



Draft Horsham South Structure Plan

September 2024

Prepared by Mesh on behalf of Horsham Rural City Council



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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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DATE September 2024

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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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The final section of the Structure Plan, 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.



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

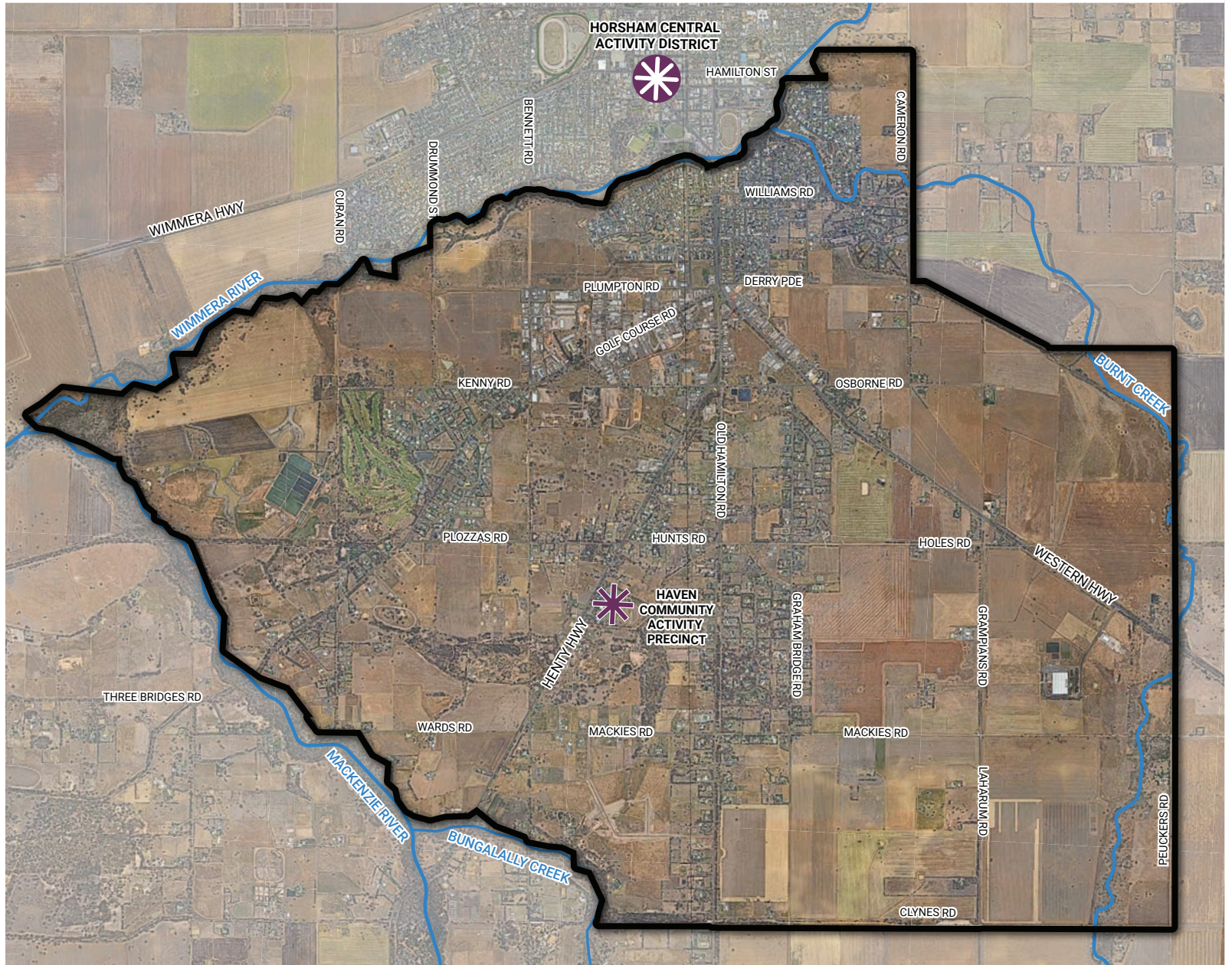


FIGURE 1. STUDY AREA

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

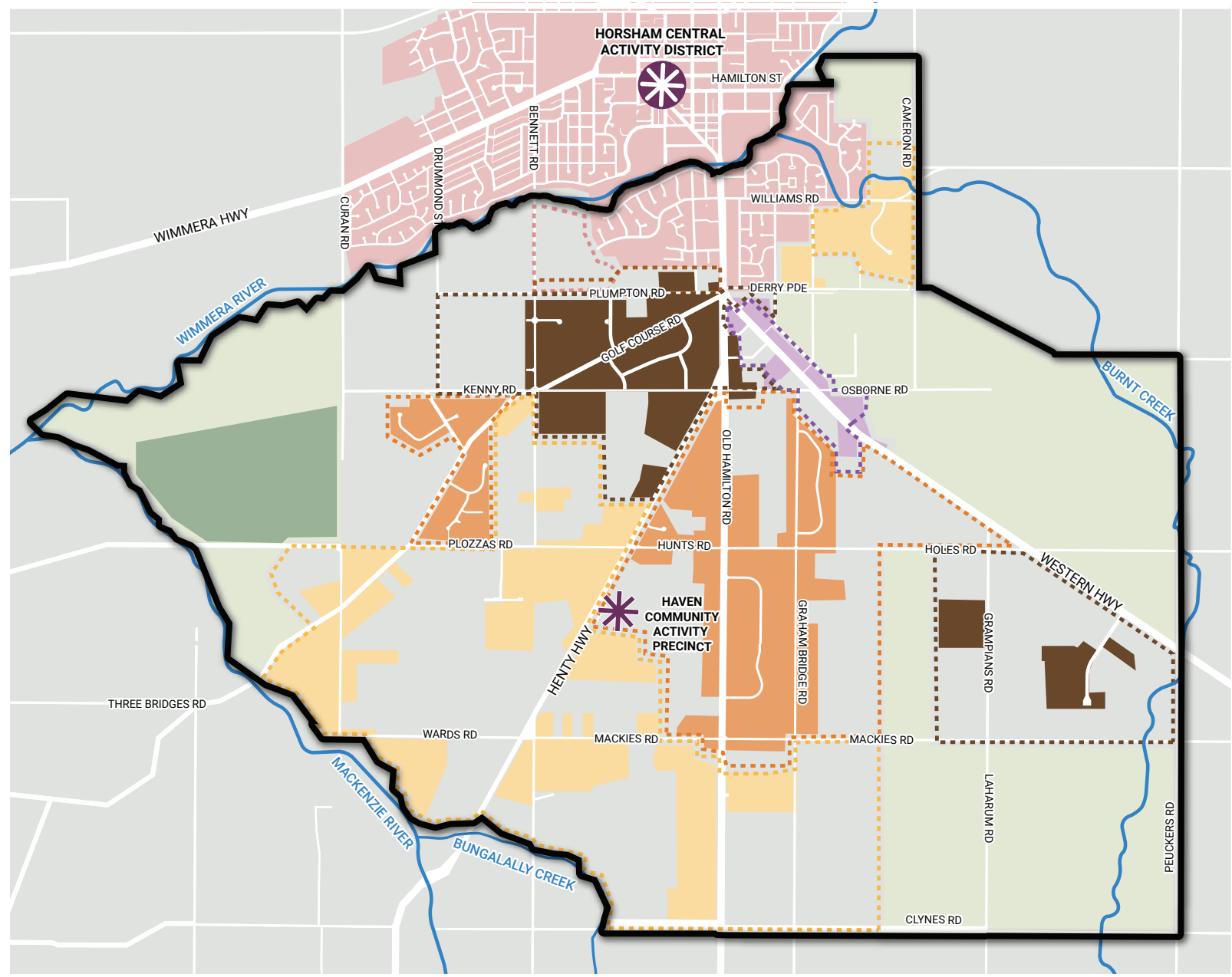


FIGURE 2. EXISTING DEVELOPMENT CONDITIONS PLAN

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.

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.

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.

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

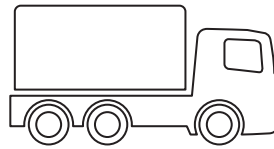
Horsham is located mid-way between Adelaide and Melbourne and serves as the major regional centre in the Wimmera Region (Figure 3).

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.

