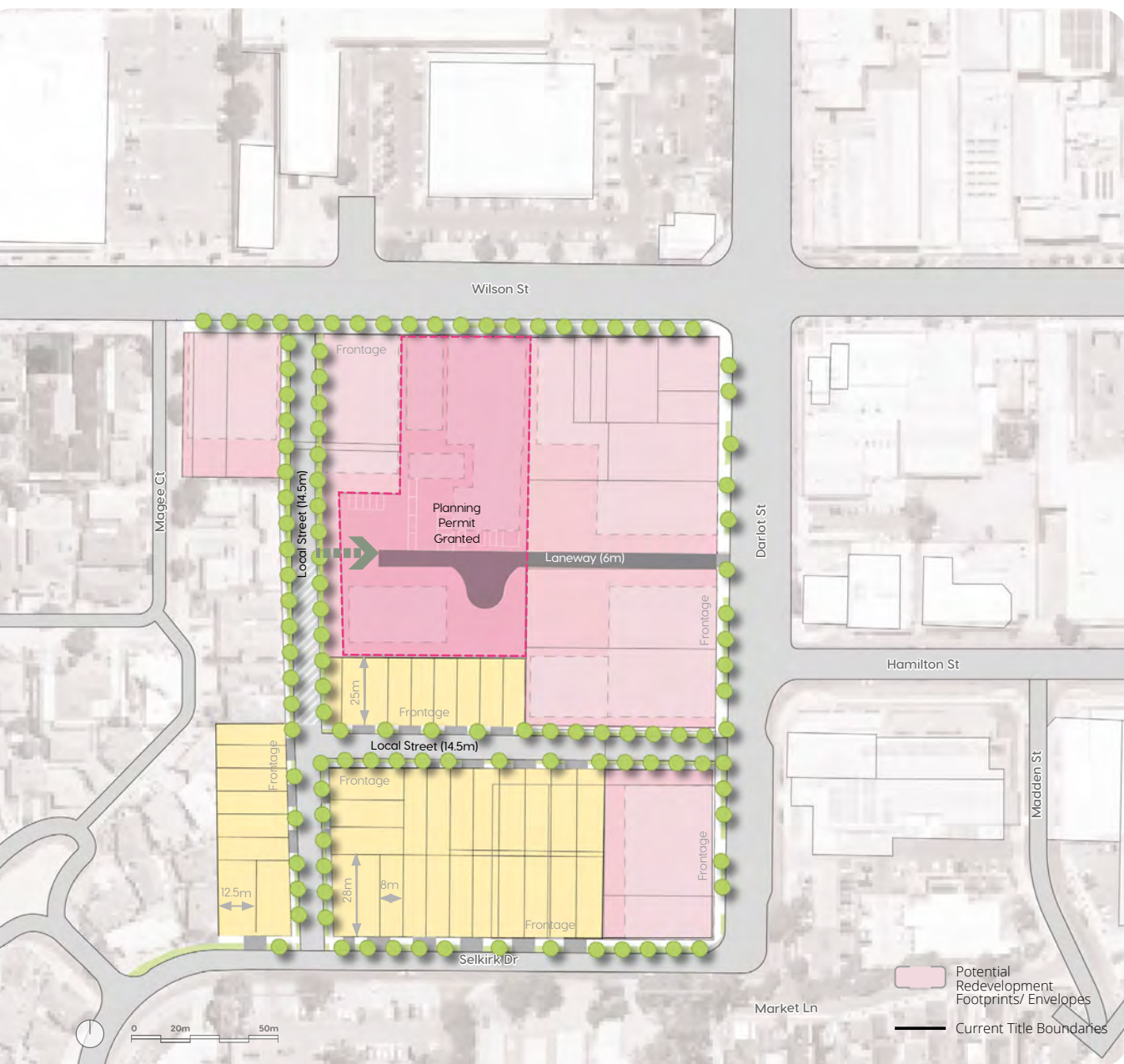


Figure 33 - Investigation Area 2 - Option 2

Total Area	3.52 ha	100%
Streets, Roads and Lanes:	0.60 ha	17.0%
Local Street (14.5m)	0.50 ha	
Laneway (6m)	0.10 ha	
Commercial Area:	2.0 ha	56.8%
Total	2.60 ha (approx)	
Residential Area:		
Medium Density Lots		
9200 m ² developable area for townhouse development, lot width flexibility allows for volume builder townhouse designs		26.2%
40 lots x avg. 230m ² (25-28m depth)		
Total	0.92 ha (approx)	

Investigation Area 2 Development Option 3

The land in Investigation Area 2 is zoned Commercial.

Option 3 proposes commercial redevelopment opportunities along Wilson Street and Darlot Street, with townhouse and apartment development to the south. It proposes a north-south street and an east-west street to open up more development opportunities within the site.

Future development within this Investigation Area seeks to achieve the following design objectives:

- Townhouse and apartment development in the southern section of the investigation area.
- Reinforce commercial frontages along Wilson Street and Darlot Streets.
- Create visible and welcoming building frontages and entrances.
- Development of a residential frontage along the northern side of Selkirk Street, supporting an attractive interface with the potential future residential development on the southern side of the street (Investigation Area 1).
- Encourage residential uses at densities complementary to the role and scale of the CAD.
- Provision of a local street providing a north/south block link supporting vehicle access, more development opportunities and increased pedestrian permeability with flexibility to close the street for local access only. (There is the possibility that while the new street provides access into the site that it is not a through street for vehicles).
- Potential to redevelop the Wimmera Business Centre (note the proposed local street would require land acquisition).
- The commercial areas (C1Z) allows for residential use above commercial uses at ground and lower levels, which should be encouraged and supported.

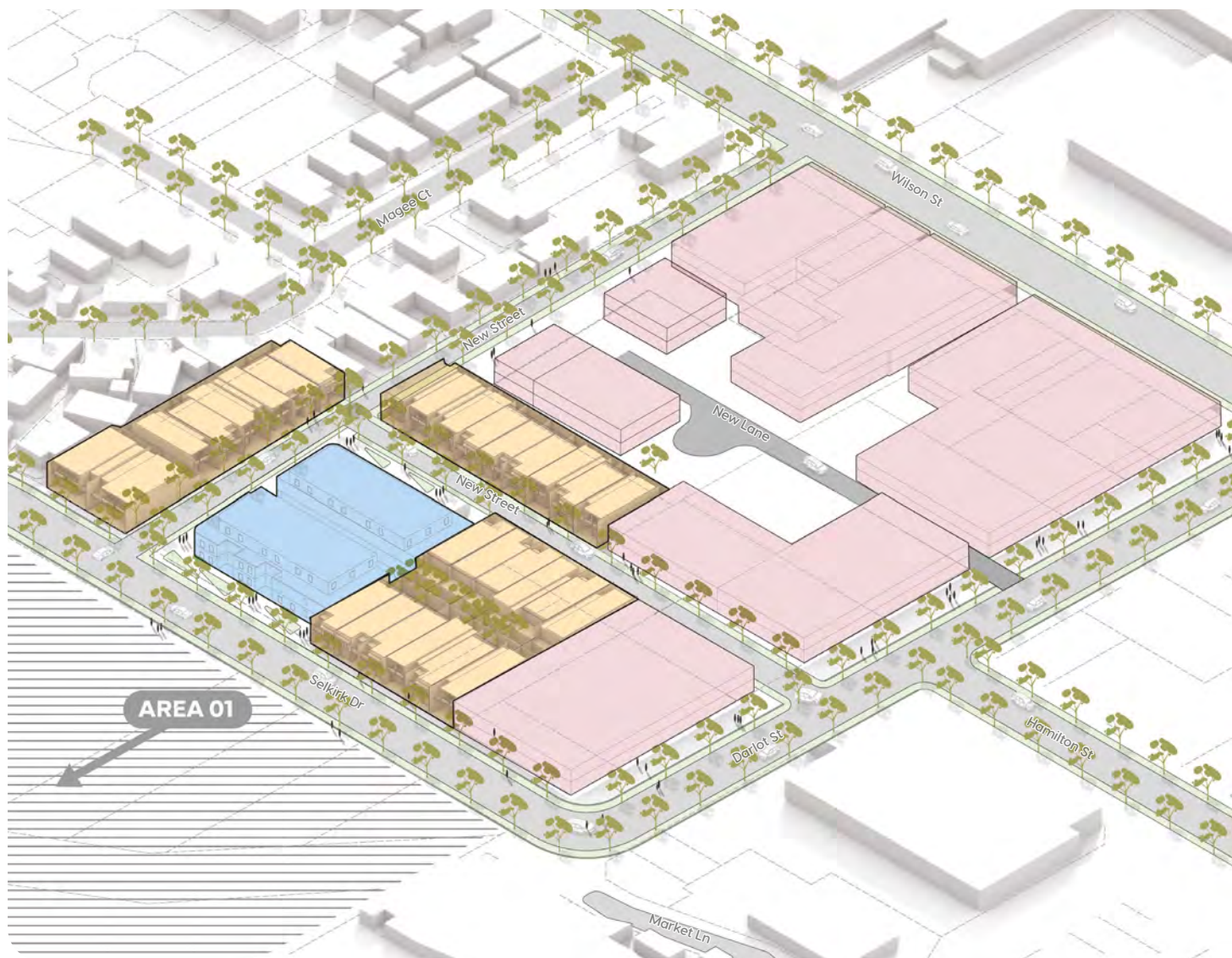


Figure 34 - Investigation Area 2 Option 3

Investigation Area 2 - Development Option 3

Option 3 reflects the intent of the proposed 'City to River Masterplan' with the inclusion of the connector street between Wilson Street and Selkirk Drive. In summary this concept proposes:

- Townhouse and apartment development in the southern section of the investigation area.
- Provision of a local street providing a north/south and an east-west link supporting vehicle access and increased pedestrian permeability with flexibility to close the street for local access only. (Hatched area indicates potential area that could be closed to through traffic).
- Commercial use along the Wilson and Darlot Street frontages.
- Potential to redevelop the Wimmera Business Centre (note the proposed local street would require land acquisition).
- The commercial areas (C1Z) allows for residential use above commercial uses at ground and lower levels, which should be encouraged and supported.

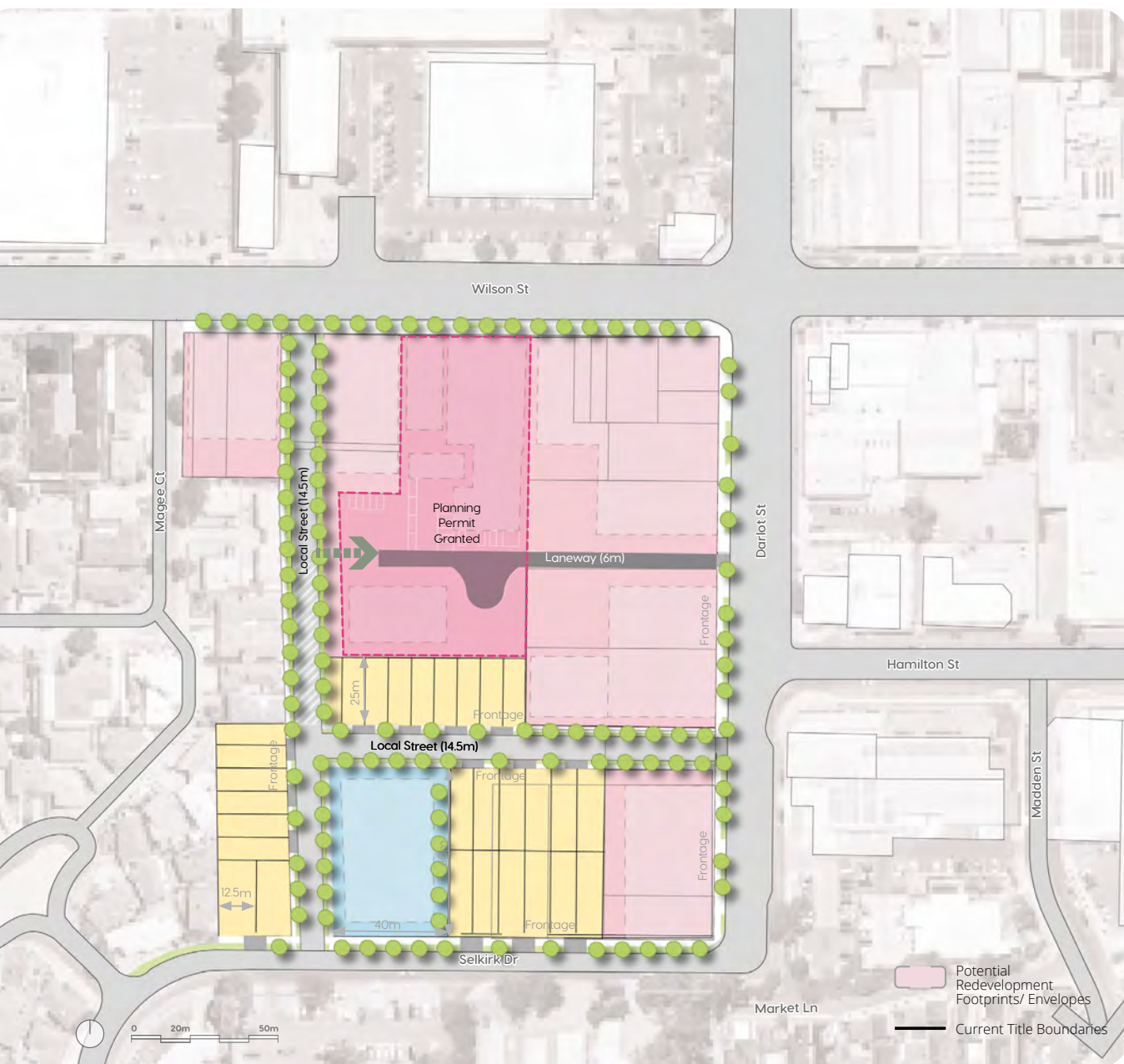


Figure 35 - Investigation Area 2 - Option 3

Total Area	3.52 ha	100%
Streets, Roads and Lanes:	0.60 ha	17.0%
Local Street (14.5m)	0.50 ha	
Laneway (6m)	0.10 ha	
Commercial Area:	2.0 ha	56.8%
SubTotal	2.60 ha (approx)	
Residential Area:		
Higher Density Lot		
2400 m ² developable area for apartment development (60m x 40m parcel)		6.8%
Medium Density Lots		
6800 m ² developable area for townhouse development, lot width flexibility allows for volume builder townhouse designs 28 lots x avg. 230m ² (25-28m depth)		19.4%
SubTotal	0.92 ha (approx)	



Redevelopment Options Investigation Area 3



Investigation Area 3 Commercial/Residential Landholdings North of Baker Street



Figure 36 - Investigation Area 3 Existing Conditions

Investigation Area 3 is located between O'Callaghans Parade, Firebrace Street and Baker Street, and occupies 2.85ha of space. It is currently made up of commercial and residential landholdings.

Key Features

- 1 Commercial properties exist along Firebrace Street near the intersection with O'Callaghans Street
- 2 Public drainage reserve runs east-west between Madden Street and Firebrace Street
- 3 Prominent commercial site on corner of O'Callaghans Parade and Firebrace Street
- 4 Horsham Aquatic Centre
- 5 Harvey Norman is located immediately north of the precinct
- 6 Government Services Building
- 7 The Botanical Garden is located immediately to the south of the precinct
- 8 The City Oval is located to the south of the precinct
- 9 Prominent intersection connecting area to the Botanic Gardens and the Oval



Intersection at Firebrace and Baker Streets

Land Ownership

The majority of the Investigation Area 3 is owned by private land owners. Council owns the public use zoned land between Madden Street and Firebrace Street (1) and between Firebrace Street and O’Callaghans Parade (2).

Existing Buildings

There are a number of large buildings with commercial uses (mainly machinery and automotive repair industries) located along Firebrace Street. A new building housing government services is located on Madden Street.

Zoning

Commercial 1 Zone (C1Z)

This zone provides for a mix of uses including retail, office, business, entertainment and community uses. The C1Z encourages residential uses at densities complementary to the role and scale of the commercial centre. It is noted that the use of the land as a “shop” can occur in this zone without the need for a planning permit.

Commercial 2 Zone (C2Z)

The C2Z encourages commercial areas for offices, appropriate manufacturing and industries, bulky goods retailing and associated commercial services. Accommodation uses (except for residential hotel) are prohibited in this zone.

General Residential Zone – Schedule 2 (GRZ2)

This zone applies to the Horsham General Residential Area. The GRZ2 encourages a diversity of housing types that

respects the neighbourhood character of the area. The building height in this zone must not exceed 11 metres and 3 storeys at any point. Furthermore, buildings must be setback a minimum of 2.5 metres from Baker Street, the Wetlands Park, and part of Madden Street.

Public Use Zone (PUZ)

The purpose of this zone is to recognise public land use for public utility and community services and facilities, and to provide for associated uses that are consistent with the intent of the public land reservation or purpose, as follows:

- Public Use Zone 1 – Service and Utility
- Public Use Zone 6 – Local Government

Overlays

Three overlays exist across the site, DD03 Wider Airport Environ, DD09 Stormwater management and EAO Controls of Contaminated Land.