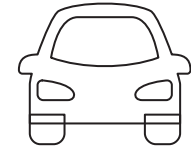
The Wimmera-Southern Mallee region is significant for its rural and environmental qualities, containing the soils that produce a large portion of Victoria's grain, pulses and livestock. Much of the industry within this region revolves around agri-business, with a range of different fibres, foods and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



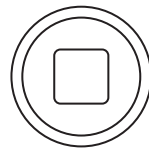
TRUCKS

1,800



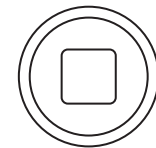
CARS

6,700



TRUCKS

1,000



CARS

6,030

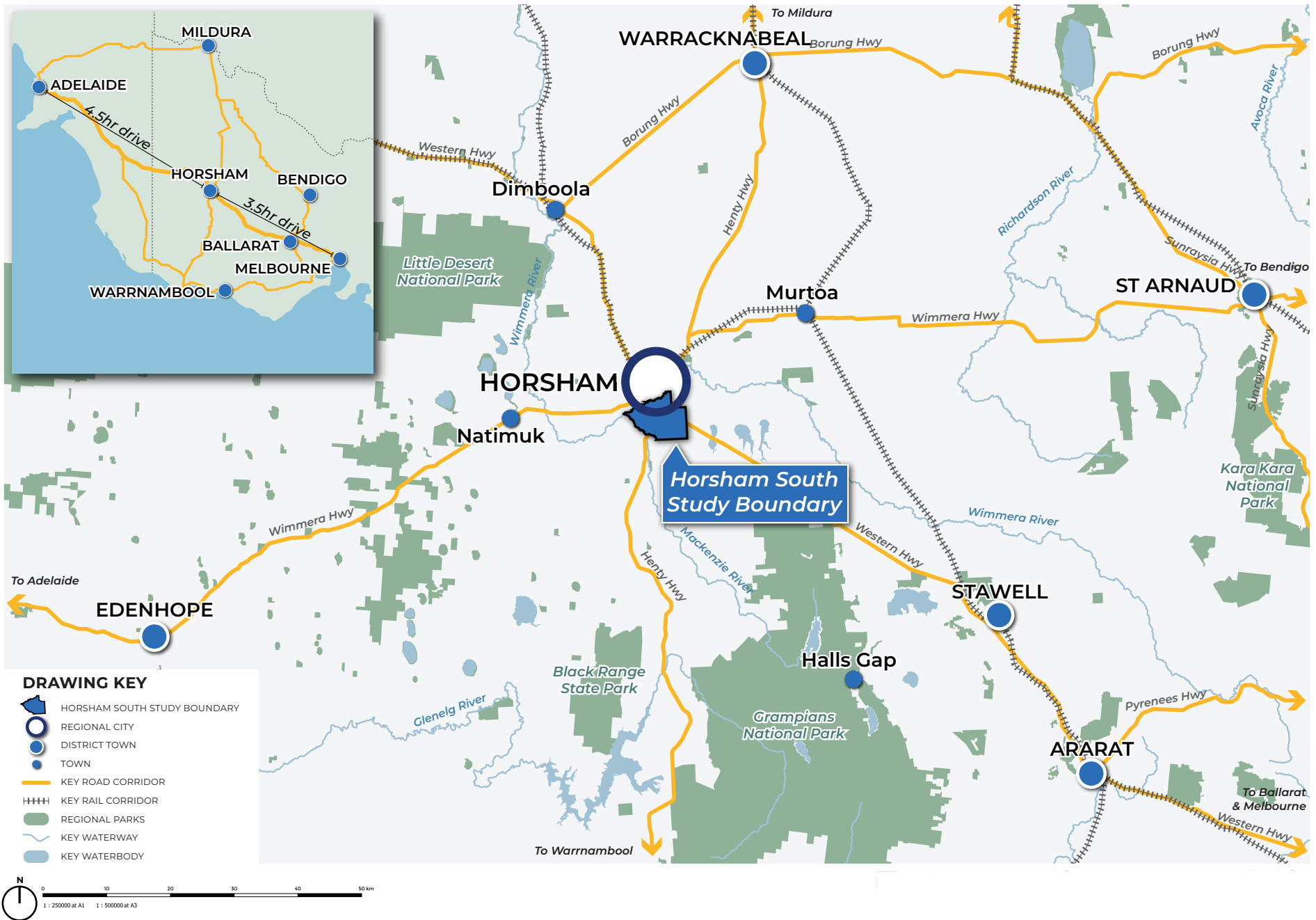


FIGURE 3. REGIONAL CONTEXT PLAN

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.

Barringgi 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.

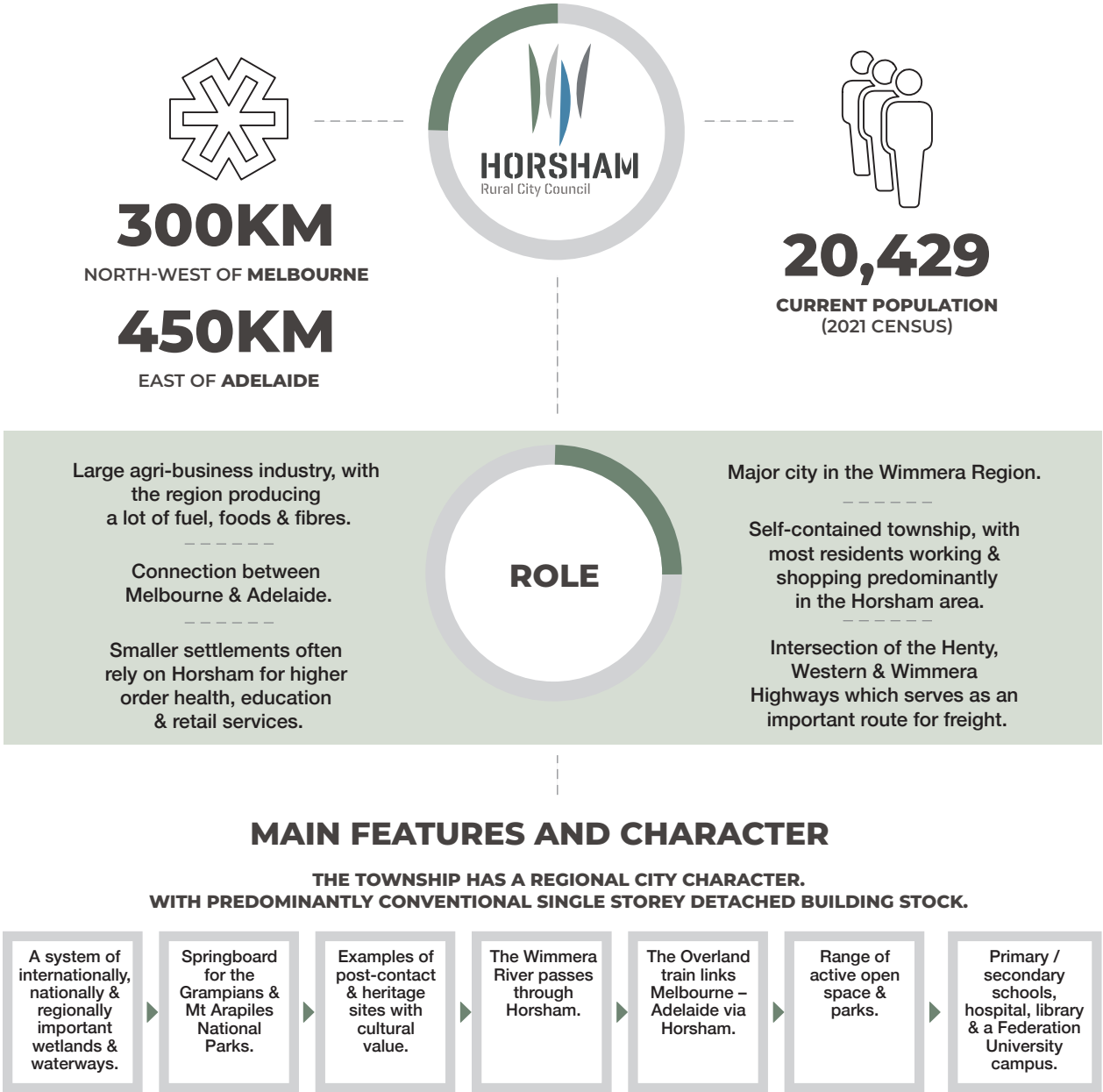


FIGURE 4. TOWNSHIP SNAPSHOT

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.

DRAWING KEY

-  STUDY AREA BOUNDARY
 -  WATERWAY
 -  HORSHAM CENTRAL ACTIVITY DISTRICT
 -  HAVEN COMMUNITY ACTIVITY PRECINCT
 -  2, 4 AND 6KM CATCHMENTS FROM HORSHAM CBD
- LAND USE**
-  RESIDENTIAL
 -  OPEN SPACE
 -  PRIMARY ACTIVITY CENTRE
 -  COMMERCIAL ZONE
 -  INDUSTRIAL ZONE
 -  SPECIAL USE
 -  HORSHAM AIRPORT
- MOVEMENT**
-  ARTERIAL ROAD
 -  MAJOR ROAD
 -  RAIL LINE
 -  HORSHAM TRAIN STATION

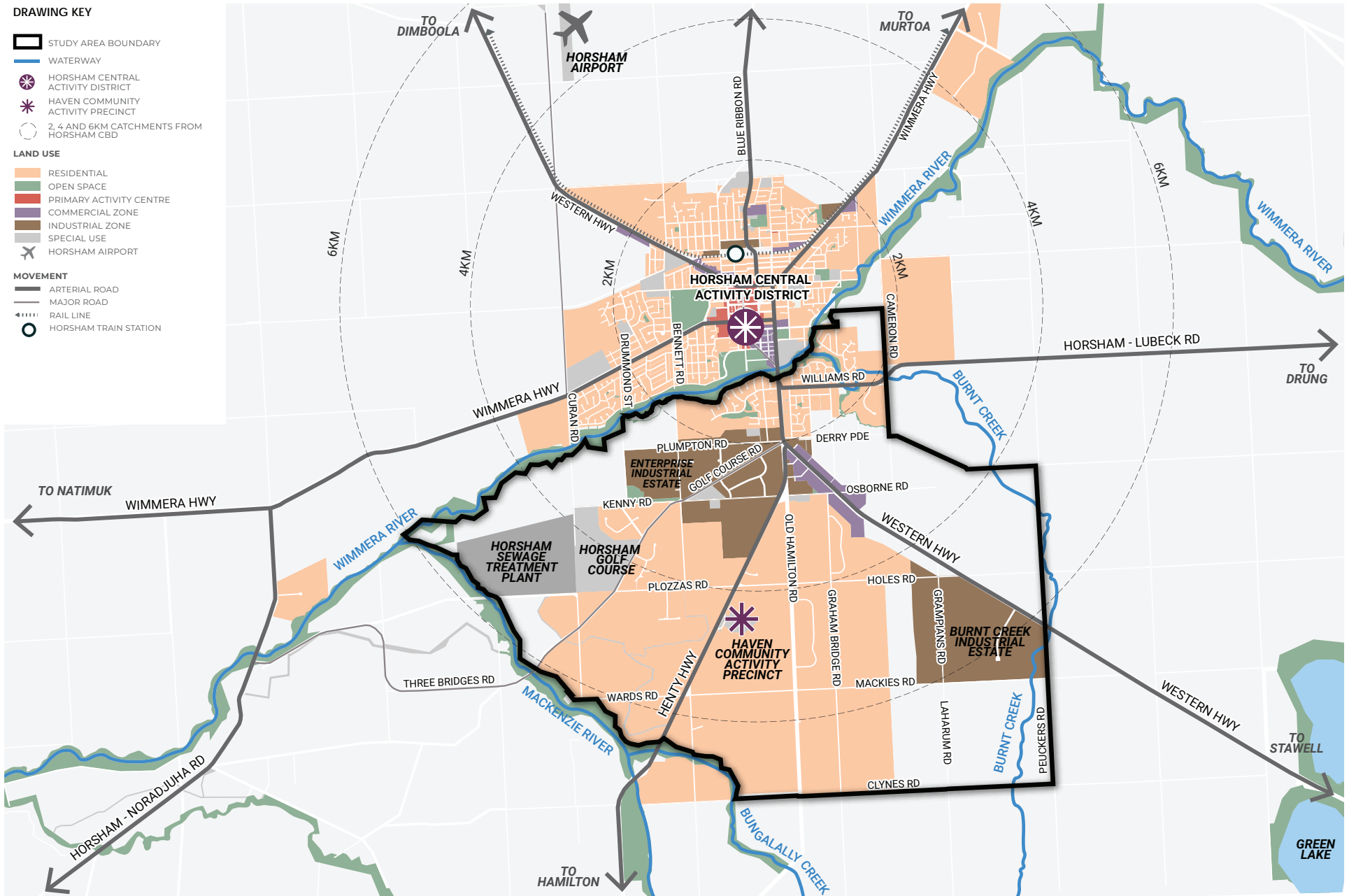


FIGURE 5. LOCAL CONTEXT PLAN

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

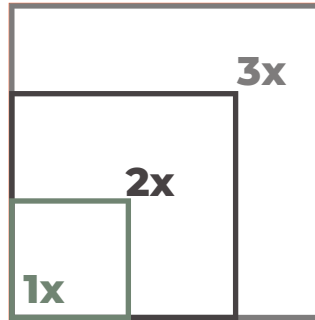
TECHNICAL ASSESSMENT	KEY FINDINGS	KEY RECOMMENDATIONS
Drainage	<p>There is limited stormwater drainage infrastructure in Horsham South and drainage is largely via local swales or open earth table drains within road reserves. Once the table drains are full, overland flow (i.e., flooding) is expected to 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 their 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.

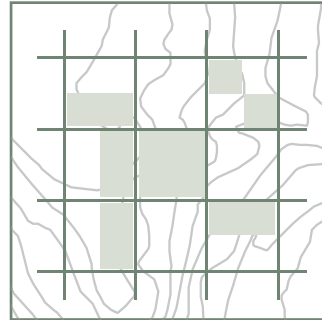


SCALE AND LOCATION

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.

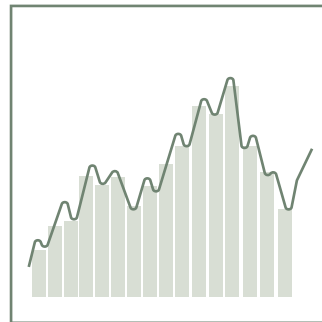
According to the 2021 Census data, the area includes approximately 1,700 households.



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.

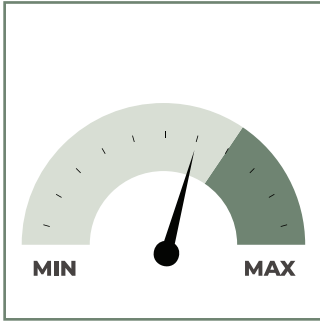


DEVELOPMENT/ PLANNING STATUS

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.

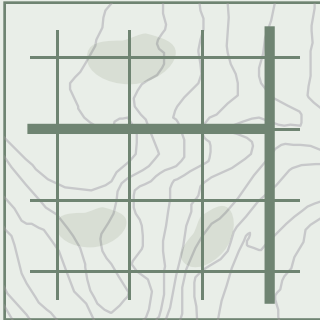
Existing zoning that provides for progressively larger lots moving southward.

TABLE 2. DEVELOPMENT AND INFRASTRUCTURE CONTEXT



AFFORDABILITY

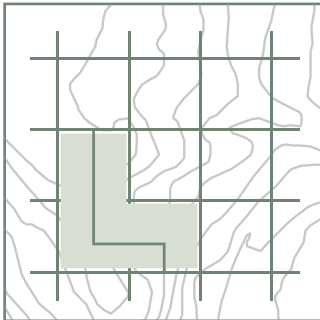
Council and development proponents are conscious of the current market conditions and ensuring that Horsham South remains an affordable residential and employment housing market.



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.

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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.

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.

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 plant 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.

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.

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>

DRAWING KEY

-  STUDY AREA BOUNDARY
-  WATERWAY
-  BRIDGE
- ZONING**
-  GENERAL RESIDENTIAL ZONE - GRZ1
-  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

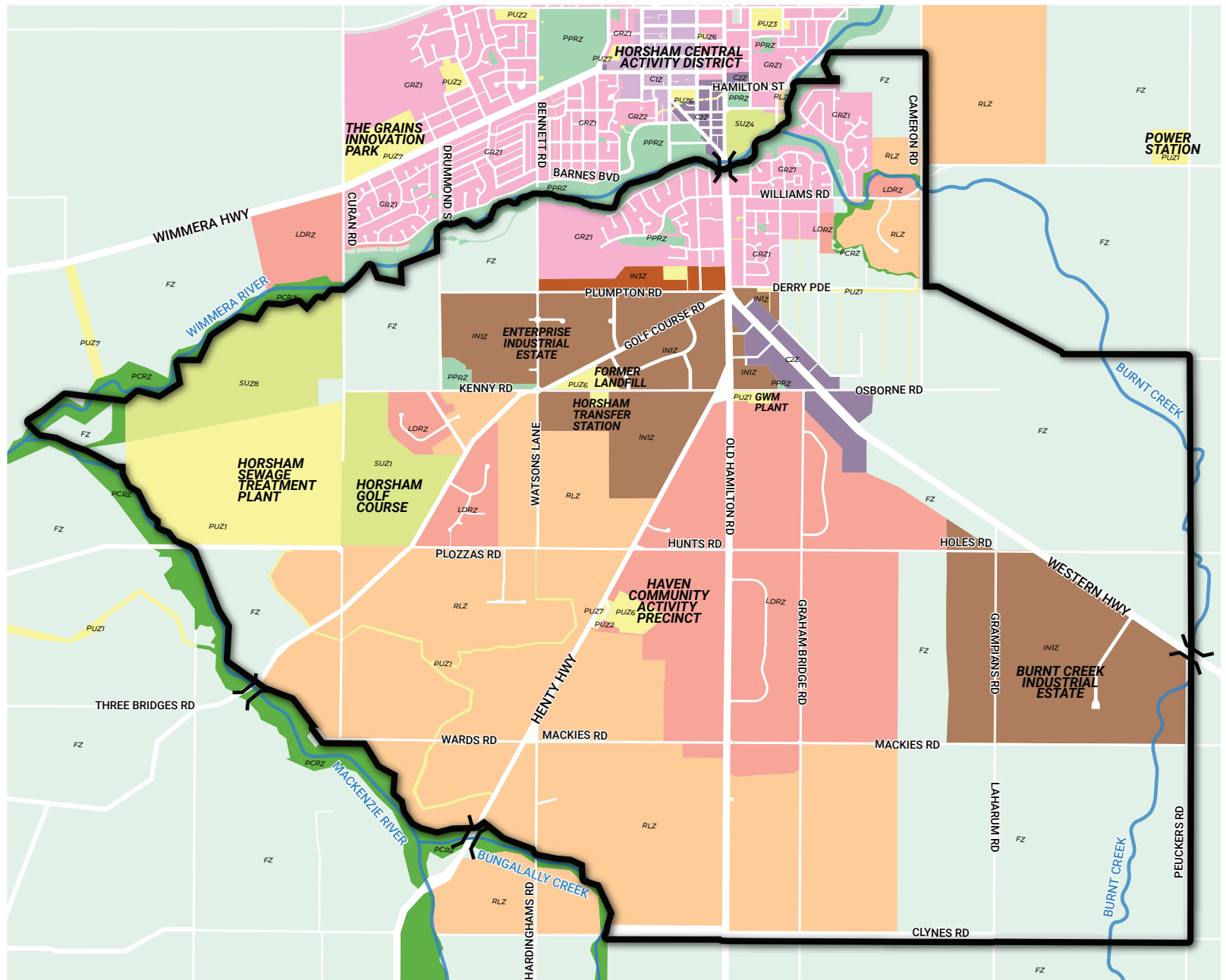










FIGURE 6. EXISTING ZONES MAP

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.