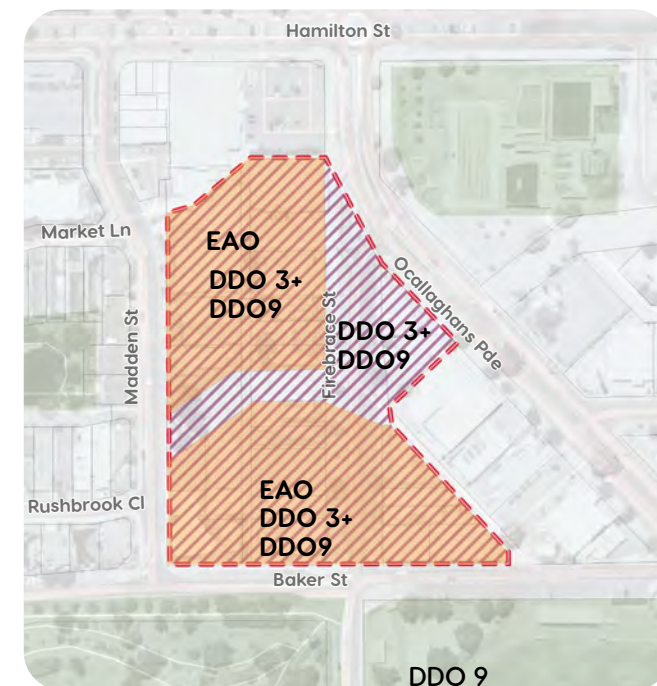
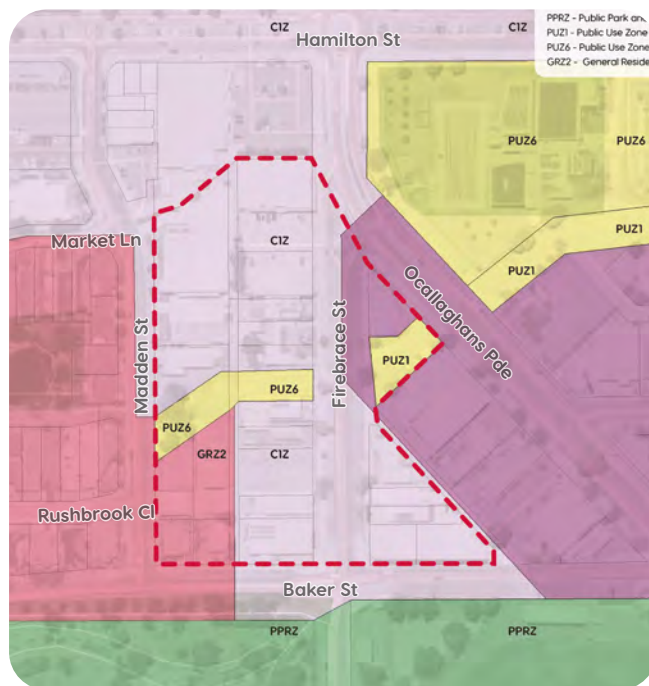


Figure 37 - Built Form

Figure 38 - Zoning

Figure 39 - Overlays

Design and Development Overlay - Schedule 3 (DDO3)

The DDO3 applies to Investigation Area 3 in its entirety. This overlay seeks to maintain the efficiency and safety of the Horsham airfield by controlling the height of developments surrounding the airport. The DDO triggers a planning permit for the construction of buildings or works, however, Schedule 3 states a permit is not required to construct a building or works which are less than 30 metres high above natural ground level.

Design and Development Overlay - Schedule 9 (DDO9)

The DDO9 aims to minimise the risk associated with stormwater flooding. A planning permit is required for all buildings and works within this overlay, with some exceptions.

It is noted that DD09 is proposed to be removed via Amendment C81 and replaced via new controls.

Environmental Audit Overlay (EAO)

This overlay seeks to ensure that potentially contaminated land is suitable for a use which could be significantly adversely affected by any contamination.

Before a sensitive use (residential use, child care centre, kindergarten, pre-school centre, primary school, even if ancillary to another use), children’s playground or secondary school commences or before the construction or carrying out of buildings and works in association with these uses commences:

- A preliminary risk screen assessment statement in accordance with the Environment Protection Act 2017 must be issued stating that an environmental audit is not required for the use or the proposed use; or
- An environmental audit statement under Part 8.3 of the Environment Protection Act 2017 must be issued stating that the land is suitable for the use or proposed use; or
- A certificate of environmental audit must be issued for the land in accordance with Part IXD of the Environment Protection Act 1970; or
- A statement of environmental audit must be issued for the land in accordance with Part IXD of the Environment Protection Act 1970 stating that the environmental conditions of the land are suitable for the use or proposed use.

Land Subject to Inundation Overlay (LSIO)

The LSIO (Horsham Flood Storage or Flood Fringe Areas) applies to flood prone land affected by the 1 in 100 (1 per cent Annual Exceedance Probability) year flood event. A planning permit is required for all buildings and works (with minor exceptions) and subdivision.

Any application is required to:

- Submit a flood risk report,
- Consider the local floodplain development plan, and
- Be referred to the relevant floodplain management authority.

Floodway Overlay (FO)

The FO (Horsham Flood Risk Areas) applies to flood prone land affected by the 1 in 100 (1 per cent Annual Exceedance Probability) year flood event of high hazard which have the greatest risk and frequency of being affected by flooding.

A planning permit is required for all buildings and works (with minor exceptions) and subdivision. Any application is required to:

- Submit a flood risk report,
- Consider the local floodplain development plan, and
- Be referred to the relevant floodplain management authority.

Amendment C81:

The existing Floodway and Land Subject to Inundation Overlays affecting the investigation area are proposed to be amended via amendment C81. The existing and proposed overlays are shown on the plans below.

As the amendment has not been adopted this report has identified the affected areas. Prior to considering future development on these areas it is recommended that consultation with Council and the CMA occurs.

Relevant Planning Permits

3-7 Madden Street, Horsham – Planning Permit issued for Offices and associated parking and inundation retention basin.

174-176 Firebrace Street, Horsham – Planning Permit issued for Dance Studio, Apartments and associated parking.

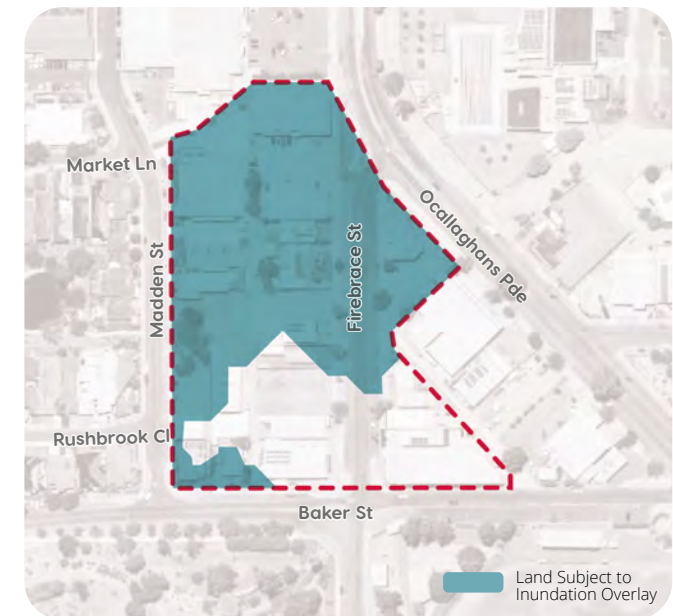


Figure 40 - Current Flood Management Overlays

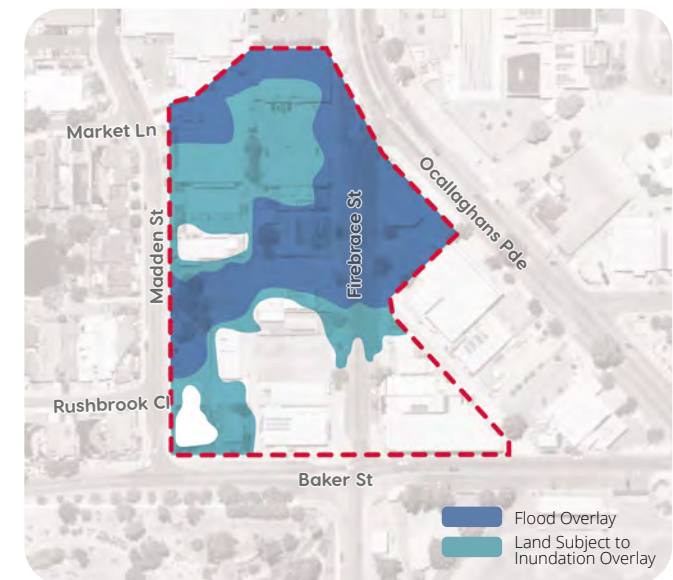


Figure 41 - Proposed C81 Overlays

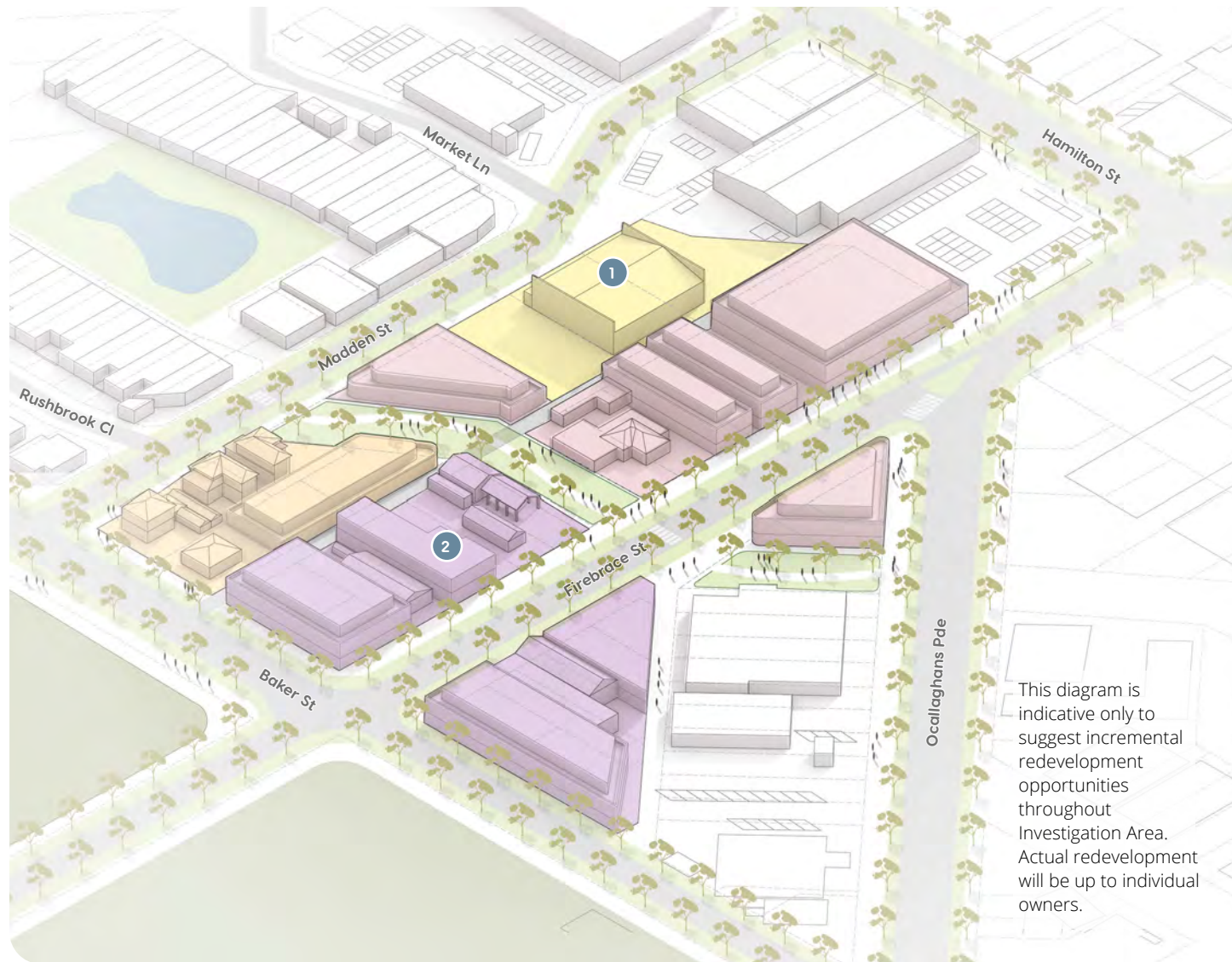
Investigation Area 3 Development Option 1

Investigation Area 3 is located on the gateway into the Town Centre. The current mix of land uses includes retail, office, business, entertainment and community use.

This option proposes to strengthen the mix of uses in this Investigation Area. Additionally it proposes to improve the Firebrace Street streetscape and better utilise the drainage reserve as a passive recreational asset.

Future development within this Investigation Area seeks to achieve the following design objectives:

- Encourage residential uses at densities complementary to its proximity to the Horsham CAD.
- Encourage higher value commercial uses on the highly visible gateway (commercial) sites.
- Connect the drainage reserve into Horsham's open space network.
- Build upon recent development approvals in the area:
 - 1 Recent permit approval and construction of offices and associated parking and inundation retention basin on 3-7 Madden Street.
 - 2 Recent permit approval for a dance studio, apartments and associated on 174-176 Firebrace Street (Under construction).



This diagram is indicative only to suggest incremental redevelopment opportunities throughout Investigation Area. Actual redevelopment will be up to individual owners.

Figure 42 - Investigation Area 3 Option 1



Figure 43 - Key plan showing proximity of Investigation Area 3 to the CAD

Investigation Area 3 - Development Option 1

Future development within Investigation Area 3 seeks to achieve the following design objectives;

- Encourage a transition to high quality commercial tenancies along Firebrace Street (north of the drainage reserve). Min 2 storeys height is preferable. Tenancies should have ground floor uses and that engage with the street. Activation of the street edge will improve the pedestrian experience along Firebrace Street.
- Provide a strong sense of arrival to the CAD. Sites located on the gateway into the township are important because of their contribution to the arrival experience. Corner sites, particularly those located on prominent view lines, should provide an active and engaging interface with the surrounding streets and any adjacent public space and/or parks. Allied CAD office tenancies and short-term tourist accommodation are considered appropriate uses. Min 2 storeys height is preferable.

- Encourage high quality architectural outcomes in future development located at the intersection of Firebrace and Baker Streets. Built form should be expressive and of a scale that enhances local wayfinding between the Botanic Gardens and the CAD. Buildings should be positioned and articulated to encourage engagement with the street, provide passive surveillance over both streets and capitalise on the pleasant outlook over the Botanic Gardens.
- Key opportunity to increase the diversity of housing typologies in the CAD by encouraging visitor accommodation and other forms of accommodation (i.e housing) at upper levels to capitalise on the open space interface to the south.
- Create an attractive outlook and a safe and well utilised green liner open space, by encouraging residential development that creates a contiguous frontage addressing the drainage reserve. Encourage increased residential density that provides a diversity of housing stock. Lots under 350sqm are recommended.
- Encourage development of complementary land uses, ie community or Government services, adjacent tot the Government building on Madden Street.
- Create a high quality public realm to provide a fitting connection between the CAD and the River.

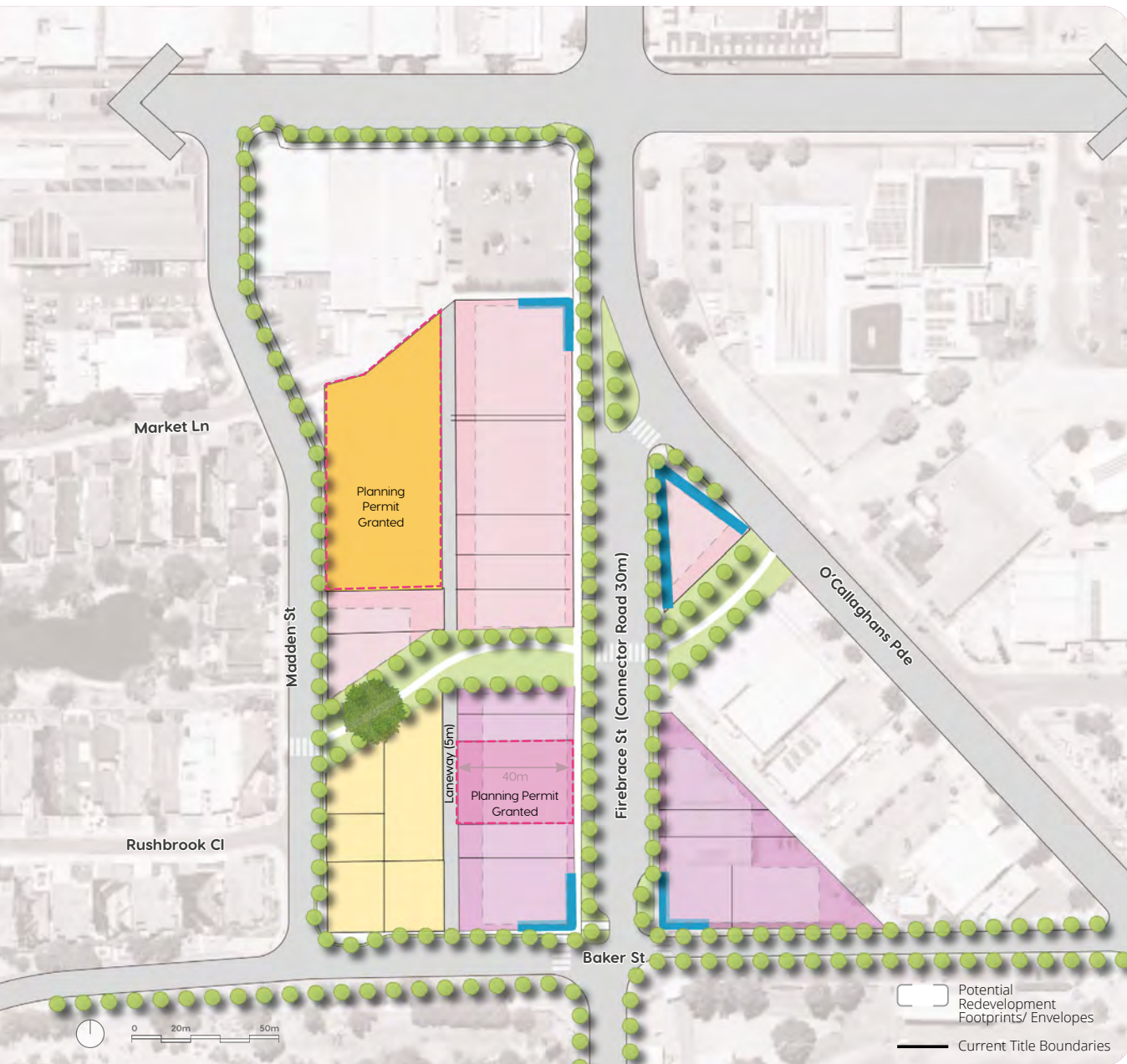


Figure 44 - Investigation Area 3 - Option 1

Total Area	2.85 ha	100%
Encumbered Land (Drainage Reserve)	0.3 ha	10.5%
Streets, Roads and Lanes:	0.62 ha	21.8%
Connector Road (30m)	0.58 ha	
Laneway (5m)	0.04 ha	
Commercial	0.68 ha	23.8%
On corner of O'Callaghans Parade and Firebrace Street	0.06 ha	
On western side of Firebrace Street	0.62 ha	
Mixed Use	0.64 ha	22.5%
On corner of Baker Street and Firebrace Street	0.30 ha	
On western side of Firebrace Street	0.34 ha	
Office/Government Services	0.33 ha	11.6%
Total	2.57 ha (approx)	
Residential Area:		
Residential Lots		9.8%
2800 m ² developable area for townhouse development		
Total	0.28 ha (approx)	



Desired Typologies

Housing Typology Examples

Below are a number of examples of appropriate housing typologies to be encouraged across the investigation areas.

Examples of Appropriate Townhouse Typologies



A diversity of housing types with a consistent architectural language and style



An articulated dwelling frontage that sits comfortably amongst the retained vegetation and the drainage corridor



Front yard and garage positively contribute to the streetscape

Examples of Appropriate Scaled Apartment Buildings



Contemporary street frontage and articulation



Apartment that integrates with the rhythm of the street



Apartment that addresses and activates the open space

Commercial and Mixed Use Typology Examples

Below are a number of examples of appropriate commercial and mixed use typologies to be encouraged across the investigation areas, specifically Investigation Area 2 and 3.

Examples of commercial and mixed use typologies that show appropriate bulk and scale and placement of buildings on front boundaries



Facades that add to streetscape will be encouraged.



Built form should hug the corners of the street with significant areas of glazing.



Ground floor retail or commercial can also accommodate residential uses above.



Two storey forms can sit well adjacent to single storey forms.



Adaptive reuse of existing buildings can enhance the precinct's character.



Good public realm can support a mix of uses including commercial and residential uses.



Planning Pathways



This section identifies the planning pathways for the investigation areas. This includes consideration of existing zones and overlays, amended controls required to facilitate options and other considerations.

Investigation Area 1 Council Depot Site

Current Zoning	Amended controls required to facilitate options?
<p>General Residential Zone</p>	<p>Environmental Audit Overlay:</p> <p>The Environmental Audit Overlay applies to the entire site. The audits will be required prior to the commencement of development for residential (sensitive) uses.</p> <p>Proposed new Development Plan Overlay:</p> <p>To achieve the development outcomes set out in the Options and to provide further guidance to Council planners and landowners, a Development Plan Overlay could be applied to the investigation area.</p> <p>The benefit of a Development Plan Overlay is that Council can include the objectives, information requirements and required guidance in the DPO schedule which relates to land use, landscaping and built form, but leaved the preparation of the Development Plan to the landowner. The DPO can be written with specific requirements and objectives to ensure that a Development Plan addresses Councils key outcomes at the same time as addressing a developers commercial needs at the time of development.</p> <p>The DPO schedule could require that the future development plan addresses the following (this is not an exhaustive list):</p> <ul style="list-style-type: none"> • General consistency with the development concept plan. • A Site Management Plan • Connectivity to existing road network via internal vehicle access ways with minimum standards provided. • Internal vehicle and pedestrian circulation. • Vehicle entry point location. • Provision of appropriate arrangements for necessary physical infrastructure, including waste water management, drainage works, retention and management of storm water, power and telecommunications. • Provision of an overall landscaping plan. • Identification of how flooding risks relevant to the land are to be addressed and managed. • Identification of how the development responds to other land uses in the area. • Opportunities to encourage affordable housing as defined by the Planning and Environment Act 1987 via S173 agreements. • Requirement for Housing Design Guidelines. <p>Given Council will likely sell this Investigation Area in the future it is vital to ensure that the DPO schedule addresses Councils ultimate development outcomes/desires for the site.</p> <p>The DPO is preferred to allow for Council to ensure their desired outcomes for the site can be achieved without stifling potential future market driven development opportunities that may arise - i.e. potential for higher densities and apartments should the market be there for this product when development occurs.</p> <p>Conclusion:</p> <p>Apply a new DPO schedule to the site as part of a planning scheme amendment prior to the sale of the land.</p>
<p>Rezoning required to facilitate options?</p> <p>The options for Investigation Area 1 both propose residential development which is consistent with existing zoning.</p> <p>The General Residential Zone states that buildings must not exceed 11m and musty contain no more than 3 storeys at any point. This control therefore is consistent with the proposed majority of the site which proposes a mix of detached and attached homes. However, should the Council wish to pursue taller forms for apartment development indicated as "Higher Density Lots" on the plans, then there may be a need to review the controls to allow for that additional height above 11m.</p> <p>Given there is uncertainty in the market for the demand for apartment living, Council could leave the property in the current zoning which can facilitate 3 storey townhouse product or 3 storey apartments, but be open to considering a future S96a Application (lodged by the future landowner) for an amendment to the controls and a planning permit for apartment building/s in the location identified for Higher Density Lots.</p> <p>Conclusion:</p> <p>No rezoning required to facilitate development options. However, depending on market demand for multi storey apartments a site-specific amendment (to include a new schedule allowing greater heights in the GRZ) of the "Higher Density Lots" may be required.</p>	
<p>Current Overlays</p> <ul style="list-style-type: none"> • Design and Development Overlay - Schedule 3 • Design and Development Overlay - Schedule 9 (note that DD09 is proposed to be removed via Amendment C81) • Floodway Overlay (note existing Overlay proposed to be removed and replaced with a new Overlay via Amendment C81) • Land Subject to Inundation Overlay (note LSIO proposed to be amended via Amendment C81) • Environmental Audit Overlay 	

Additional considerations

Proposed Amendment C81:

Horsham Rural City Council has prepared planning scheme amendment C81 to the Horsham Planning Scheme. The Amendment seeks to implement the findings of six flood studies and associated maps prepared on behalf of the Wimmera Catchment Management Authority (CMA).

The Flood Amendment revises the mapping extent of the Floodway Overlay (FO) and Land Subject to Inundation Overlay (LSIO) and introduces the Special Building Overlay (SBO) in the areas of the respective six studies.

The new Floodway Overlay proposed under this amendment applies predominantly to the land identified for drainage within this Investigation Area. The DPO will require the future landowner to identify how flooding risks relevant to the land are to be addressed and managed.

Adverse Amenity impacts of the existing concrete batching plant:

Although the land in this Investigation Area is zoned for residential development, it is located across the road from the existing concrete batching site. The EPA Draft Separate Distance Guidelines states that a Concrete Batching Plant that produces over 5000T a year should be separated from sensitive uses by 100m (otherwise any application would trigger a referral to the EPA). Although the production of the batching plant is not known, the investigation area is much closer than 100m to the plant – noting also that there is existing residential development even closer to the plant on its western boundary. Although it is acknowledged that a Batching Plant is not an appropriate use for this location, it has existing use rights to operate from the site. Until a decision is made (by the landowner) to relocate the facility any future development of the investigation area for a sensitive use will need to consider the potential extent of adverse amenity impacts. A planning control such as a DPO which may be applied to the site will also need to consider the 'Agent of Change Principle' and respond accordingly. This could include a requirement for an amenity impact assessment as part of the preparation of the Development Plan for that land use if the buffers still applied.

Developer Contributions:

This Investigation Area provides a significant development opportunity which provides council with an option to require the preparation of an Infrastructure Plan (included as a requirement in the DPO) that could address the following as appropriate:

- The provision, staging and timing of stormwater drainage works.
- The provision, staging and timing of roadworks both internal and external (if required)
- The provision, staging and timing of landscaping works for local parks and stormwater drainage reserves (in accordance with 53.01).
- The securing of the infrastructure and utility services as may be necessary by way of an agreement pursuant to Section 173 of the Planning and Environment Act 1987.
- Any other infrastructure related matter reasonably requested by the responsible authority associated with the subdivision of land.

A development of this scale provides the opportunity for Council to voluntarily negotiate with a future landowner for the provision of affordable housing, infrastructure and or a development contribution to contribute towards the provision of new infrastructure and or upgrades to existing infrastructure in the Centre.

Windfall Gains Tax:

The Windfall Gains Tax Act 2021 will establish a new tax on the uplift in land value resulting from a planning scheme amendment which changes the zoning of certain land in Victoria on or after 1 July 2023 (including Council owned land). The planning recommendations made for these options (including the potential new General Residential Zone schedule) will not trigger the Windfall Gains Tax given no uplift zoning change is proposed.

Investigation Area 2 Concrete Batching Plant and Surrounding Commercial

Current Zoning	Amended controls required to facilitate options?	Additional Considerations
Commercial 1 Zone (C1Z)	<p>Environmental Audit Overlay:</p> <p>Although the Environmental Audit Overlay applies to the entire Investigation Area, only the area identified for residential development (sensitive uses) will trigger the need for the environmental audit. Given the proposed residential area is confined to the concrete batching plant properties it is considered appropriate that the landowner undertakes the required audits.</p> <p>Proposed new Design and Development Overlay:</p> <p>In order to achieve the outcomes of the development options and to provide further guidance to both Council planners and landowners, a Design and Development Overlay (DDO) could be applied to the investigation area.</p> <p>A DDO provides design guidance for the Investigation Area but does not rely on all landowners acting collaboratively in preparing a Development Plan for the whole investigation area (as would be required under a DPO).</p> <p>Similar to the DDO for City Gardens it is suggested that the overlay would play a similar role to include guidance regarding the land use outcomes sought, the ultimate internal road layout, as well as design guidance for the future residential development. This could include guidance on the following (this is not an exhaustive list):</p> <ul style="list-style-type: none"> • Dwelling Frontages • Fencing • Neighbourhood character • Setbacks • Innovative forms of building design • Sustainability etc. <p>Although the existing Commercial Zoned land will remain, guidance can be included in the DDO regarding the desired intensification and design improvements that are sought for this area. This could include guidance on the following (this is not an exhaustive list):</p> <ul style="list-style-type: none"> • Interfaces • Frontages • Pattern and character of the town centre • Parking locations • Innovative forms of building design <p>The option also exists to apply a Development Plan Overlay to the Investigation Area. This would be appropriate should the Council wish to facilitate the construction of the roads and laneways within the investigation area. Noting that the DPO schedule could include a requirement for a S173 agreement for Development Contributions to fund the delivery of the internal roads - there would be an opportunity to apportion the costs across multiple development sites on the basis of benefit.</p> <p>Conclusion:</p> <p>Apply a new DDO (or DPO) schedule to the site as part of a planning scheme amendment.</p>	<p>Windfall Gains Tax:</p> <p>The Windfall Gains Tax Act 2021 will establish a new tax on the uplift in land value resulting from a planning scheme amendment which changes the zoning of certain land in Victoria on or after 1 July 2023. The planning recommendations made for these options will not trigger the Windfall Gains Tax given no uplift zoning change is proposed.</p>
<p>Rezoning required to facilitate options?</p>		
<p>Both options propose to retain the existing commercial uses on the properties fronting Wilson and Darlot Streets. This area can continue to operate as it does currently or be redeveloped for further commercial/ mixed use intensification under the current zoning.</p> <p>The southern section of the investigation area (fronting Selkirk Road) is proposed for residential development. The Commercial 1 zone allows for residential development above ground floor, without the need for a planning permit, if the frontage at ground level does not exceed 2 metres). Based on the options, a planning permit for the use of the ground floor for dwellings would be required. A planning permit for buildings and works will also be required.</p> <p>This permit trigger provides Council with the opportunity to review the site layouts and building designs of the dwellings to confirm they are consistent with the desired outcomes. The application of additional controls through an overlay will provide Council with more guidance for these assessments.</p> <p>Conclusion:</p> <p>No rezoning required to facilitate development options.</p>		
<p>Current Overlays</p>		
<ul style="list-style-type: none"> • Design and Development Overlay - Schedule 3 • Design and Development Overlay - Schedule 9 (note that DD09 is proposed to be removed via Amendment C81) • Environmental Audit Overlay 		

Investigation Area 3 Commercial/Residential Landholdings North of Baker Street

Current Zoning	Amended controls required to facilitate options?	Additional Considerations
<ul style="list-style-type: none"> Commercial 1 Zone Commercial 2 Zone General Residential Zone Public Use Zone 6 	<p>Environmental Audit Overlay</p> <p>Concerns were raised by landowners in the consultation workshops regarding the economic impact of the Environmental Audit Overlay on their ability to redevelop their sites. Given the fragmented nature of this Investigation Area Council could consider undertaking the required investigations on behalf of the landowners to facilitate the removal of the Overlay.</p>	<p>Proposed Amendment C81:</p> <p>Horsham Rural City Council has prepared planning scheme amendment C81 to the Horsham Planning Scheme. The Amendment seeks to implement the findings of six flood studies and associated maps prepared on behalf of the Wimmera Catchment Management Authority (CMA).</p>
<p>Rezoning required to facilitate options?</p> <p>The uses identified in the option for Investigation Area 3 are consistent with the existing zoning controls affecting the area.</p> <p>Conclusion:</p> <p>No rezoning required to facilitate development options.</p>	<p>Proposed new Design and Development Overlay</p> <p>In order to achieve the outcomes of the development options and to provide further guidance to both Council planners and landowners, a Design and Development Overlay (DDO) should be considered to cover the investigation area.</p> <p>Similar to the DDO for City Gardens it is suggested that the overlay include guidance regarding the land use outcomes sought as well as design guidance for the future residential development. This could include guidance on the following (this is not an exhaustive list):</p> <ul style="list-style-type: none"> Dwelling Frontages Fencing Neighbourhood character Setbacks Innovative forms of building design Sustainability etc. 	<p>The Flood Amendment revises the mapping extent of the Floodway Overlay (FO) and Land Subject to Inundation Overlay (LSIO) and introduces the Special Building Overlay (SBO) in the areas of the respective six studies.</p> <p>The new Floodway Overlay proposed under this amendment affects a number of properties in this investigation area and would likely limit the development potential of these sites. It is assumed that Council is informing these landowners through the amendment process for Amendment C81 what the implications of the amendment on their landholdings is. Although the Overlay Schedule does not prohibit development within the area covered by the Overlay we understand that Council and the Wimmera Catchment Management Authority are unlikely to support future development on these sites. As the amendment has not been adopted at the time of preparing the options this report has identified the affected properties and makes note that prior to considering future development it is recommended that consultation with Council and the CMA occurs.</p>
<p>Current Overlays</p> <ul style="list-style-type: none"> Design and Development Overlay - Schedule 3 Design and Development Overlay - Schedule 9 (note that DD09 is proposed to be removed via Amendment C81) Land Subject to Inundation Overlay (note LSIO proposed to be amended via Amendment C81) Environmental Audit Overlay New Floodway Overlay proposed over a number of properties via Amendment C81. 	<p>Although the existing Commercial Zoned land will remain, guidance can be included in the DDO regarding the desired intensification and design improvements that are sought for this area. This could include guidance on the following (this is not an exhaustive list):</p> <ul style="list-style-type: none"> Interfaces Frontages Pattern and character of the town centre Parking locations Innovative forms of building design (including the creation of landmark feature buildings on the identified key sites) <p>Conclusion:</p> <ul style="list-style-type: none"> Apply a new DDO schedule to the site as part of a planning scheme amendment. Investigate the opportunity for Council to satisfy the requirements of the Environmental Audit Overlay to remove this barrier to future development. 	<p>Windfall Gains Tax:</p> <p>The Windfall Gains Tax Act 2021 will establish a new tax on the uplift in land value resulting from a planning scheme amendment which changes the zoning of certain land in Victoria on or after 1 July 2023. The planning recommendations made for these options will not trigger the Windfall Gains Tax given no uplift zoning change is proposed.</p>



Economic Feasibility

Overview

Following the development of the design options, Urban Enterprise undertook a review of options to assess their development feasibility. This chapter summarises the feasibility assessment. The purpose of the assessment was to determine whether the development options are a financially viable proposition within current market conditions. Alternatively, if any of the options were not presently viable, the assessment also offers suggestions as to what would improve viability, and levers that Council could consider to help realise preferred development.