DRAWING KEY

-  STUDY AREA BOUNDARY
-  WATERWAY
-  BRIDGE
- OVERLAYS**
-  LAND SUBJECT TO INUNDATION OVERLAY (LSIO)
-  FLOOD OVERLAY (FO)
-  BUSHFIRE MANAGEMENT OVERLAY (BMO)
-  ABORIGINAL SENSITIVITY OVERLAY
-  PUBLIC ACQUISITION OVERLAY (PAO)
-  HERITAGE OVERLAY (HO)
-  INCORPORATED PLAN OVERLAY 1 (IPO1)
-  DESIGN AND DEVELOPMENT OVERLAY 1 (DDO1)
-  DESIGN AND DEVELOPMENT OVERLAY 3 (DDO3)
-  DESIGN AND DEVELOPMENT OVERLAY 10 (DDO10)
-  DEVELOPMENT PLAN OVERLAY 1 (DPO1)
-  DEVELOPMENT PLAN OVERLAY 2 (DPO2)
-  DEVELOPMENT PLAN OVERLAY 3 (DPO3)
-  DEVELOPMENT PLAN OVERLAY 6 (DPO6)
-  DEVELOPMENT PLAN OVERLAY 8 (DPO8)
-  ENVIRONMENTAL AUDIT OVERLAY (EAO)
-  ENVIRONMENTAL SIGNIFICANCE OVERLAY 3 (ESO3)
-  ENVIRONMENTAL SIGNIFICANCE OVERLAY 6 (ESO6)

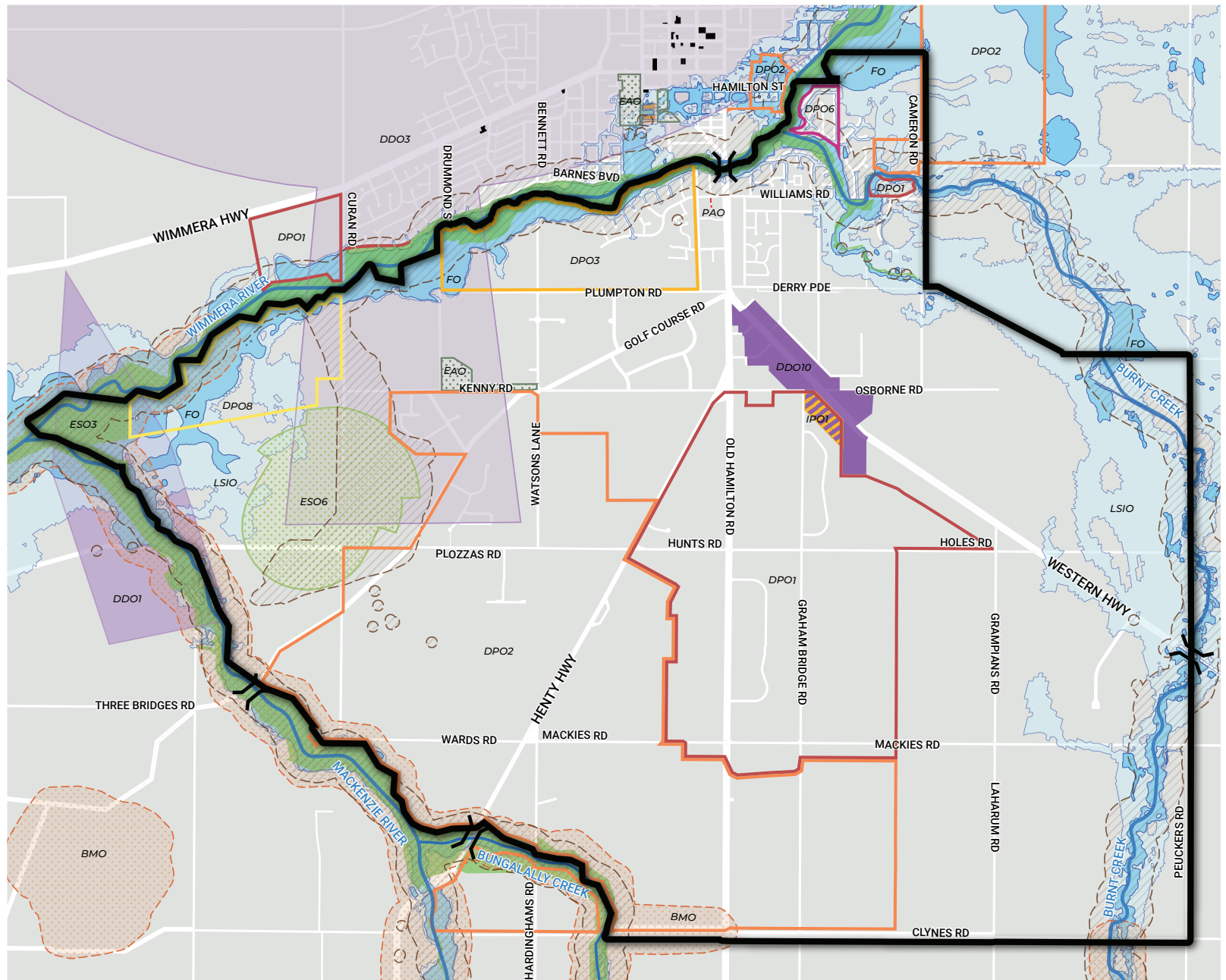


FIGURE 7. EXISTING OVERLAYS MAP

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.	
					



OSBORNE ROAD

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.

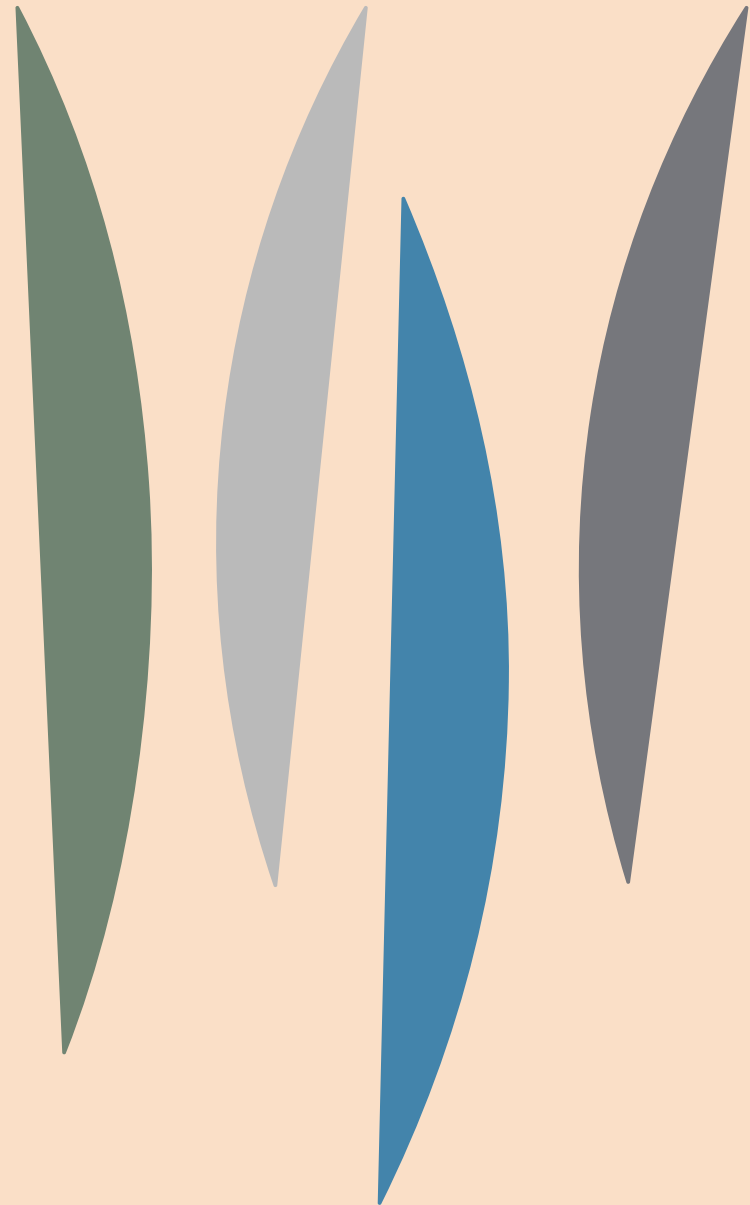
TABLE 5. KEY ISSUES AND OPPORTUNITIES FOR HORSHAM SOUTH

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



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.

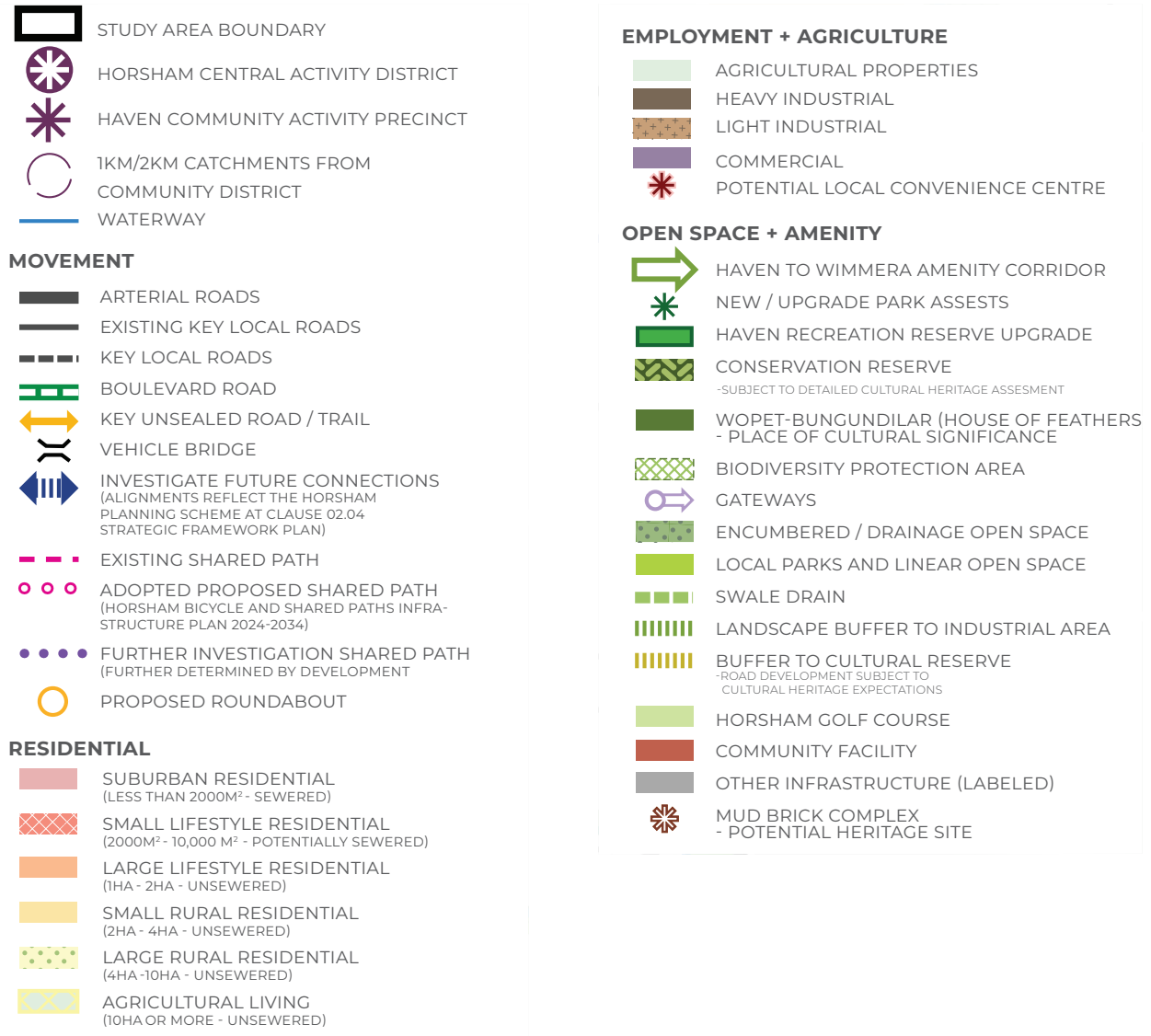
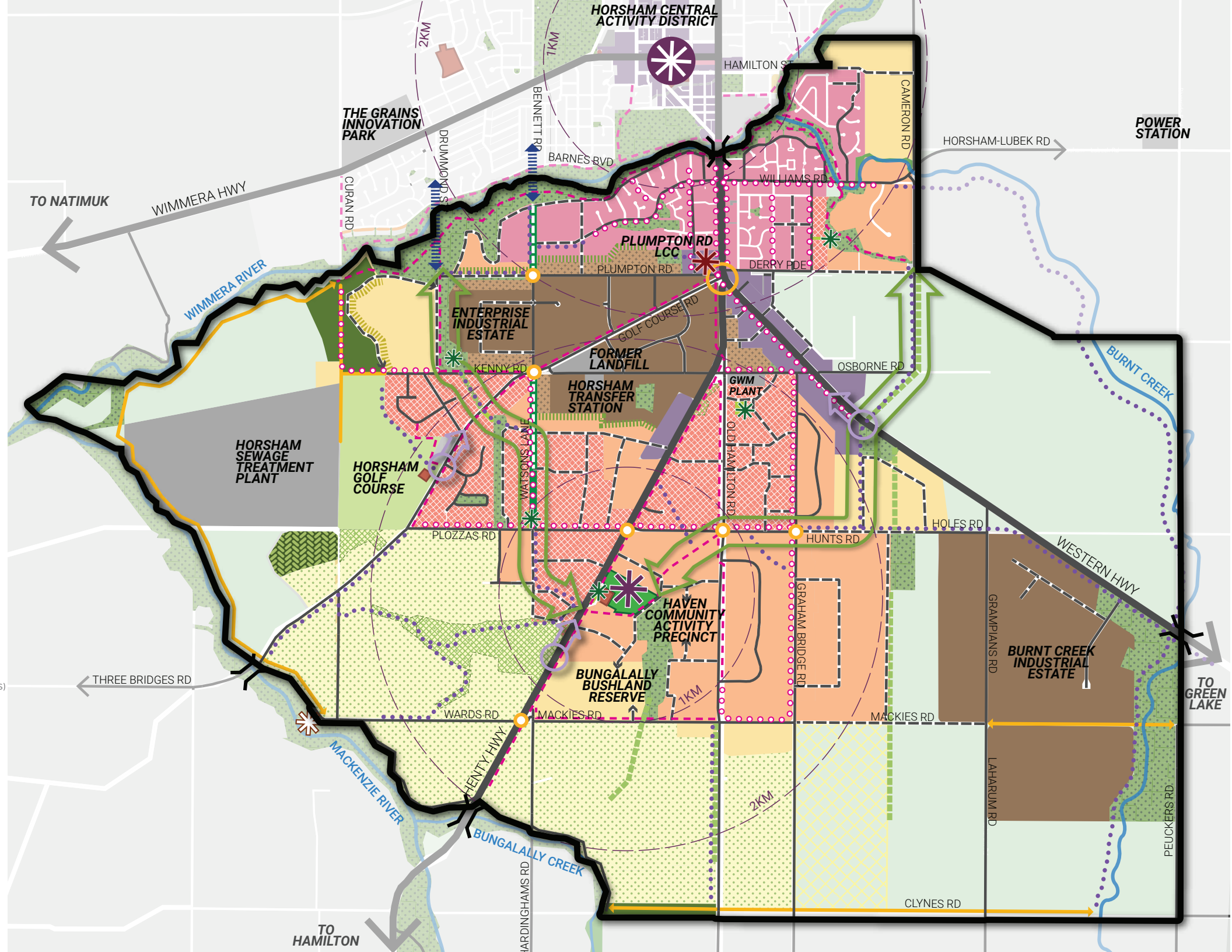


FIGURE 8. HORSHAM FUTURE URBAN STRUCTURE



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. 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.

DRAWING KEY

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

- RESIDENTIAL**
-  SUBURBAN RESIDENTIAL (LESS THAN 2000M² - SEWERED)
 -  SMALL LIFESTYLE RESIDENTIAL (2000M² - 10,000 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)

- OPEN SPACE**
-  CONSERVATION RESERVE (SUBJECT TO DETAILED CULTURAL HERITAGE ASSESSMENT)
 -  WOPET-BUNGUNDILAR (HOUSE OF FEATHERS) - PLACE OF CULTURAL SIGNIFICANCE
 -  BIODIVERSITY PROTECTION AREA
 -  INDUSTRIAL INTERFACE

- WATER**
-  WATERWAY
 -  FLOOD AREA
 -  LAND SUBJECT TO INUNDATION

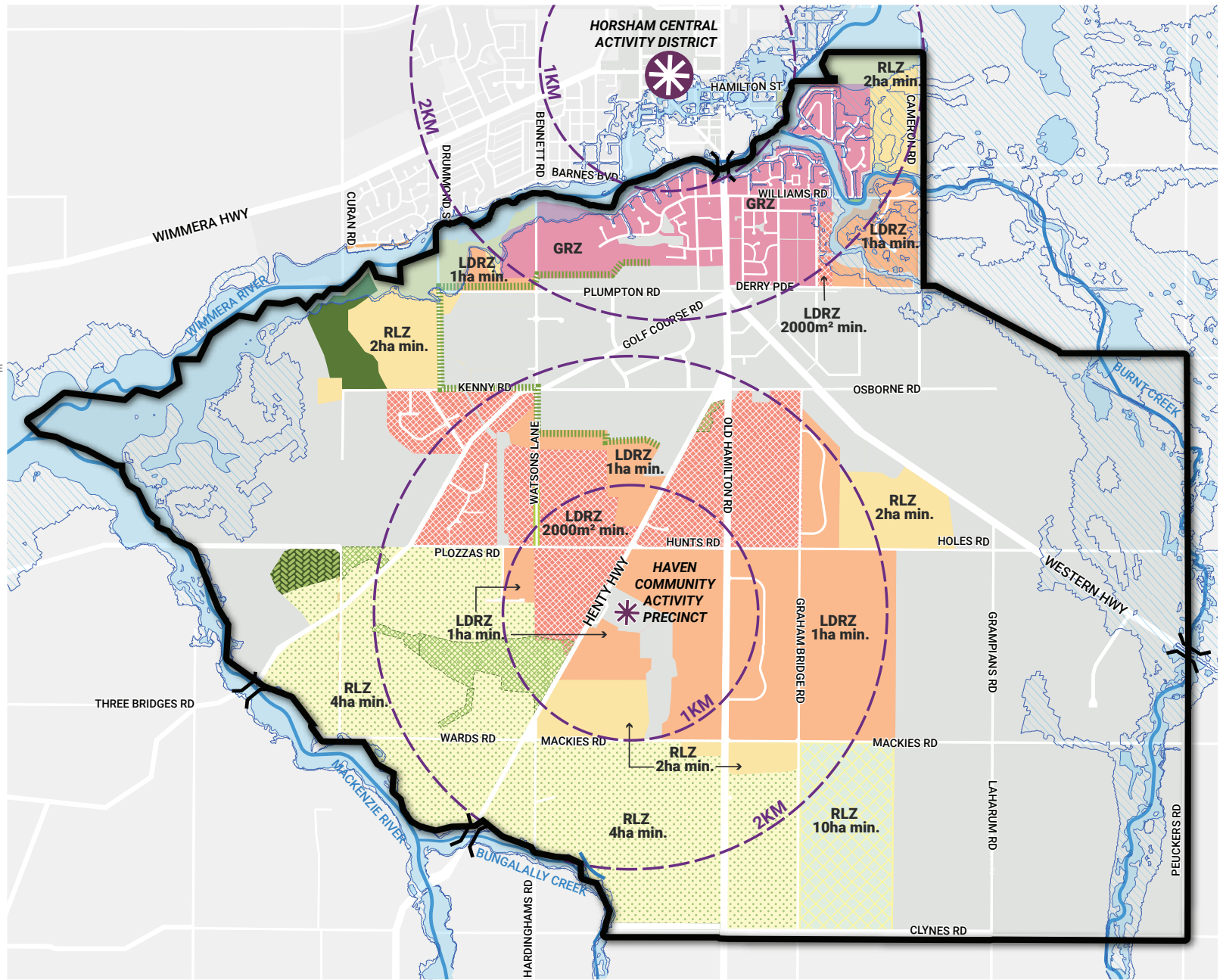
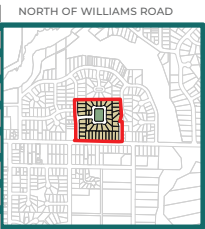