The Approach

To assess the feasibility of potential development options, the following approach was adopted:

- Outline development options to be assessed
- Establish the development parameters for each option, including site area, net developable area and site coverage, building height and efficiency, dwelling/floorspace yield, car parking requirements, and so on.
- Formulate and adopt assumptions relating to dwelling size and mix, expected development costs, selling prices and other income.
- Assess the financial feasibility of each development option using a Discounted Cashflow (DCF) analysis .
- Test the sensitivity of key inputs such as yield, land acquisition cost, development cost and selling price/rent to determine the key factors that impact viability. If unviable, discuss particular factors that would improve viability.
- Identify potential levers for Council to consider in order to encourage development outcomes.



Development Scenario 1

Development Scenarios

The development options assessed are as follows:

Development Scenario 1: Strategic site townhouse development

This option enables consideration of the potential to deliver a townhouse product in Investigation Area 1, with parameters based on the Development Options Report. The outcomes are also applicable to the potential development of the concrete batching plant site in investigation Area 2 given the similar site size and existing use.

Development Scenario 2: Strategic site apartment development

This option enables consideration of the potential to deliver a multi-storey apartment product on sites nominated in the Development Options Report as suitable for apartments, including both Investigation Areas 1 and 2.

Development Scenario 3: Low-rise mixed use development

This option enables consideration of the potential to deliver mixed use developments on smaller sites in Investigation Areas 2 and 3, with commercial uses at ground level and residential apartments above.

The development options are preliminary in nature and are intended to provide a general indication of viability for each broad typology for strategic planning purposes, rather than detailed analysis of the viability of the development of any individual site.



Development Scenario 2

Table 1 outlines the development scenario assumptions

OPTION	1. STRATEGIC SITE TOWNHOUSES	2. STRATEGIC SITE APARTMENTS	3. LOW-RISE MIXED USE
Indicative Developable Area	13,850 sqm	3,500 sqm	1,000 sqm
Levels	2-storey townhouses	3 levels (includes undercroft car parking)	2 levels (Ground level commercial/retail, first level apartments)
Yield	52 townhouses	58 Apartments	5 Apartments ~490 sqm commercial (NLA)
Mix	38 x townhouses @ 200sqm/lot 14 x townhouses @ 240sqm/lot	12 x 1bed-1bath-1car (65sqm) 34 x 2bed-2bath-1car (85sqm) 12 x 3bed-2bath-2car (120sqm)	3 x 2-bed-2bath-1car (85sqm) 2 x 3-bed-2bath-2car (120sqm) ~245 sqm retail/hospitality NLA ~245 sqm office NLA
Investigation Area Applicability	1, 2	1, 2	2, 3

Source: Urban Enterprise 2023, derived from Development Options report, Urban Fold (Final Draft), May 2023.

Table 1 - Development scenario assumptions

Feasibility Parameters

The following development feasibility parameters were adopted:

- Development will be 100% debt funded and developers will seek a commercial return, with viability indicated by IRR or ROC of 20% of greater,
- 5 year development period, land acquisition and all professional fees (including planning and design requirements) occurs in year 0,
- 2 year construction period, total cost split evenly between year 1 and 2,
- Where relevant, costs escalated at 2% per annum (ave), reflecting the average Producer Price Index in the 10-years prior to COVID-19 (i.e. 2010-2019).

The feasibility analysis does not include any potential costs relating to site remediation and Windfall Gains Tax (if rezoned).

It is noted that the analysis is prepared purely for the purposes of informing strategic planning decisions, not investment decisions. The assessment relies on broad assumptions which are subject to change over time.

Results

The feasibility results for each option are summarised in Table 2, showing that:

- Strategic site townhouse development is marginally viable, with an IRR of 20.7%.
- Strategic site apartment development is not presently viable, returning a negative IRR and ROC.
- Low-rise mixed use development is approaching viability, returning an IRR of 17%.

OPTION	STRATEGIC SITE TOWNHOUSES	STRATEGIC SITE APARTMENTS	LOW-RISE MIXED USE
Land Acquisition	\$1,662,000	\$875,000	\$500,000
Construction Cost	\$22,741,750	\$26,649,500	\$3,105,180
Other Development Cost	\$2,542,131	\$3,127,185	\$352,169
Total Development Cost	\$26,945,881	\$30,651,685	\$3,957,349
Income	\$29,300,000	\$28,643,000	\$5,341,175
Internal Rate of Return (IRR)	20.7%	-10.2%	17.0%
Return on Cost (ROC)	10.2%	-6.6%	35.0%

Source: Urban Enterprise, 2023. Results rounded.

Table 2 - Feasibility Results

Key Factors Influencing Viability

Analysis of the results indicates that the main factors currently impacting viability are:

- Cost of land acquisition and comparison of the Residual Land Value with existing values,
- Construction costs, especially elevated rates of construction in the past 2 years,
- Expected selling prices and the potential for price appreciation.

These are discussed in-turn.

Land Values and cost of acquisition

Land cost is a key variable influencing viability. The existing land value profile in the study areas varies widely, from vacant lots and lots with low value improvements, to higher value properties with recent improvements and successfully operating businesses.

For Scenarios 1 and 2, viability of development will be influenced by the extent to which the existing landowners (including Council) are prepared to sell to a developer based on their selling price expectations and motivations. The analysis indicates that the strategic site townhouse development is marginally viable at a land purchase price of \$120 per sqm. Council has a role to play as a catalyst landowner – entering into an agreement to sell land to a developer at lower than market rates would significantly improve the viability of housing development on the Council depot site and reduce development risk.

Low-rise mixed use development on smaller properties would be faced with higher land costs per sqm, given the sites are smaller and many properties have existing improvements and businesses. A nominal land value of \$500 per sqm has been assumed for this development option, which reflects a vacant site or a site with low-moderate value improvements. Development is likely to be viable for these sites in the short-medium term, however for sites with higher land and improvement values, low rise mixed use development is unlikely to be viable until later in the planning period.

Given the sensitivity of development viability to existing land values, the introduction of any additional taxes and charges (such as Windfall Gains Tax, if land was to be rezoned) would be further detrimental to financial prospects of redevelopment.

Construction Costs

Construction costs have increased strongly since the onset of the COVID-19 pandemic, largely a result of rising costs of materials (e.g. timber, steel) from supply-chain issues/ delays, and labour shortages. Higher construction costs are directly impacting the viability of projects in many development settings, particular medium and higher density areas. Developers are now factoring in higher contingencies to allow for potential further unforeseen cost increases. Although there is a strong possibility that construction costs will normalise in the coming years, further cost escalation remains a key risk factor for developers.

One of the most substantial development costs, particularly for a multi-level apartment development, is how parking is provided (i.e. at grade, under-croft or basement). The results are sensitive to the type of parking provided.

Selling Prices

The primary determinant of viability is selling price, however the apartment market is untested in Horsham. This analysis adopted selling prices for apartments which are based on the selling prices of \$5,000 - \$6,000 per sqm based on higher quality medium density dwellings in Horsham in recent years. At these selling prices, the apartment development option would not be viable.

Selling price appreciation would need to occur over time (greater than construction cost appreciation) to enable apartment viability. This could only occur once prices of traditional housing options in Horsham appreciate such that higher density housing in central Horsham is an attractive option at higher price points than today.

Ballarat’s housing market provides a useful comparison – apartment development is now emerging as a viable option at a point in time when the median house price in that municipality was \$590,000 (2022), considerably higher than the current median in Horsham of \$380,000. At the recent average annual growth rate of 5.6%, Horsham’s median house price would reach \$590,000 by 2030.

Alternative scenarios and timeframes for Scenario 2 (Apartments)

To test the sensitivity of Scenario 2 to parking type and time, the following scenarios have been modelled with results shown in Table 3:

Scenario 2b: Development parameters as per Scenario 2a, adjusted to add basement car parking and commensurate increase in above-ground saleable area (apartment yield increased 76). This results in a lesser return on investment compared with the Scenario 2a base case, indicating that basement parking does not improve the viability of development under current conditions.

Scenario 2c: Development parameters as per Scenario 2a, plus a projection of sales price growth at 4% per annum over the next 10 years (to 2033) concurrent to longer term ‘trend’ construction cost escalation of 2% per annum. This demonstrates that development would be approaching feasibility in 2033 if these growth rates materialise.

Option	2a (baseline)	2b: Basement option	2c: 2033 projection
Land Acquisition	\$875,000	\$875,000	\$1,295,000
Construction Cost	\$26,650,000	\$37,300,000	\$32,486,000
Other Development Cost	\$3,127,000	\$4,265,000	\$4,111,000
Total Development Cost	\$30,652,000	\$42,440,000	\$37,892,000
Income	\$28,643,000	\$37,559,000	\$42,399,000
IRR	-10%	-12%	19%
Return on Cost	-7%	-12%	12%

Source: Urban Enterprise, 2023.

Table 3 – Apartment Scenario Testing Results

Levers to incentivise development

There are several levers available to Council to incentivise development and achieve the vision/objectives for the urban renewal areas:

- A Joint Venture (JV) for the Council owned site (investigation area 1) whereby Council negotiates a deal with a developer which could include selling the site at a discount in exchange for achieving certain outcomes on the site (which could include provision of affordable housing, housing for workers, and so on).
- Planning flexibility – allowing discretionary height limits to enable developers to determine the most viable mix of building size and parking type at the time that a development is being planned, as opposed to a requirement to work within strict height and other design limitations.
- Truncated planning and approvals timeframes (if possible);
- Reduced developer and open space contributions, and minimising any on-site requirements for open space for strategic sites (i.e. maximising the developable area).
- Dispensation of other planning requirements if suitable in the circumstances (e.g. carparking rates).
- Planning controls to provide greater certainty for future development. Development Plan Overlay will provide clear vision for the precinct and process for approval.

Conclusion

The analysis highlights that strategic site townhouse development is viable and low-rise mixed use development is approaching viability. This analysis reflects a period of volatile construction materials pricing and relative supply chain uncertainty. Following stabilisation of these conditions, residential viability is expected to improve.

Strategic site apartment development is not currently viable, however it is expected that viability may be achievable in the medium term (i.e. 10 years) if construction cost increases stabilise and housing demand continues to result in sustained price growth in Horsham. Apartment development would result in substantial increases to the residential yield possible within the study areas, especially if heights are not closely restricted.

This analysis confirms the importance of planning for future apartment development in strategic locations. The investigation areas present strategic opportunities to realise housing growth in central Horsham.

Council has an important role to play in facilitating and encouraging housing development in the area, especially through its role as landowner of the most strategic redevelopment site at the Council depot, but also through other levers identified in this report.

10.

Implementation

Implementation

Consideration has been given as to how the development options identified in this plan can be implemented. This Implementation Plan outlines the key actions to be undertaken to implement any of the development options.

The actions encompass:

- Operational
- Partnership & Advocacy
- Planning & Policy
- Capital Works

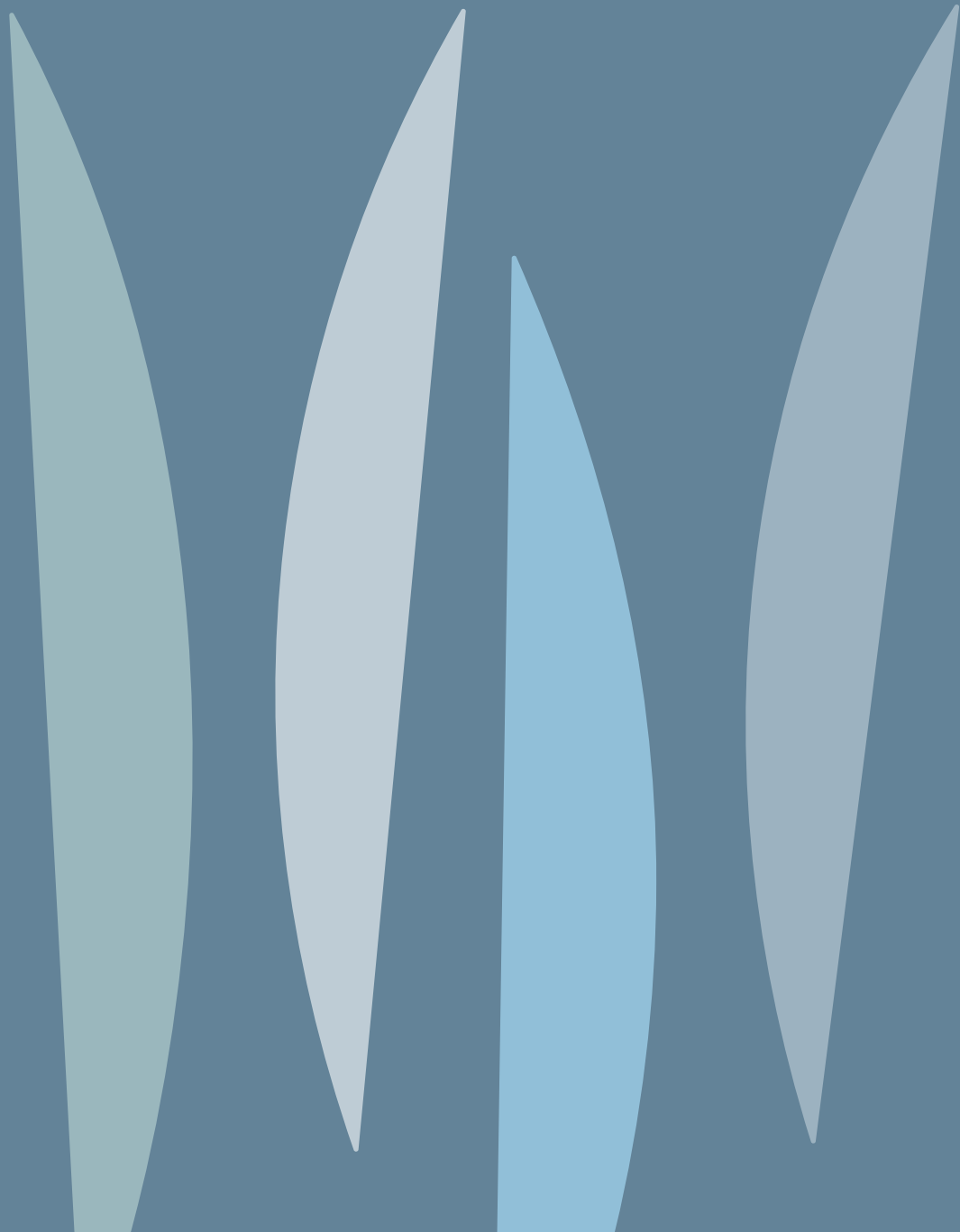
The responsibilities column identifies the key parties that will deliver the action.

Many of these actions will need to be undertaken in consultation with a range of stakeholders including the Council, State Government, landowners, and developers.

The following timings are utilised:

- S = short term, i.e. 1 to 5 years (actions of the highest priority are listed as such)
- M = medium term, i.e. 5 to 10 years
- Ongoing

Action	Responsibility	Timing
Operational		
Prepare a rolling implementation program that identifies all actions required to be undertaken by the Urban Renewal Project.	Council	S (priority)
Establish effective partnerships between Council and all relevant participants, to effectively implement the Urban Renewal Plan in a timely and efficient manner.	Council	Ongoing
Partnerships & Advocacy		
Work collaboratively through early conversations with the private sector and create partnerships with landowners/developers, businesses and community services providers. This should include: <ul style="list-style-type: none"> • Running sessions with key landowners and developers on the Urban Renewal Project to discuss what it means and how they can be part of implementing it. • Reaching out to key players/developers not currently active in Horsham to encourage them to understand the ambitions of the area. 	Council in collaboration with developers and landowners.	S - M
Explore opportunities for Public/Private Partnerships -particularly on Council owned land.	Council in collaboration with developers and landowners.	S - M
Advocate to State Government and Housing Associations to provide affordable housing as part of redevelopment on Council land.	Council in collaboration with State Government	Ongoing
Continue ongoing collaboration with GWM Water to review implications of development on existing water and sewer mains.	Council in collaboration with GWM Water	Ongoing
Planning & Policy		
Prepare a planning scheme amendment which includes: <ul style="list-style-type: none"> • Application of a Development Plan Overlay to Investigation Area 1 (and potentially Investigation Area 2) • Application of two separate Design and Development Overlays to Investigation Areas 2 & 3 	Council	S (priority)
Establishing an Urban Renewal Project specific "Concierge" service within Council to facilitate planning and other approvals required ensuring a holistic Council response is provided in response to proposals.	Council	S - Ongoing
Confirm/examine the options/sources of funding to implement capital works components of the Urban Renewal Project such as the open space, drainage infrastructure and new local roads. This could include development contributions, works in kind, State and Federal Government grants and payments.	Council	S
Investigate the opportunity for Council to undertake the required Environmental Audit Overlay Assessments for Investigation Area 3 to remove this as a barrier to the efficient development of the area.	Council	S
Develop a coordinated, consistent and strategic car parking management framework for the Investigation Areas that includes: <ul style="list-style-type: none"> • Clear visitor and employee parking zones. • Opportunities for onsite car parking dispensations when considering central off site car parks. 	Council	S
Develop a municipal wide 'Housing Strategy' to deliver housing diversity and affordability that allows Local Governments to negotiate with developers to ensure adequate affordable housing provision.	Council	S (priority)
Capital Works		
Encourage the delivery of new open space, roads and streetscape improvements in accordance with the Urban Renewal Project through the planning permit process for sites within the investigation areas.	Council in collaboration with developers	S-M



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Onsite Wastewater Management Plan 2024-2029

Horsham Rural City Council

OWMP

Version Draft June 2024

Unclassified –General Use Uncontrolled when printed

1. Introduction and context

Effective treatment and management of domestic wastewater – principally consisting of water, sewage and other human-derived wastewater – is integral to managing risks to human health and the environment. Onsite Wastewater Management Systems (OWMS) that perform poorly can have adverse environmental, human health and amenity-related impacts. This can involve discharging nutrients and pathogens into local drainage systems, waters, and creeks, causing boggy lawns and offensive odours and a risk of illness following contact with effluent. Horsham Rural City Council plays an instrumental role in understanding and managing risks associated with OWMS with a sewage flow rate below 5,000 litres a day.