FIGURE 9. PROPOSED DENSITIES

TYPE 01 - 

SUBURBAN RESIDENTIAL
GENERAL RESIDENTIAL ZONE
(LESS THAN 2000M² - SEWERED)



STUDY AREA (HA):
5.18ha

AVERAGE LOT SIZE :
792m²


AVERAGE LOT DEPTH:
38.8m

AVERAGE LOT WIDTH:
20.2m

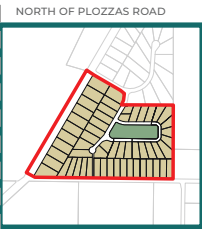
SEWERED:
Yes

STREET WIDTHS:
16.0m

DWELLINGS PER HECTARE:
8.7 dw/ha (45 dwellings / 5.18ha)

TYPE 02 - 

SMALL LIFESTYLE RESIDENTIAL
LOW DENSITY RESIDENTIAL ZONE
(2000M² - 10,000 M² - POT. SEWERED)



STUDY AREA (HA)
19.01ha

AVERAGE LOT SIZE :
3,822m² (0.3ha)


AVERAGE LOT DEPTH:
87.4m

AVERAGE LOT WIDTH:
40.3m

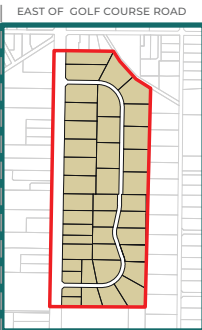
SEWERED:
Site By Site Basis

STREET WIDTHS:
16.0m

DWELLINGS PER HECTARE:
1.9dw/ha (37 dwellings / 19.01ha)

TYPE 03 - 

LARGE LIFESTYLE RESIDENTIAL
RURAL LIVING ZONE
(1HA - 2HA - UNSEWERED)



STUDY AREA (HA)
60.92ha

AVERAGE LOT SIZE :
12,215m² (1.2ha)

AVERAGE LOT DEPTH:
132.0m

AVERAGE LOT WIDTH:
66.4.0m

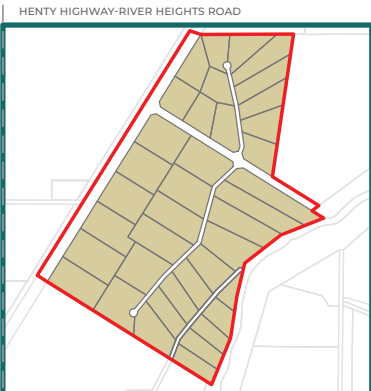
SEWERED:
No

STREET WIDTHS:
20.0m

DWELLINGS PER HECTARE:
0.7 dw/ha (41 dwellings / 10.84 ha)

TYPE 04 - 

SMALL RURAL RESIDENTIAL
RURAL LIVING ZONE
(2HA - 4HA - UNSEWERED)



STUDY AREA (HA)
139.04ha

AVERAGE LOT SIZE :
31,361m² (3.1ha)

AVERAGE LOT DEPTH:
263.5m

AVERAGE LOT WIDTH:
132.5m

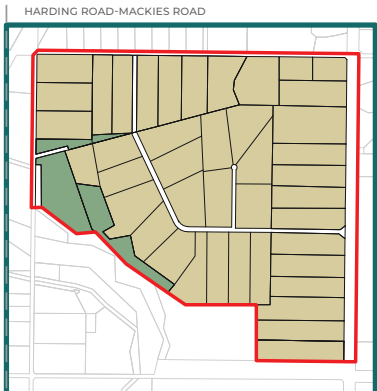
SEWERED:
No

STREET WIDTHS:
20.0m

DWELLINGS PER HECTARE:
0.3 dw/ha (38 dwellings / 139.04 ha)

TYPE 05 - 

LARGE RURAL RESIDENTIAL
RURAL LIVING ZONE
(4HA -10HA - UNSEWERED)



STUDY AREA (HA)
191.53ha

AVERAGE LOT SIZE :
40,909m² (4.1ha)

AVERAGE LOT DEPTH:
346.5m

AVERAGE LOT WIDTH:
117.0m

SEWERED:
No

STREET WIDTHS:
20.0m

DWELLINGS PER HECTARE:
0.2 dw/ha (41 dwellings / 222.39 ha)

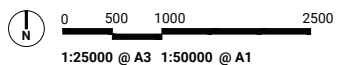


FIGURE 10. RESIDENTIAL TYPOLOGIES



■ WIMMERA RIVER

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)

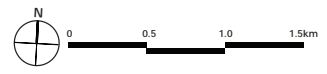
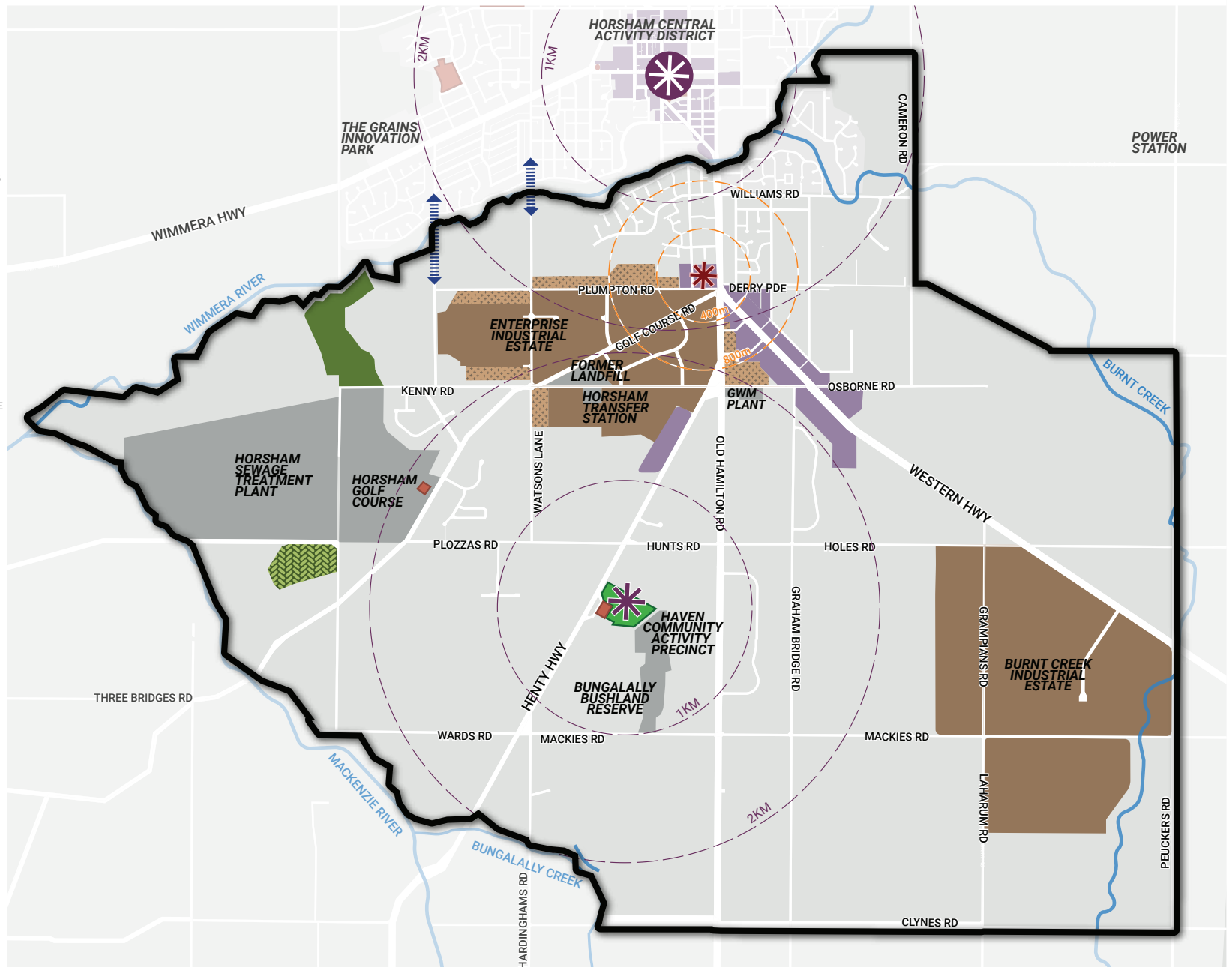


FIGURE 11. EMPLOYMENT GROWTH

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.

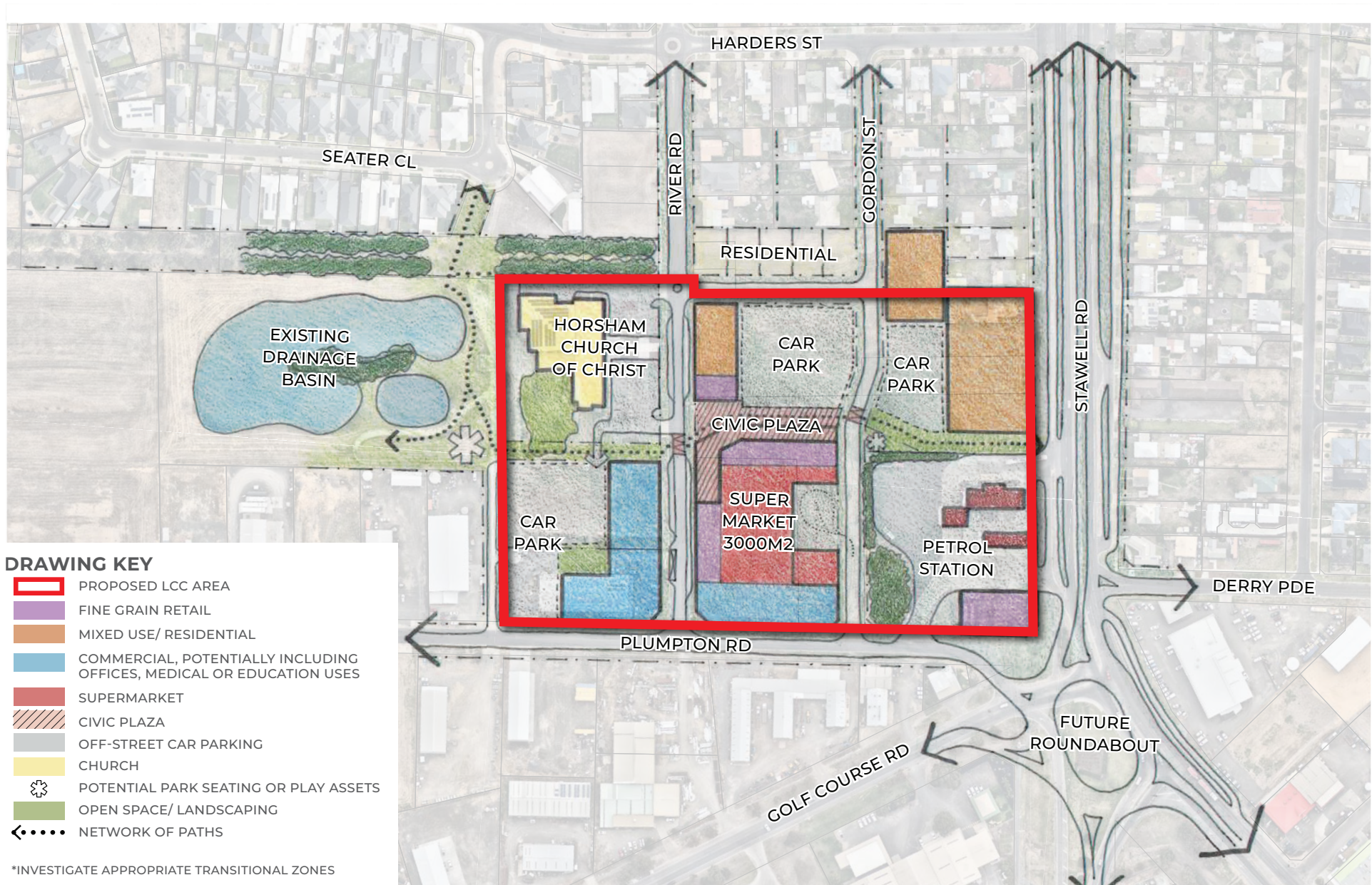
The Structure Plan also recommends DDO10 be applied to the Plumpton Road LCC and the proposed commercial precinct on the Henty Highway. The application of this DDO would seek to elevate the built form outcomes to suit commercial gateway precincts along main highway corridors. This DDO control should 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.

The Structure Plan proposes to manage interfaces through zoning and proposed cross-sections that consider landscape treatments and building setbacks.

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.

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

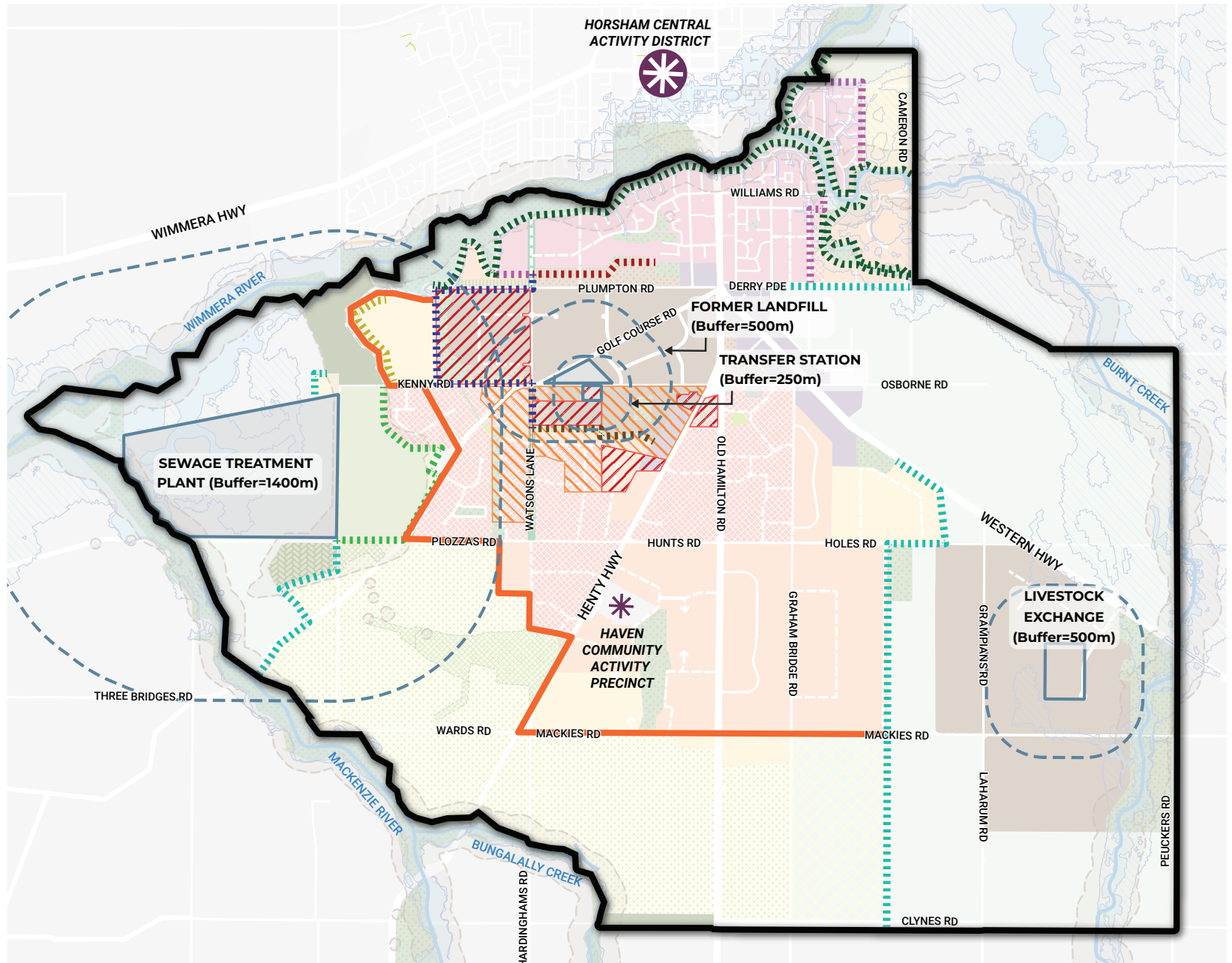


FIGURE 13. INTERFACES

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
– Rural 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.

The corridor is intended to take multiple forms and configurations along its length, including beside roads and around wetlands, converted irrigation channels and paper roads. Where possible, the corridor should align with existing vegetation to ensure vegetation is protected and incorporated into the future biodiversity corridor (including Watson Lane native tree rows and the Bungalally Wetland).

The Haven-to-Wimmera Corridor will be delivered progressively as development occurs. It is expected that the eastern section of the corridor will be the primary focus in the short to medium term, whilst the section of corridor east of the Western Highway will be subject to the outcomes of the Horsham Transport Strategy.