This Onsite Wastewater Management Plan (OWMP) is a planning and management document that focuses on Horsham Rural City Council’s understanding of the cumulative risks that OWMS presents in our municipality and shapes Council’s activities in managing those risks now and into the future.

The identification and assessment of risks in this OWMP supports the development and implementation of actions to protect human health and the environment.

This OWMP was developed with input from relevant stakeholders and will help developers and regulators better appreciate the risks and steps Horsham Rural City is taking to protect human health and the environment.

1.1. OWMP purpose

This OWMP supports Council’s decision-making when issuing OWMS permits. Risks of harm to human health and the environment (including cumulative risks) will be identified, and the potential impact the OWMS poses in the municipality will be assessed. It then informs Council on what actions to take to improve decision-making for OWMS permits.

1.2. Legislation

The Environment Protection Act 2017 (the Act) and Environment Protection Regulations 2021 (Regulations)

set out the laws that apply to owners and occupiers of land with an OWMS and provide councils with a range of powers and tools to regulate OWMS, including:

- the requirement for a permit issued by Council to construct, install or alter an OWMS.
- requirements for the operation and maintenance of OWMS for owners and occupiers
- General Environmental Duty (GED) powers delegated by EPA to Council to allow authorised officers to enter and inspect properties with an OWMS, request documentation, require improvements and issue infringements.

Horsham Rural City Council is also empowered under other legislation that has been considered when developing this OWMP and in issuing an OWMS permit. These include:

- *Local Government Act 2020*
- *Water Act 1989*
- *Catchment and Land Protection Act 1994*
- *Safe Drinking Water Act 2003 and Regulations 2015*
- *Planning and Environment Act 1987 (P&E Act)*
- *Subdivisions Act 1988.*

1.3. Guidelines

This OWMP has been developed with consideration to the following guidelines and reference documents:

- Guideline for onsite wastewater management (GOWM)

- Land Capability Assessment Framework, MAV, 2014
- Guidelines for Planning permit applications in open and potable water supply catchment areas
- Planning Practice Note 39: Using the Integrated Water Management Provisions of Clause 56 – Residential Subdivision

2. Risk assessment

A core component of OWMP is a risk assessment method for systematically identifying and analysing the risks associated with OWMS across the municipality.

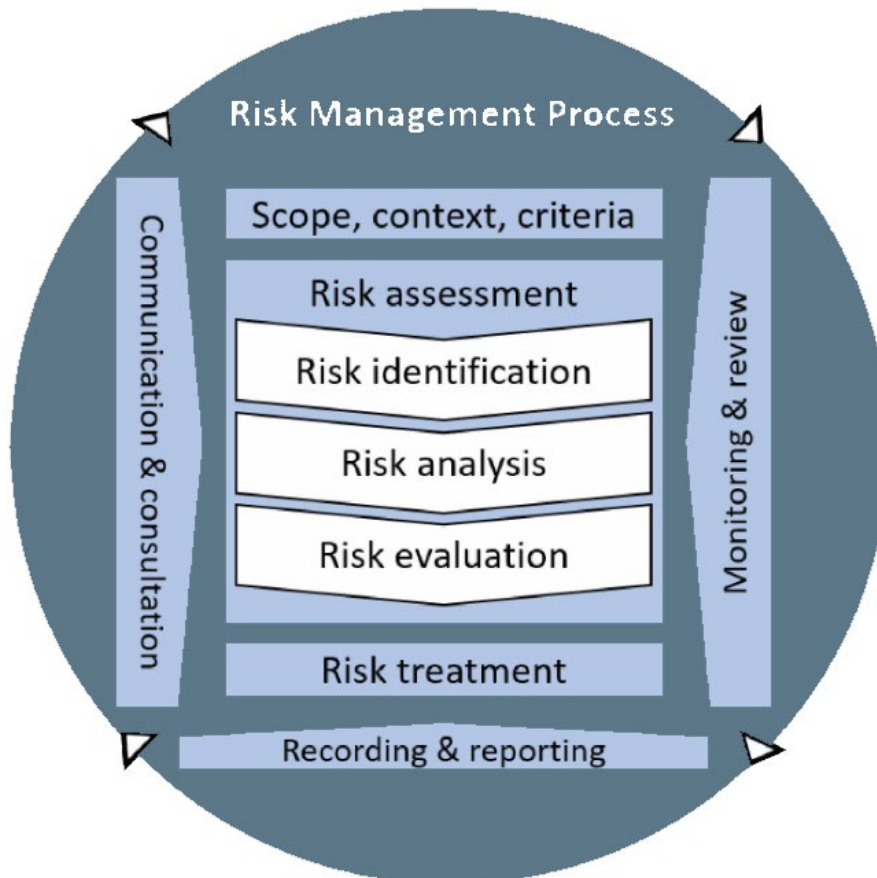
The outcomes of this risk assessment assist Council in identifying and prioritising management actions and understanding the resources necessary to address unacceptable risks.

The risk management is consistent with

- AS/NZS 1547:2012 and ISO 31000:2018
- EPA, Onsite wastewater management plans Risk Assessment Guidance Final Report (v4.0)
- Onsite wastewater management plans: Guidelines for developing, reviewing and updating.

Figure 1 sets out the structure used to assess risks in this OWMP.

Figure 1 **OWMP risk management structure**



2.1. Scope

This OWMP covers the municipality but excludes the following:

- Premises with sewage flow rates above 5,000 litres a day or
- Properties connected to reticulated sewerage, those being;
 - Horsham
 - Natimuk (common effluent collection – septic still required)

Within scope are the following townships (sub-catchments):

- Haven (unsewered)
- North Horsham (unsewered)
- Riverside (unsewered)
- Quantong
- Wartook
- Jung
- Pimpinio
- Wail
- Natimuk (unsewered)
- Dooen

Each location has been assessed for impacts on human health and the environment, e.g.:

- groundwater
- surface water
- special environmental areas
- any downstream considerations

The risk types to be assessed include any human health and environmental impacts related to the installation, operation, and maintenance of an OWMS (including potential cumulative impacts of multiple OWMS).

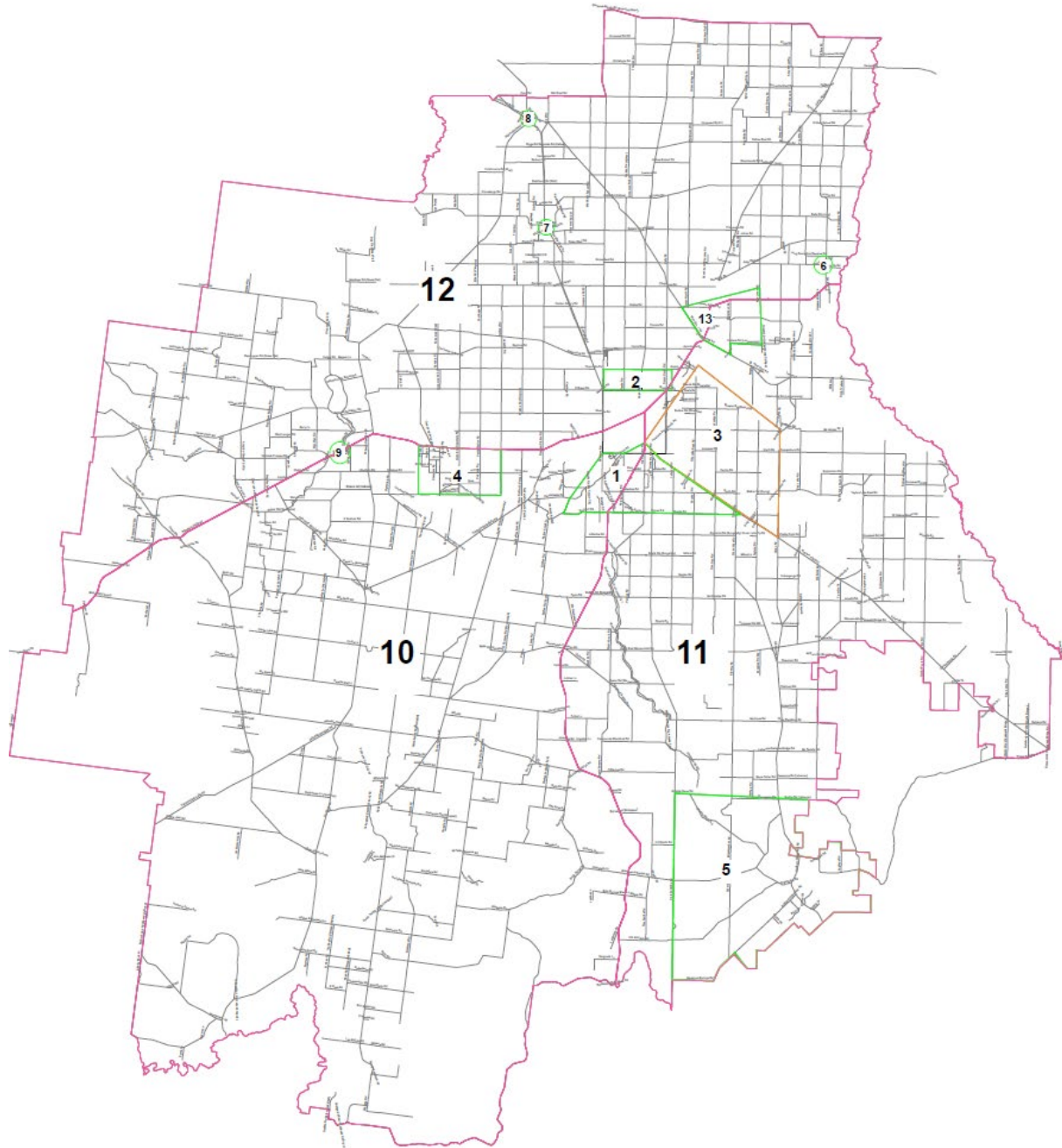
The risk assessments are predominantly based on existing OWMS; however, they will also help inform the risk of the proposed OWMS.

The risk assessments were undertaken in consultation with key stakeholders, with their concerns being considered in the actions identified in this OWMP.

This OWMP has also been developed to address resource capacity and financial constraints associated with small regional local government authorities. The priorities and actions identified in this OWMP reflect the risks to human health and the environment, along with Council's capacity to resource and fund risk mitigations.

Properties outside these towns are considered rural and do not form part of this risk assessment process. They are considered lower risk, and applications for onsite wastewater management are handled individually.

Figure 2 – Areas within the scope of this OWMP



Key

1. Haven
2. North Horsham
3. Riverside
4. Quantong
5. Wartook
6. Jung
7. Pimpinio
8. Wail
9. Natimuk
10. Southwest Rural (not risk assessed)
11. Southeast Rural (not risk assessed)
12. North Rural (not risk assessed)
13. Dooen

Figure 3 – Haven – unsewered area

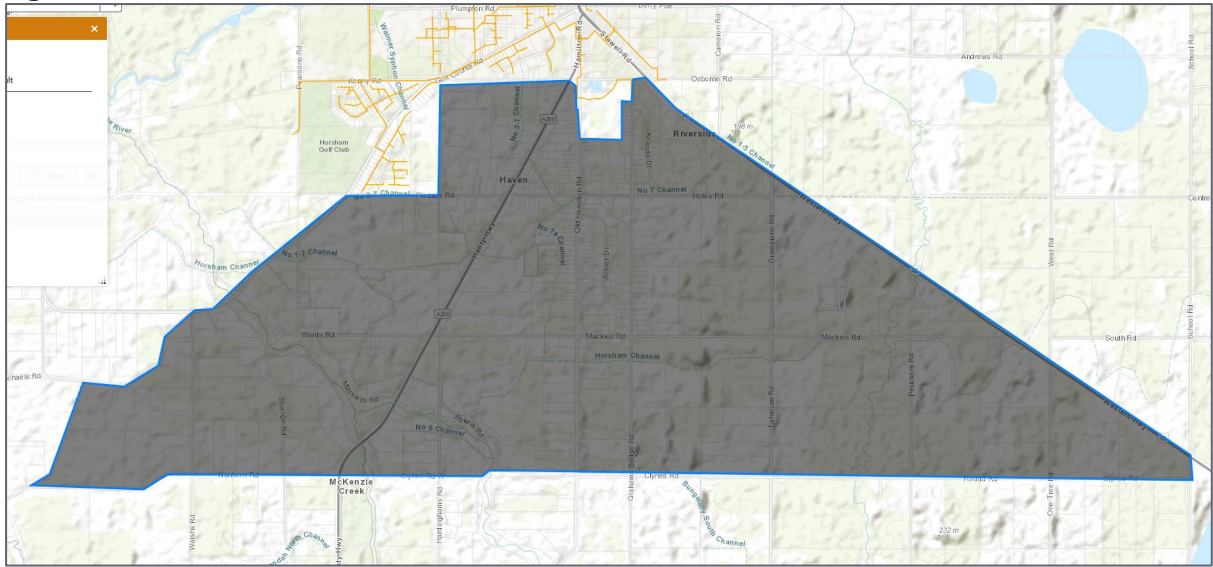


Figure 4 – North Horsham – unsewered area

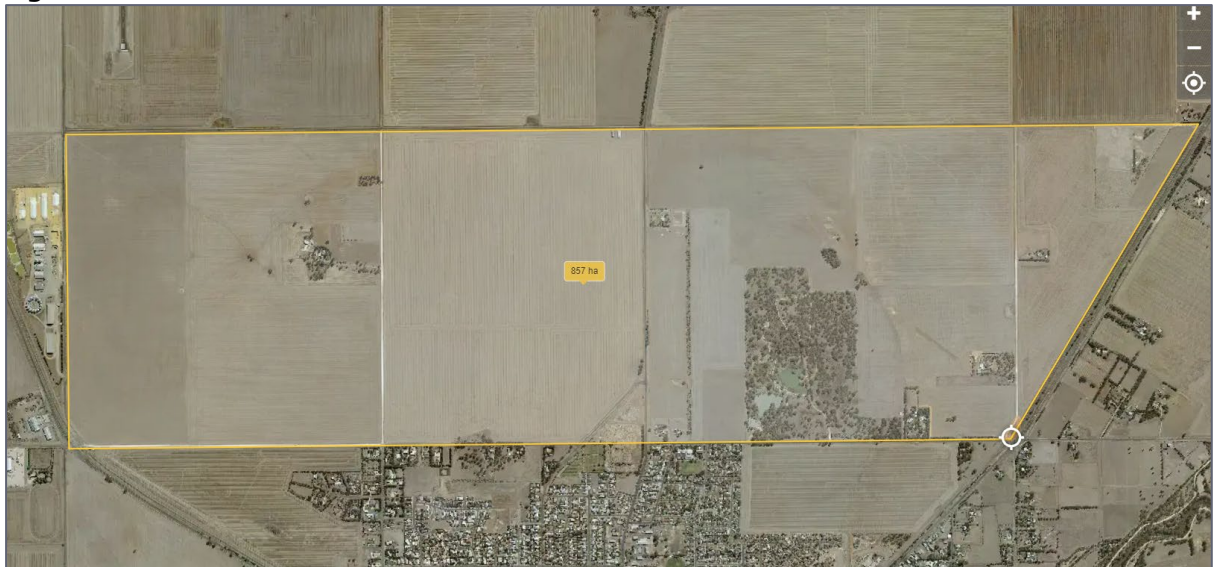


Figure 5 – Riverside

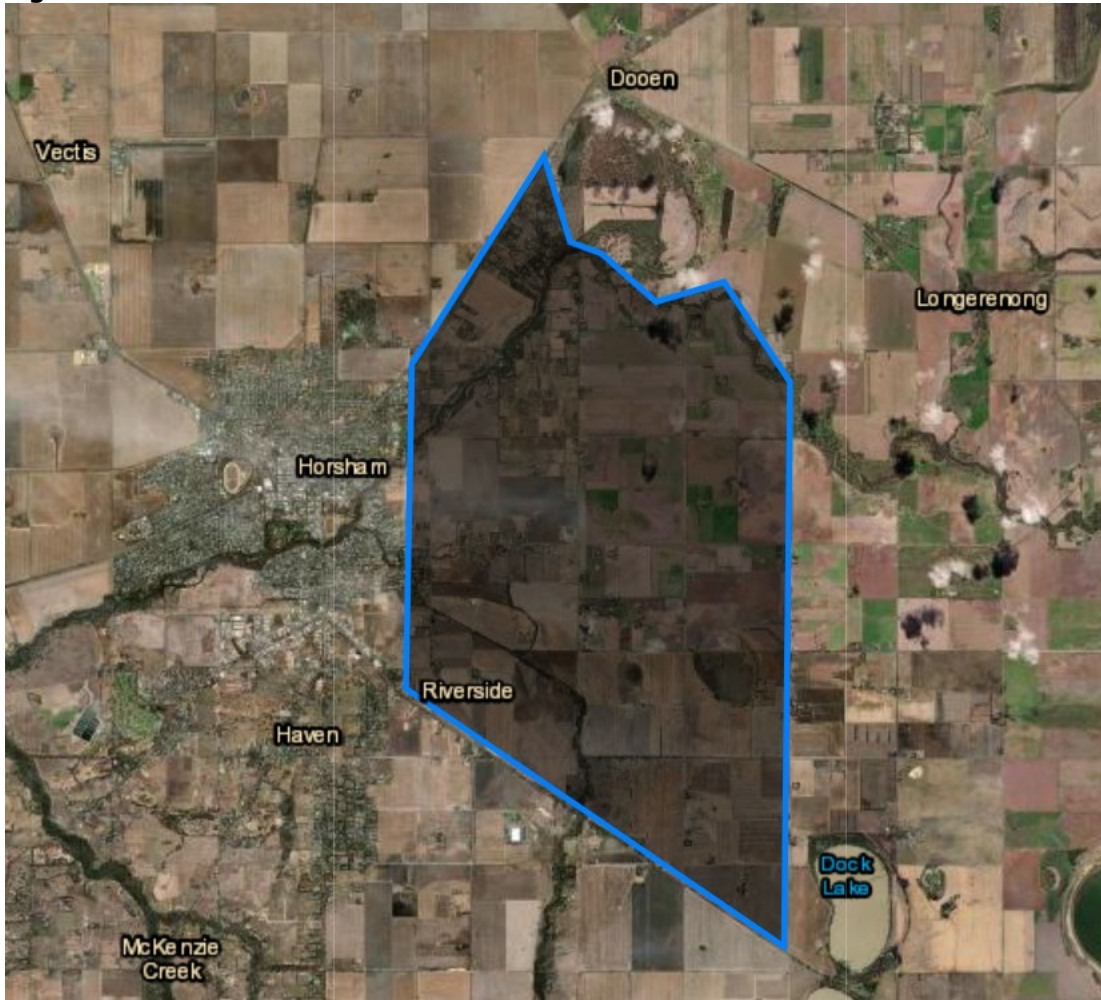


Figure 6 - Quantong



Figure 7 – Wartook

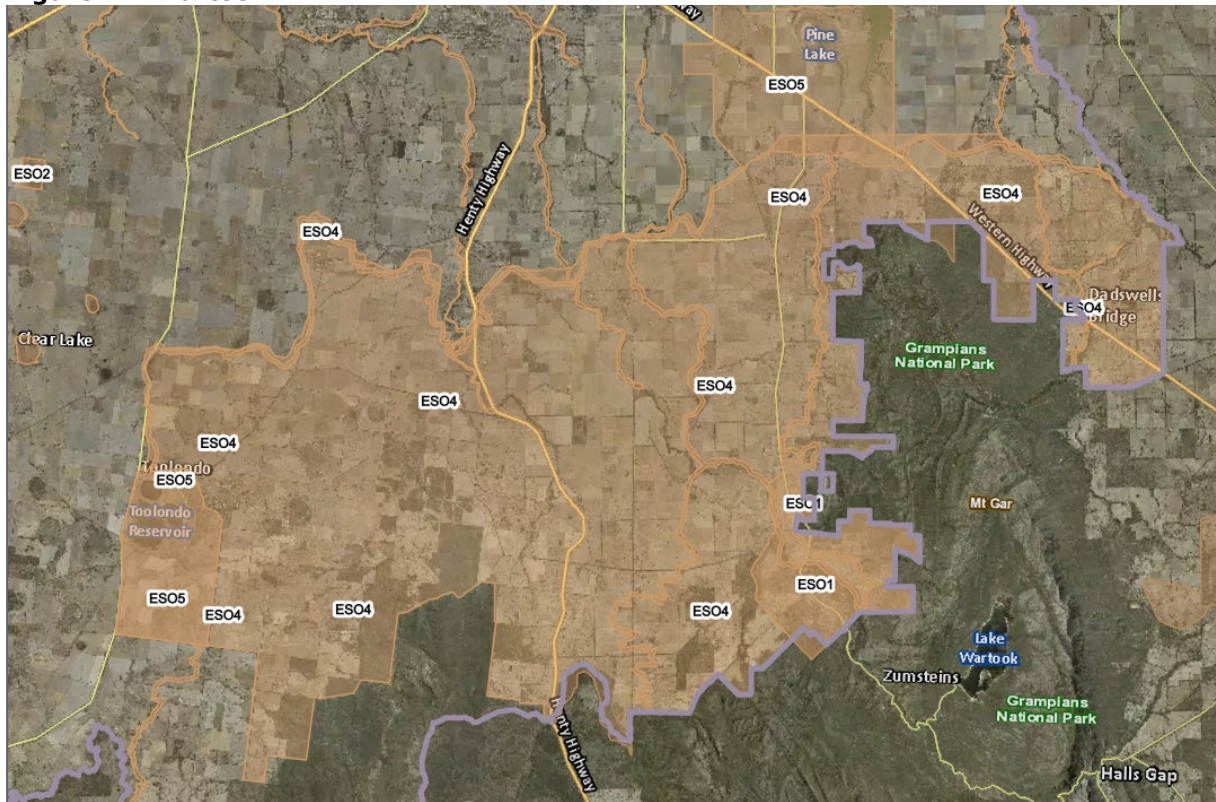


Figure 8 – Jung



Figure 9 – Pimpinio



Figure 10 – Wail



Figure 10 – Natimuk – unsewered areas



Figure 11 – Dooen



2.2. Risk identification

Each location has been risk assessed based on EPA defined risk factors (Appendix 1) and using EPA’s risk assessment tools. The risk factors are based on ‘Onsite wastewater management plans – Risk Assessment Guidance’ June 2022 and were discussed and developed in consultation with key stakeholders.

Table 1 - Summary of each location

Location	Sources of wastewater threat
Haven	<ul style="list-style-type: none"> • Significant area and development • Mainly larger blocks greater than 0.4ha • Age or performance unknown • Several isolated performance issues reported • Soil sandy loam with heavy clays with high variability • Relatively flat and subsurface irrigation • Located outside a flood plain area • No groundwater concerns • Relatively few heavy rainfall events • High capacity and interest for additional onsite systems
North Horsham	<ul style="list-style-type: none"> • Located in potential growth area with interest to subdivide • Currently 10 large lots but plans for subdivision • Age or performance unknown. • Soil sandy loam with heavy clays with high variability • Relatively flat and subsurface irrigation

	<ul style="list-style-type: none"> • Located outside a flood plain area • No groundwater concerns • Relatively few heavy rainfall events
Riverside	<ul style="list-style-type: none"> • Located East of town, with a large rural lots • Lots big enough • Relatively flat and subsurface irrigation • Heavy clays in many parts • Located around flood plain and the Wimmera River • No groundwater concerns • Relatively few heavy rainfall events • Capacity for more onsite systems but moderate demand
Quantong	<ul style="list-style-type: none"> • Rural allotments on sandy soils. • Relatively flat and subsurface irrigation • Located outside a flood plain area, although river to the south. • No groundwater concerns • Relatively few heavy rainfall events • Capacity for further developments but demand low
Wartook	<ul style="list-style-type: none"> • Isolated blocks in the water supply catchment and close to McKenzie creek. • Scattered properties close to the Grampians National Park • Relatively flat and subsurface irrigation • Located mostly outside a flood plain area • No groundwater concerns • Relatively few heavy rainfall events • Capacity for moderate new developments but demand low
Jung	<ul style="list-style-type: none"> • Isolated town away from waterways. • Septic tank age and performance unknown. • Relatively flat and subsurface irrigation • Located outside a flood plain area • No groundwater concerns • Relatively few heavy rainfall events • Capacity for new developments low and demand low
Pimpinio	<ul style="list-style-type: none"> • Isolated town away from waterways. • Septic tank age and performance unknown. • Relatively flat and subsurface irrigation • Located outside a flood plain area • No groundwater concerns • Relatively few heavy rainfall events • Capacity for new systems moderate and demand low
Wail	<ul style="list-style-type: none"> • Isolated town away from waterways. • Relatively flat and subsurface irrigation • Located outside a flood plain area • No groundwater concerns • Relatively few heavy rainfall events • Low capacity and low demand for new systems
Natimuk	<ul style="list-style-type: none"> • Common effluent system with declared sewage district responsibility of GWMWater. Some existing properties and lots outside the sewer district. • Relatively flat and subsurface irrigation • Located on the edge of flood plain area • No groundwater concerns • Relatively few heavy rainfall events • Minor infill areas so demand low.
Dooen	<ul style="list-style-type: none"> • Isolated town away from waterways. • Septic tank age and performance unknown. • Relatively flat and subsurface irrigation • Located outside a flood plain area

	<ul style="list-style-type: none"> • No groundwater concerns • Relatively few heavy rainfall events • Capacity and demand for new systems low
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2.3. Risk analysis

The risk analysis tool provided by the EPA has been used for this assessment. The assessment process calculates the likelihood and consequence of each risk factor resulting in a negative health or environmental outcome and an assessment of the cumulative impacts.

The guidance provided in the EPA OWMP risk assessment guidance has been used to establish environmental and human health criteria.

The results of the risk assessment are provided in Appendix 2.

3. Risk evaluation and treatment

The following Risk Matrix was used based on the Risk Assessment Guideline and the assessment toolkit provided by the EPA.

Table 2 Risk evaluation

Likelihood	Consequence				
	Insignificant	Minor	Moderate	Major	Catastrophic
Rare	Low	Low	Low	Moderate	High
Unlikely	Low	Low	Moderate	High	High
Possible	Low	Moderate	Moderate	High	Very High
Likely	Low	Moderate	High	High	Very High
Almost certain	Low	Moderate	High	Very High	Very High

Table 3 Risk evaluation criteria

Risk Level	Risk treatment required
Low	No further actions needed to eliminate risks. Existing controls must be maintained and monitored appropriately
Moderate	Risk mitigation actions should be planned and implemented to reduce the level of risk. Timelines may be longer term. Existing controls must be maintained and monitored appropriately.
High	Implement relevant controls as soon as possible to mitigate the level of risk. High priority timeframes should be implemented (planned and budgeted for within the current or next financial year). Existing controls must be maintained and implementation reviewed on an ongoing basis. .
Very High	Implement relevant controls to reduce risk as soon as possible to mitigate the level of risk. Immediate priority timeframes should be set. Existing controls must be maintained and implementation reviewed on an ongoing basis.

A summary of the Risk Assessment is provided in Appendix 3. No location had risk of human or environmental contamination with an overall rating of high or very high.

Only moderate and low levels of risk were identified across each of the locations. For low risk outcomes, no further actions are being considered.

For moderate risk levels, mitigation actions should be planned and implemented to reduce the level of risk.

The table below summarises specific risks identified as greater than low risk, the location and potential cause for greater risk.

Table 4 Specific areas identified as greater than low risk

Risk	Risk component	Location	Cause
Risk of contamination of nearest watercourse	Human health	Haven, Nth Horsham, Riverside, Jung, Pimpinio, Wail, Dooen	Predominately due to size of area, unknown condition and age of septic systems and soil types
	Environment	Jung, Pimpinio, Dooen	Due to condition and age of septic systems and lot sizes
Risk of contamination of groundwater	Human health	Riverside, Quantong, Pimpinio, Dooen	Soil types and age of assets
	Environment	Quantong, Pimpinio	Soil types and age of assets

Cumulative risks within or across locations and sub catchments have been assessed and considered a moderate risk for environmental and human health impacts for surface water contamination.

3.1. Actions

Locations and risks with unacceptable controls required further treatment. These unacceptable risks, along with an action plan to reduce the risk to an acceptable level, are detailed in Appendix 4.

4. Monitoring and Review

This OWMP will be used to feed into the annual budget and programming cycles of the Council. It will be reviewed at a minimum annually to remain up to date and whenever required to:

- reflect changes in the organisation, resources or policies
- identify and address emerging risks
- ensure that identified actions are current and effective in reducing the identified and emerging risks.

Specific risks that require additional monitoring, inspections or review are listed in the action plan in Appendix 4.

5. Consultation

In developing this OWMP, the Council consulted the plans and policies established by the following agencies in developing this OWMP:

- Environment Protection Authority
- Grampians Wimmera Mallee Water
- Wimmera Catchment Management Authority
- Neighbouring Councils

Grampians Wimmera Mallee Water was consulted directly regarding its plans for wastewater infrastructure, risks related to water catchments, and approach to development approval processes.

Regional strategies, mapping and Wimmera Catchment Management Authority plans were used to provide guidance on surface and groundwater management in the region.

Horsham Rural City Council worked alongside neighbouring Councils in the development of this OWMP to ensure there was a level consistency in approaches for developers working across the region.

The OWMP resulted in a consistent approach to risk assessments in the region and supporting material to help developers, plumbers and homeowners approach OWMS in a consistent and transparent manner.

A draft of this OWMP was made available for public exhibition for four weeks. It was on display at the Civic Centre office, available on the website, and listed in the local newspapers' public notices for the duration of the four-week period of consultation. It was also discussed in the August 2024 Horsham Rural City Talks Expo and widely promoted on the Council's media channels.

All feedback on the draft was acknowledged, and the final OWMP has been updated to reflect valued feedback.

6. Review and update

This OWMP will be reviewed annually by internal staff and actions reviewed in line with progress made and any emerging risks.

The OWMP review will form part of the annual budget and planning cycle.

It is recommended that the full OWMP is to be reviewed in five years.

7. Funding and budget allocation

This OWMP will require the allocation of budget and resources throughout the full 5-year implementation. The majority of actions will be absorbed into the existing Environmental Health budget. Where there are specific projects, funding in the form of grants will be required to deliver actions. Additional funding may also be sought in the respective budgets for each year of the plan.

8. References

- EPA, Onsite wastewater management plans, Guidelines for developing, reviewing and updating
- Regulating onsite wastewater management systems: local government toolkit, 2021
- Victorian water sources online
- Land capability assessments
- Council held GIS databases, Council records (permits, LCA)
- Data Vic (vic.gov.au) – flood mapping, groundwater depths
- Flood studies
- WMIS Database (<https://data.water.vic.gov.au/>) bore sites, groundwater catchments
- Bureau of Meteorology: Climate Data Online - Map search (bom.gov.au)
- VIC Department of Agriculture Soil Surveys
- Vicmap Elevation DEMs
- Atom Consulting (2022) *Onsite wastewater management plans risk assessment guidance*.
- EPA Victoria (2023) *Guideline for onsite wastewater management (under development)*.
- Department of Sustainability and Environment (2012) *Planning permit applications in open, potable water supply catchment areas*.
- Municipal Association of Victoria, Department of Environment and Primary Industries and EPA Victoria (2014) *Victorian Land Capability Assessment Framework*.
- Standards Australia 2012, AS/NZS 1547: *Onsite domestic-wastewater management*

9. Appendices

Appendix 1 Risk factors

The following table are a list of risk factors used to assess the risk of each catchment. Results are shown in Appendix 2.

Risk Factor
Number of onsite systems in the location
Performance of existing systems (type and age of systems)
Lot size
Topography
Soil type
Proximity to water courses (surface water and Special Water Supply Catchments)
Proximity to flood plains
Proximity to / density of groundwater bores
Groundwater depth and quality
Weather conditions (rainfall)

APPENDIX 2: Risk Assessment Results

Risk	Risk component	Haven	North Horsham	Riverside	Quantong	Wartook	Jung	Pimpinio	Wail	Natimuk	Dooen
Risk of contamination of nearest watercourse	Likelihood - treatment failure	Possible	Almost certain	Almost certain	Almost certain	Almost certain	Almost certain	Almost certain	Almost certain	Almost certain	Almost certain
	Likelihood - transfer offsite	Possible	Possible	Possible	Rare	Rare	Possible	Possible	Unlikely	Unlikely	Possible
	Likelihood - offsite to end point	Unlikely	Rare	Unlikely	Unlikely	Unlikely	Unlikely	Unlikely	Unlikely	Rare	Unlikely
	Likelihood - contamination of water course	Possible	Possible	Possible	Unlikely	Unlikely	Possible	Possible	Possible	Unlikely	Possible
	Consequence (Human health)	Minor	Minor	Minor	Minor	Insignificant	Minor	Moderate	Minor	Insignificant	Moderate
	Consequence (Environment)	Insignificant	Insignificant	Insignificant	Minor	Insignificant	Minor	Moderate	Insignificant	Insignificant	Minor
	Risk (Human health)	Moderate	Moderate	Moderate	Low	Low	Moderate	Moderate	Moderate	Low	Moderate
	Risk (Environment)	Low	Low	Low	Low	Low	Moderate	Moderate	Low	Low	Moderate
Cumulative risk	Cumulative - likelihood			Unlikely							
	Cumulative - consequence (health)			Moderate							
	Cumulative - consequence (environment)			Moderate							
	Human Health (recreation)			Moderate							
	Environment (sensitive end point)			Moderate							
Risk of contamination of SWSC potable water offtake	Likelihood - treatment failure	Possible	Almost certain	Almost certain	Almost certain	Almost certain	Almost certain	Almost certain	Almost certain	Almost certain	Almost certain
	Likelihood - transfer offsite	Possible	Possible	Possible	Rare	Rare	Possible	Possible	Unlikely	Unlikely	Possible
	Likelihood - offsite to end point	Unlikely	Rare	Unlikely	Unlikely	Unlikely	Unlikely	Unlikely	Unlikely	Rare	Unlikely
	Likelihood - contamination of water course	Possible	Possible	Possible	Unlikely	Unlikely	Possible	Possible	Possible	Unlikely	Possible
	Consequence (Human health)	Minor	Minor	Minor	Minor	Insignificant	Minor	Moderate	Minor	Insignificant	Moderate

	Risk (Human health)	Moderate	Moderate	Moderate	Low	Low	Moderate	Moderate	Moderate	Low	Moderate
Cumulative risk	Cumulative - likelihood	Unlikely									
	Cumulative - consequence (health)	Moderate									
	Risk (Human health)	Moderate									
Risk of groundwater contamination	Likelihood - treatment failure	Possible	Almost certain	Almost certain	Almost certain	Almost certain	Almost certain	Almost certain	Almost certain	Almost certain	Almost certain
	Likelihood - groundwater contamination from infiltration	Rare	Rare	Rare	Unlikely	Rare	Rare	Rare	Rare	Rare	Rare
	Likelihood - groundwater contamination from bore ingress (runoff)	Unlikely	Rare	Rare	Rare	Rare	Rare	Rare	Rare	Rare	Rare
	Likelihood - groundwater contamination	Unlikely	Unlikely	Unlikely	Possible	Unlikely	Unlikely	Unlikely	Unlikely	Unlikely	Unlikely
	Consequence (Human health)	Minor	Minor	Minor	Minor	Insignificant	Minor	Moderate	Minor	Insignificant	Moderate
	Consequence (Environment)	Insignificant	Insignificant	Insignificant	Minor	Insignificant	Minor	Moderate	Insignificant	Insignificant	Minor
	Risk (Human health)	Low	Low	Low	Moderate	Low	Low	Moderate	Low	Low	Moderate
	Risk (Environment)	Low	Low	Low	Moderate	Low	Low	Moderate	Low	Low	Low
Risk of catastrophic failure (Flooding)	Likelihood - flooding	Rare	Rare	Rare	Rare	Rare	Rare	Rare	Rare	Rare	Rare
	Consequence (Human health)	Minor	Minor	Minor	Minor	Insignificant	Minor	Moderate	Minor	Insignificant	Moderate
	Consequence (Environment)	Insignificant	Insignificant	Insignificant	Minor	Insignificant	Minor	Moderate	Insignificant	Insignificant	Minor
	Risk (Human health)	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low
	Risk (Environment)	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low

APPENDIX 3: Summary of Risk Ratings

Risk	Risk component	Haven	North Horsham	Riverside	Quantong	Wartook	Jung	Pimpinio	Wail	Natimuk	Dooen
Risk of contamination of nearest watercourse	Human health	Moderate	Moderate	Moderate	Low	Low	Moderate	Moderate	Moderate	Low	Moderate
	Environment	Low	Low	Low	Low	Low	Moderate	Moderate	Low	Low	Moderate
Cumulative risk	Human Health (recreation)			Moderate							
	Environment (sensitive end point)			Moderate							
Risk of contamination of SWSC potable water offtake	Human health	Moderate	Moderate	Moderate	Low	Low	Moderate	Moderate	Moderate	Low	Moderate
Cumulative risk	Human health			Moderate							
Risk of groundwater contamination	Human health	Low	Low	Low	Moderate	Low	Low	Moderate	Low	Low	Moderate
	Environment	Low	Low	Low	Moderate	Low	Low	Moderate	Low	Low	Low
Risk of catastrophic failure (Flooding)	Human health	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low
	Environment	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low

APPENDIX 4: OWMP ACTION PLAN

Action steps	Team/ partners	Responsible person	Constraints and Risks	Monitoring indicators
Information and data collection				
Develop a regional tool for use with the GPS soil mapping layers to provide conservative estimates for appropriately sized wastewater disposal areas (in accordance with EPA Certificates of Approval and AS1547).	HRCC	EHO	Budgeting / Resources / Time / technology	Mapping established
Establish process for GPS mapping for 'as constructed' on-site sewage systems	HRCC	EHO	Budgeting / Resources / Time / technology	Process established
GIS – Mapping of Risk assessment for public use to ascertain requirements for OWMS or subdivision – soil data etc.	HRCC	EHO	Budgeting / Resources / Time / technology	Process established
Further investigate risks, needs and opportunities related to the establishment of onsite inspections or auditing of installations/maintenance of OWMS to confirm ongoing onsite compliance.	HRCC	EHO	Budgeting / Resources / Time	Risks and extent of needs established. Resourcing opportunities identified. Auditing / Inspections undertaken based on need and available resources.
Education and Awareness				

Action steps	Team/ partners	Responsible person	Constraints and Risks	Monitoring indicators
Implement training and education programs for Council staff, contractors and homeowners to improve awareness of domestic wastewater management issues, roles and responsibilities	HRCC	EHO	Budgeting / Resources / Time /	Programs established. Training implemented
Clearly define the planning permit and referrals process including standard conditions (including possible minimum lot sizes or when LCA's are required)	HRCC	EHO	Budgeting / Resources / Time /	Process adopted
Outline roles, responsibilities and triggers for internal/external referrals to environmental health services	HRCC	EHO	Budgeting / Resources / Time /	Process adopted
Develop standard condition requirements relating to developments in unsewered areas.	HRCC	EHO	Budgeting / Resources / Time /	Standard conditions adopted
Ensure wastewater management information on Council's website is relevant and easy to understand	HRCC	EHO	Budgeting / Resources / Time /	Website updated
In conjunction with Water Corporation, provide communications to properties that have sewer available but have no connection record	HRCC/ GMMWater	EHO	Budgeting / Resources / Time /	Communications sent
Regulation and Enforcement				
Develop Policy for sub-division and development.	HRCC	EHO	Budgeting / Resources / Time	Policy/guidance developed

Action steps	Team/ partners	Responsible person	Constraints and Risks	Monitoring indicators
Reticulated sewer extension to priority areas.	HRCC / GMMWater	GMMWater	Budgeting / justification	Justification supported for sewer extension
Collaborate with Grampians Wimmera Mallee Water to review the extent and controls contained within ESO4 Water Supply Catchment and ESO5 Channel and Reservoir protection (as recommended by the Horsham Planning Scheme Review April 2024)	HRCC / GMMWater	Coordinator Strategic Planning	Budgeting / Resources / Time	Implementation through Planning Scheme Amendment
All unsewered site developments are capable of continuing to adequately treat and contain all effluent on site prior to Planning stage approval and/or the issue of an OWMS Permit to Install. This would include OWMS Permit Conditions to provide clarity for landowners / developers with respect to need for the land intended for development to continue to have maintained a 'Reserve Area' to ensure obligations are met.	HRCC	EHO / Planning dept	Resources / Time	Process established and/or modified
Maintain up to date and relevant wastewater specifications and standard conditions for planning permits	HRCC	EHO / Planning dept	Resources / Time	Permit approvals
Collaboration and review				
Regular review of plan as per legislation requirements	HRCC	EHO	Resources / Time	Review conducted
Review and update the plan every five years	HRCC	EHO	Budget / Resources / Time	Plan updated

Action steps	Team/ partners	Responsible person	Constraints and Risks	Monitoring indicators
Conduct community engagement every 5 years as part of review and update of the plan	HRCC	EHO	Budgeting / Resources / Time	Engagement occurred
Provide input into proposed legislation and standards pertaining to onsite wastewater management or reticulated sewer	HRCC	EHO	Budgeting / Resources / Time	Input provided

Submission # 1	Issue # 1	Response to Issue # 1	Change to OWMS	If Yes, change made
	<p>A strategy for Risk:- Risk is the initiative with the Plan</p> <p>Suggest consideration be given for a mandatory RESERVE EFFLUENT ENVELOPE for each system installation. A condition listed on the Approval to Install certificate would assist to ensure systems can be maintained (obligation of the owner of the property), thereafter.</p>	<p>An Onsite Wastewater Management Plan (OWMP) is a tool that documents a Council's understanding of the risks that Onsite Wastewater Management Systems (OWMS) present in its municipality and is intended to shape its activities to manage those risks, now and into the future. The identification and assessment of risks underpins and supports the development and implementation of actions to protect human health and the environment.</p> <p>This is a valid point that relates particularly to the planning stage of an application, and the ability of the land to be able to cater for a failure of the initial disposal area.</p> <p>The EPA Onsite Wastewater Management Guidelines indicate that land should be allocated for an area known as a 'Reserve Area' which can be used if the initial land application area fails. The Guidelines highlight the importance of this matter being considered as a part of the design and planning stage. As such, it is considered incumbent upon an Applicant to demonstrate the ability of the site to contain a Reserve Area and nominate such an area as a part of the design, planning and application process. The fact that the Guidelines recognise the need for such an area indicates that any site put forward through an application process should contain the capacity for such an area to be maintained into the future.</p> <p>This is a matter that can be given closer consideration throughout the design, planning and application processes. The matter could also be further considered</p>	Yes	<p>Action adjusted.</p> <p>All unsewered site developments are capable of continuing to adequately treat and contain all effluent on site prior to Planning stage approval and/or the issue of an OWMS Permit to Install. This would include OWMS Permit Conditions to provide clarity for landowners / developers with respect to need for the land intended for development to continue to have maintained a 'Reserve Area' to ensure obligations are met.</p>

		in relation to OWMS Permit Conditions (both Install and Use). An existing action in the draft has been adjusted to ensure this is considered in greater detail.		
Submission # 1	Issue # 2	Response to Issue # 2		
	Compliance checks A system of auditing installations following installation. Maybe every 3 years, with order and record of desludging and any other work deemed non-compliant. a trained technical officer/retired plumber ideal for this authorised role,	This is a valid point, however, needs to be considered based on risk, and be subject to available funds to support implementation. It has been added to acknowledge the risks related to potential environmental or health impacts, however, would most likely need to be funded by an agency such as the EPA to enable it to proceed. Including it as an action allows Council to further consider risks and potential control measures, and to seek additional funds, should opportunities become available into the future.	Yes	Action added Further investigate risks, needs and opportunities related to the establishment of onsite inspections or auditing of installations/maintenance of OWMS to confirm ongoing onsite compliance.
Submission # 1	Issue # 3	Response to Issue # 3		
	3.Information days an annual public demonstration/info expo specifically for Wastewater Treatment	In addition to the updated OWMP, a series of educational materials have been produced to reflect the changes to the <i>Environment Protection Act 2017</i> , regulations and guidelines. These will be	No	Revised information to be made available to the public as part of an educative strategy to assist landowners

	could help with public education program. A risk initiative.	made available online after the OWMP has been endorsed.		intending to develop land better understand legal requirements and obligations.
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1. PURPOSE

Horsham Rural City Council adopts and maintains a Public Transparency Policy under Section 57 of the *Local Government Act 2020* (the Act). This policy is designed to implement the Public Transparency Principles outlined in Section 58 of the Act.

The policy establishes our commitment to fostering a transparent environment, ensuring that the community has access to documentation and information related to our administrative, regulatory, policy-making, and decision-making processes.

2. INTRODUCTION

The Council is dedicated to:

- Enhancing public confidence and trust by fostering a better understanding of its decision-making processes.
- Upholding the principle that public sector information is an asset that should be readily accessible and utilised.
- Ensuring that information provided is current, relevant, and easily accessible.
- Facilitating communication and engagement with the community.
- Achieving economic, social, health, wellbeing, and environmental benefits through informed decision-making.
- To support these commitments, the Council will make documents, and information related to its administrative, regulatory, and policy-making processes available to the public, except where specific legislative provisions, legal constraints, or exemptions apply. This commitment is aligned with the Public Transparency Principles.

3. SCOPE

This policy is applicable to Councillors, as well as all employees of Horsham Rural City Council, including full-time, part-time, and casual staff, agency personnel, and students. It also extends to Community Asset Committees established under Section 65 of the Act. Additionally, the policy governs the management of contractors, volunteer groups, and consultants engaged by the Council.

4. PRINCIPLES

4.1 Council decision making processes must be transparent except when the Council is dealing with information that is confidential by virtue of this Act or any other Act (Section 58(a) of the Act).

4.1.1 Formal Decision-Making

Formal decisions by the Council are made during Council Meetings conducted under Section 61 of the *Local Government Act 2020* (the Act) and in accordance with the Council's Governance Rules.

In accordance with Section 66 of the Act, which mandates that meetings be open to the public unless certain conditions apply, the Council or a delegated committee must keep meetings open to the public unless it is deemed necessary to close the meeting for one of the following reasons:

1. To discuss confidential information.
2. For security reasons.
3. To maintain the orderly conduct of the meeting.

If a meeting is closed for security reasons or to maintain order, arrangements must be made to allow public viewing of the proceedings, which may include online platforms or live streaming.

When a meeting is closed to consider confidential information, the Council or delegated committee must record in the minutes, which are available for public inspection:

1. The reason or reasons for closing the meeting to the public.
2. An explanation of why each reason applies.

4.1.2 Lead up to formal decision making

Formal decision-making occurs during Council Meetings; however, extensive internal discussions precede these meetings.

Before matters such as decisions, policies, or plans are presented at a Council Meeting, they undergo thorough review by the Executive Team. These matters are then discussed with the Councillors during a Council Briefing to ensure comprehensive consideration and to gather any additional information necessary for making an informed final decision.

Council will engage with the community using a deliberative methodology on important strategic plans, for example the Community Vision, the Council Plan, the Financial Plan and the Asset Plan. The level of engagement is determined in accordance with our Community Engagement Policy and Community Engagement Framework, particularly in cases where the Act does not specify engagement requirements.

The IAP2 Public Participation Spectrum articulates five levels of engagement.

Inform	To provide the public with balanced and objective information to assist them in understanding the problem, alternative, opportunities and/or solutions.
Consult	To obtain public feedback on analysis, alternatives and/or decisions.
Involve	To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
Collaborate	To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
Empower	To place final decision making in the hands of the public.

Council reports include a Community Engagement section which outlines where applicable the level of engagement that has been undertaken and documents how we achieve this.

Council Meeting Agendas and Minutes are open to the public and published on Council's website. Ordinary and Special Council Meetings that are streamed live will later be available via Council's website with public access available free of charge for at least a period of twelve months

Council will not communicate on certain actions and decision, including day-to-day operations and staffing matters.

4.1.3 Decisions not made at a Council meeting

Decisions are frequently made at the operational level as part of daily activities. Staff members have Position Descriptions that define their levels of authority. Additionally, certain staff are granted delegated authority by the Council and/or the Chief Executive Officer to make decisions on behalf of the Council. These decisions pertain to specific Acts of Parliament, their supporting Regulations, and Council-approved policies.

4.2 Council information must be publicly available unless the information is confidential by virtue of this Act or any other Act, or public availability of the information would be contrary to the public interest (Section 58(b) of the Act).

All requests for information that is not readily available will be granted unless they fall under Section 5.2 Exemptions of this policy. Readily available information includes, but is not limited to, the following:

Annual Budget	Financial Plan	Asset Plan	Strategic Plans
Annual Report	Local Laws	Governance Rules	Audit & Risk Committee Charter
Council approved policies	Register of Delegations	Register of Authorisations	Gifts Benefits & Hospitality Register
Summary of Personal Interest Returns	Travel register – travel undertaken by Councillors or Council Staff	Councillor Conflict of Interest Register	Complaints handling process – Complaints Policy

An extensive list of available documents can be found on Council’s Freedom of Information – Part II Statement via Council’s website or requesting a copy from Customer Service.

4.3 Council information must be understandable and accessible to members of the municipal community (Section 58(c) of the Act).

We recognise that our diverse community includes individuals with disabilities, literacy challenges, culturally and linguistically diverse backgrounds, and those without access to technology. To ensure inclusivity, we provide information in various formats to support all members of our community.

Some strategies we have implemented to enhance understanding and access to our information include:

- Encouraging authors of Council policies, plans, and other documents to use plain English. This ensures that documents use everyday language, short sentences and paragraphs, are concise, and are tailored to the intended audience, which is typically our community. We have also developed Easy English publications as needed.
- Hard copy materials are available for community members without access to technology.
- Our website includes ReadSpeaker providing text to speech
- Council has a mobile hearing loop available for use located at Customer Service Civic Centre.
- Council can be contacted through the National Relay Service

4.4 Public awareness of the availability of Council information must be facilitated (Section 58(d) of the Act).

Our website is our primary source for providing information and documents for community access. Printed documents can be viewed at the Civic Centre. In addition, we use various media channels to communicate our business, items of information, documents, events, etc. The media used currently includes:

Media	Communication
HRCC Weekly Update	Produced weekly via subscription, website, social media
Media Releases	Information is communicated to the community through regular media releases that are provided in print, radio and social media
Local newspapers/public notices	HRCC News printed weekly which is a free publication distributed and available through the municipality and beyond
Have your say	Council's website has a platform for community members to provide direct feedback to us on current matters including but not limited, plans, policies, road name proposals
Social	Current information and updates promoted through Councils Facebook pages. These include Horsham Rural City Council, Wimmera Libraries, HRCC Playgroups, Kalkee Road Children's & Community Hub, Horsham Youth, Horsham Maternal & Child Health, Horsham Town Hall, Visit Horsham – Victoria, Horsham Regional Art Gallery
Radio	The Mayor, Chief Executive Officer or delegates have radio interviews with local radio stations, providing the community with updates and promotion of activities in the municipality
In person	Customer Service and Visitor Information team provide information to customers. Where a subject matter expert is needed the customers query is referred to that team

5. Access

5.1 Local Government Act 2020 requirements

The Act specifies schedules for making the Council's information publicly available. According to the Act, certain documents will be accessible through the following means:

- At the Council's office located at 18 Roberts Avenue, Horsham, Victoria
- On the Council's website at hrcc.vic.gov.au
- Published in any other manner as prescribed by the regulations for the relevant section
- Further assistance can be provided via
 - P: (03) 5382 9777
 - E: council@hrcc.vic.gov.au

5.2 Freedom of Information Act 1982

The Freedom of Information Act 1982 grants individuals the right to access documents held by the Council. We are committed to proactively and informally releasing information whenever possible, in line with the Freedom of Information Professional Standards issued by the Victorian Information Commissioner (www.ovic.vic.gov.au).

A comprehensive list of available information is included in the Part II Statement, which is published on the Council’s website in accordance with the Freedom of Information Act 1982. This Statement outlines the information that government agencies and local councils are required to publish to facilitate public access to their records.

5.3 Restricted information

Certain Council information may not be made publicly available. This restriction applies if the information is deemed confidential, its release would be contrary to the public interest, or it is required to be withheld under the *Privacy and Data Protection Act 2014*, the *Health Records Act 2001*, or other relevant legislation that designates information as private or confidential.

"Confidential information" is defined in Section 3 of the *Local Government Act 2020* outlined in the following table.

Exemption Type	Description
Council business information	Information that would prejudice Council's position in commercial negotiations if prematurely released.
Security information	Information that is likely to endanger the security of Council property or the safety of any person if released.
Land use planning information	Information that is likely to encourage speculation in land values if prematurely released.
Law enforcement information	Information which would be reasonably likely to prejudice the investigation into an alleged breach of the law or the fair trial or hearing of any person if released.
Legal privileged information	Information to which legal professional privilege or client legal privilege applies.
Personal information	Information which would result in the unreasonable disclosure of information about any person or their personal affairs if released.
Private commercial information	Information provided by a business, commercial or financial undertaking that relates to trade secrets or that, if released, would unreasonably expose the business, commercial or financial undertaking to disadvantage.
Confidential meeting information	Records of Council and Delegated Committee meetings that are closed to the public to consider confidential information.
Internal arbitration information	Information provided to, or produced by, an arbiter for the purpose of an internal arbitration process, other than the findings and the reasons.
Councillor Conduct Panel information	Information: <ul style="list-style-type: none"> provided to, or produced by, a Principal Councillor Conduct Registrar, for the purposes of an application to form a Councillor Conduct Panel; or provided to, or produced by, a Councillor Conduct Panel for the purposes of conducting a hearing, other than a decision or reasons for a decision; or comprising any part of a statement of reasons or other document under the control of a Councillor Conduct Panel that the Councillor Conduct Panel determines contains confidential information.

Exemption Type	Description
Confidential information under the 1989 Act	Information that was confidential information for the purposes of section 77 of the <i>Local Government Act 1989</i> .

It may be determined that, in the interest of transparency, confidential information under the Act may be released to the public. However, this will not occur if such disclosure is illegal, likely to cause harm to any individual, or is not in the public interest.

For non-confidential information that is not readily available, the Council will apply a public interest test, while also considering the resources required to fulfill the request.

5.3.1 Accountability of Councillors and Council Officers

All Councillors and Council Officers are made aware of their responsibilities when managing confidential information.

Councillors are required to participate in Councillor Induction which outlines the statutory requirements for Councillors under the Act. Council Officers undergo induction and are provided a Code of Conduct which details staff responsibilities when handling confidential information and expectations.

- Any Council Officer found to have intentionally or recklessly shared or discussed confidential information that knows or should reasonably know is confidential information with an unauthorised individual or entity will be deemed to have committed a serious breach. This breach will be addressed in accordance with the Council's Performance Management Procedure.
- If a Councillor is found to have engaged in similar conduct by sharing or discussing confidential information with an unauthorised individual or entity, they will be reported to the Local Government Inspectorate for violating Section 125 of the Act. The Council may also choose to address the matter through the Councillor Code of Conduct or by applying to a Councillor Conduct Panel to review the Councillor's actions.

6. Review of decision for release of information

If a community member wishes to challenge a decision regarding the release of information, they should first address the matter directly with Council. If the issue remains unresolved, they may pursue the matter further through the Council's Complaints Policy. Should the response still be unsatisfactory, the community member has the option to escalate their concerns to the Victorian Ombudsman's office by calling 1800 806 314 or visiting www.ombudsman.vic.gov.au.

7. COMMUNICATION

This policy is available on Council's website, Councillor Portal and Council Intranet.

8. RESPONSIBILITY

Policy Owner: Manager Governance and Community Relations

This Policy will be reviewed every 4 years or earlier as required by changed circumstances including changes to legislation and plans, strategies or policies of HRCC.

9. DEFINITIONS

Definition	Meaning
Act	means the <i>Local Government Act 2020</i>
Chief Executive Officer	includes an Acting Chief Executive Officer
Closed Meeting	means a Meeting that is closed to members of the public
Community	means the residents and ratepayers of, and visitors to, the Municipal District and may, depending on the context, refer to all of those people or to particular subsets of those people
Confidential Information	means confidential information as defined in section 3(1) of the Act
Council	means Horsham Rural City Council
Council Information	means all documents and other information held by Council
Council Offices	means the offices of Council located at Roberts Avenue, Horsham
Council Website	means Council's website at www.hrcc.vic.gov.au
Governance Rules	means the governance rules adopted by Council under section 60 of the Act, as amended from time to time
Health Information	means health information as defined in section 3(1) of the <i>Health Records Act 2001</i>
Meeting	means a meeting of Council or a Delegated Committee
Municipal District	means the municipal district of Council
Officer	means a member of Council staff, and includes the Chief Executive Officer
Personal Information	means personal information as defined in section 3(1) of the <i>Privacy and Data Protection Act 2014</i>
Public Interest Test	means Council is not required to make publicly available information if the release would be contrary to the public interest, in accordance with the <i>Local Government Act 2020</i> . When considering public interest, Council will apply the test that exists in the <i>Freedom of Information Act 1982</i> . Council may refuse to release information if it is satisfied that the harm to the community likely to be created by releasing the information will exceed the public benefit in it being released.
Public Transparency Principles	means the public transparency principles set out in section 58 of the Act and reproduced in Part 4 of this Policy
Requestor	means a person making a request to access Council Information under and in accordance with this Policy

10. SUPPORTING DOCUMENTS

Document	Location
HRCC Governance Rules	Website, Councillor Portal & Intranet
HRCC Community Engagement Policy	Website, Councillor Portal & Intranet
HRCC Information Privacy Policy	Website, Councillor Portal & Intranet
<i>Local Government Act 2020</i>	Internet
<i>Privacy and Data Protection Act 2014</i>	Internet
<i>Freedom of Information Act 1982</i>	Internet
<i>Charter of Human Rights and Responsibilities Act 2006</i>	Internet
<i>Equal Opportunity Act 2010</i>	Internet

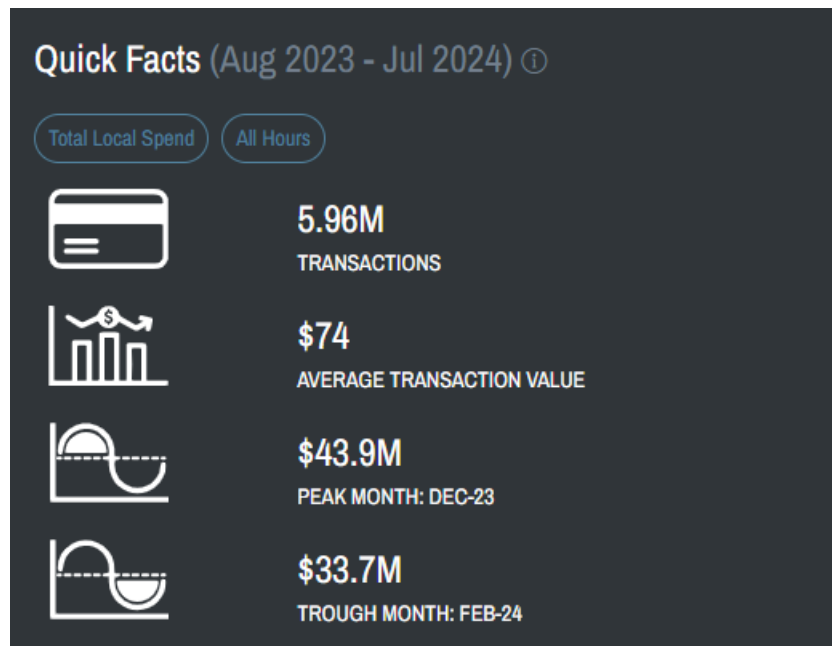
11. DOCUMENT CONTROL

Version Number	Approval Date	Approval By	Amendment	Review Date
01	24 August 2020	Council	<ul style="list-style-type: none"> New Policy, in accordance with the requirements of the <i>Local Government Act 2020</i>. 	24 August 2024
1.1	March 2023	n/a	<ul style="list-style-type: none"> New logo 	24 August 2024
2.0	September 2024		<ul style="list-style-type: none"> Major review undertaken 	September 2028

It is recognised that from time-to-time circumstances may change leading to the need for minor administrative changes to Council and Administrative Policies. Where an update does not materially alter a Policy, such a change may be made administratively, without the need for formal adoption by EMT or Council. Examples include a change to the name of a Council Department/Position Title, a change to the name of a Federal or State Government Department, and a minor update to legislation which does not have a material impact. However, all changes will be noted in the document control section and version number updated.



SPENDMAPP DATA REPORT JULY 2024



For the month of July 2024:

- Resident Local Spend was \$23.4M. This is a 3.84% increase from the same time last year.
- Visitor Local Spend was \$12.1M. This is a 7.81% increase from the same time last year.
- Total Local Spend was \$35.5M. This is a 5.16% increase from the same time last year.
- Resident Escape Spend was \$10.9M. This is a 18.12% increase from the same time last year.
- Resident Online Spend was \$15.6M. This is a 8.16% increase from the same time last year.

The 18.12 per cent increase in Resident Escape Spend is likely to occur during school holiday periods.

Night Time Economy for July:

The biggest spending night of the month of July 2024 was Saturday 13 July with Total Local Spend of \$0.3M. This was made up of \$0.1M in Dining and Entertainment spending and \$0.1M spending in all other categories.

There were no significant events held on this date, however it was the last weekend of the school holidays and Horsham Demons Football Netball Club played Minyip Murtoa Football Netball Club in Horsham which may have increased night time spend.

Year on year changes:

We can see below that spending across the board has increased during working hours in comparison to 2023, however our non-work hours spend has decreased significantly.

This is telling us that more people are spending money during work hours than in the previous year. This may also be attributed to School Holiday spending.

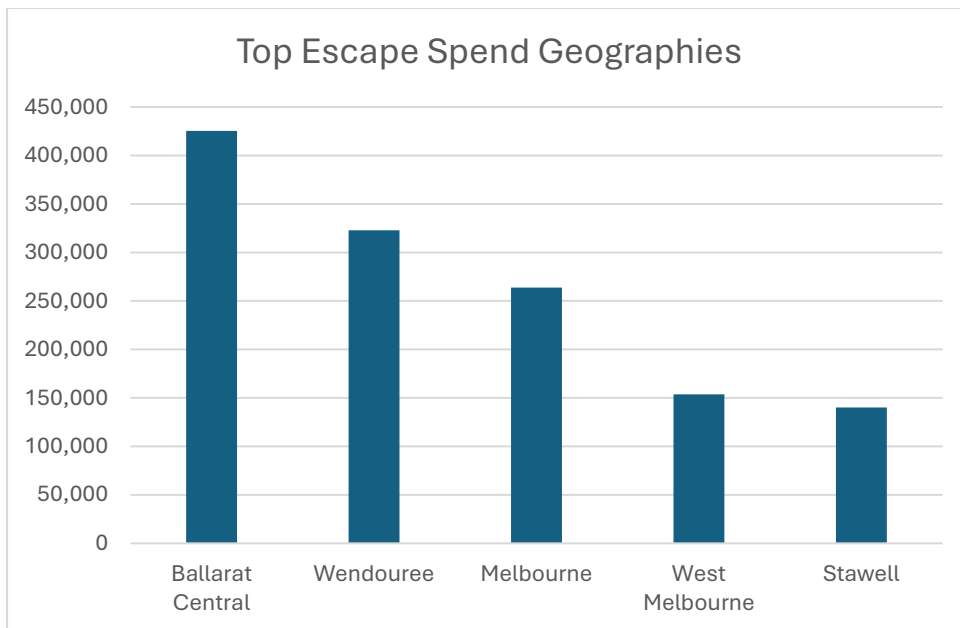
There is also a 10.33 per cent decrease in out of hours total local spend which shows us that less people are spending money out of hours during the Winter months.

Work Hours

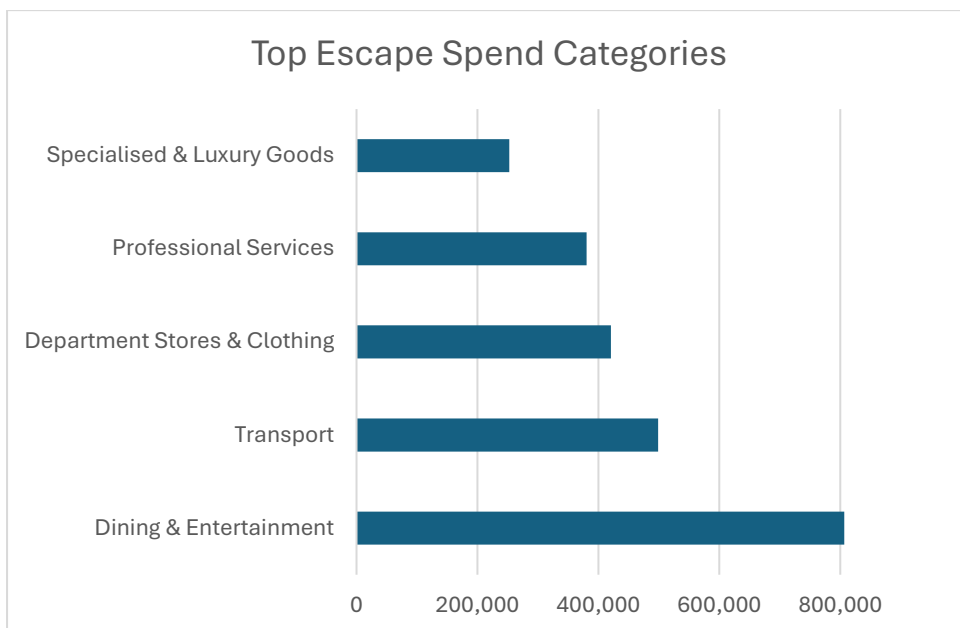
Year-on-Year Changes ⓘ			
End Month: Jul 2024			
Work Hours			
Expenditure Type ⇅	Jul 2023 ⇅	Jul 2024 ⇅	Change ⇅
Total Local Spend	\$23.1M	\$25.9M	12.32%
Resident Local Spend	\$15.2M	\$17.0M	11.84%
Visitor Local Spend	\$7.85M	\$8.88M	13.25%
Resident Escape Spend	\$5.68M	\$7.52M	32.46%
Resident Online Spend	\$8.72M	\$9.36M	7.36%

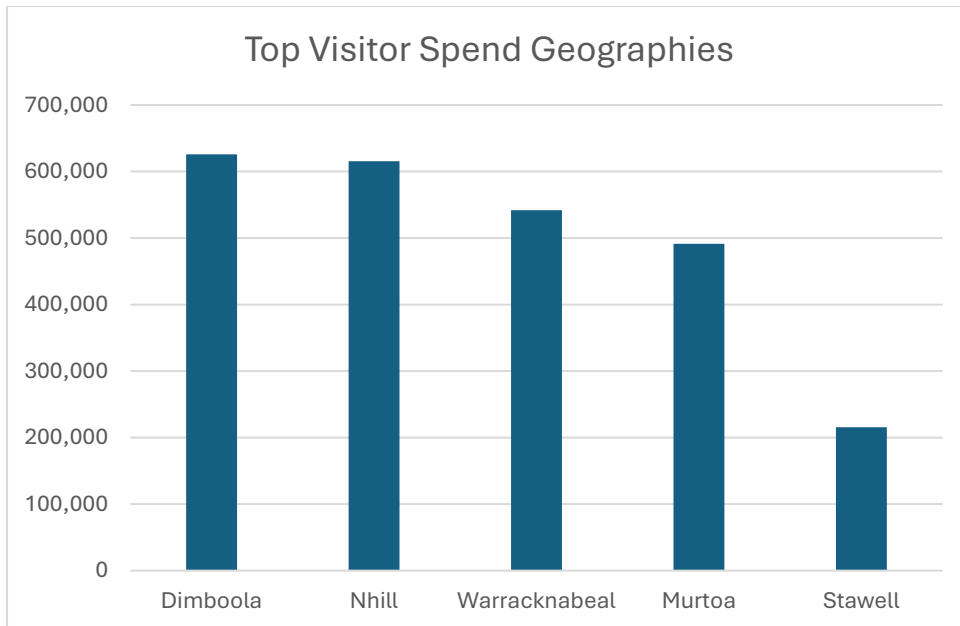
Non-Work Hours

Year-on-Year Changes ⓘ			
End Month: Jul 2024			
Non Work Hours			
Expenditure Type ⇅	Jul 2023 ⇅	Jul 2024 ⇅	Change ⇅
Total Local Spend	\$10.7M	\$9.56M	-10.33%
Resident Local Spend	\$7.27M	\$6.33M	-12.92%
Visitor Local Spend	\$3.39M	\$3.23M	-4.78%
Resident Escape Spend	\$3.52M	\$3.34M	-5.01%
Resident Online Spend	\$5.70M	\$6.23M	9.39%

Location and Category Analysis:

There is an increase in Escape spend in Melbourne and West Melbourne in July which could be attributed to people travelling further during the school holidays.





The Top 5 Visitor Spend locations are from neighbouring Shires and their Top Spend Category is Grocery Stores & Supermarkets which demonstrates that Horsham is a HUB for grocery shopping for smaller outer lying towns.