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

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 02.04 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

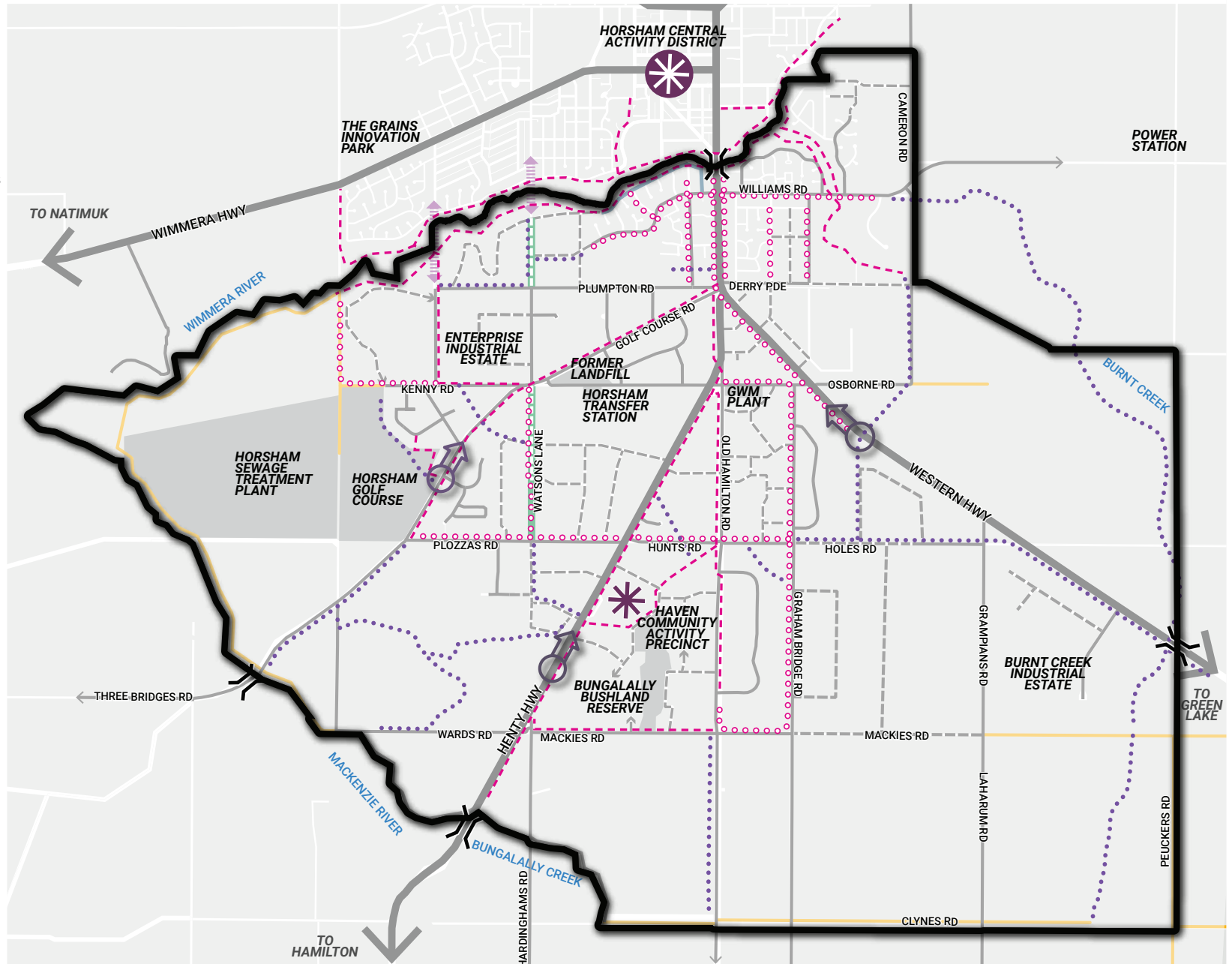
























FIGURE 17. ACTIVE TRANSPORT NETWORK

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

DRAWING KEY

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

- MOVEMENT**
-  ARTERIAL ROADS
-  EXISTING INDUSTRIAL ROAD (30M)
-  PROPOSED INDUSTRIAL ROAD (30M)
-  PROPOSED BOULEVARD ROAD (25M)
-  GREEN STREET (20M) - WATSONS LANE
-  EXISTING CONNECTOR ROAD (20M)
-  PROPOSED CONNECTOR ROAD (20M)
-  EXISTING RURAL CONNECTOR ROAD (40-60M)
-  PROPOSED RURAL ACCESS ROAD (20M)
-  EXISTING KEY ACCESS ROAD (20M)
-  PROPOSED KEY ACCESS ROAD (20M)
-  PROPOSED CONSERVATION EDGE ROAD (16M)
-  KEY UNSEALED ROAD / TRAIL
-  INVESTIGATE FUTURE CONNECTIONS (ALIGNMENTS REFLECT THE HORSHAM PLANNING SCHEME AT CLAUSE 02.04 STRATEGIC FRAMEWORK PLAN)
-  EXISTING BUS NETWORK
-  EXISTING ROUNDABOUT
-  PROPOSED ROUNDABOUT
-  VEHICLE BRIDGE

* THE STRUCTURE PLAN DOES NOT IDENTIFY AN ALTERNATIVE TRUCK ROUTE. FEASIBILITY WORK IS UNRESOLVED

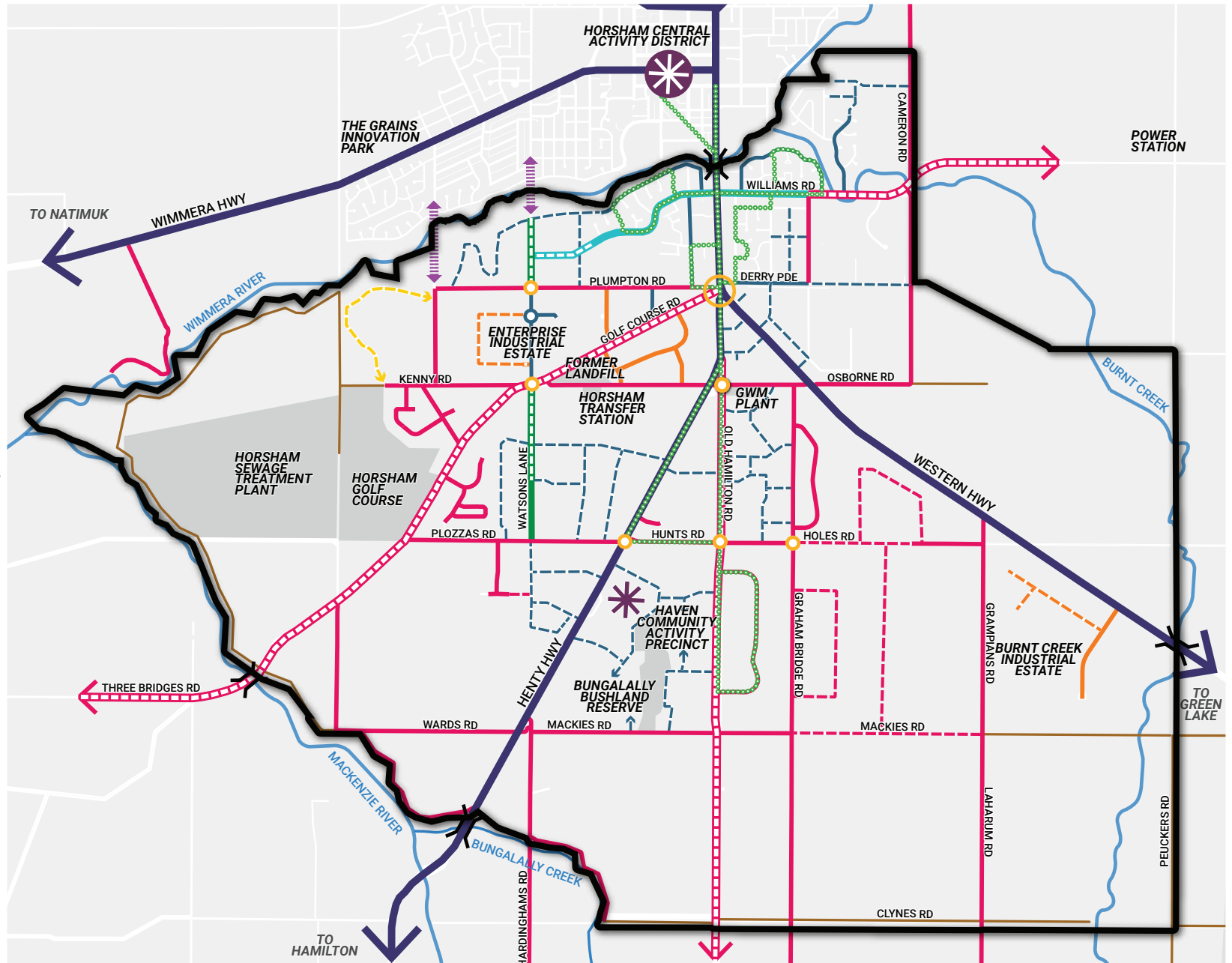


FIGURE 18. ROAD NETWORK

DRAWING KEY

-  STUDY AREA BOUNDARY
-  HAVEN COMMUNITY ACTIVITY PRECINCT
-  WATERWAY

- MOVEMENT**
-  KEY LOCAL ROADS
-  BOULEVARD ROAD
-  INVESTIGATE FUTURE CONNECTIONS
(ALIGNMENTS REFLECT THE HORSHAM PLANNING SCHEME AT CLAUSE 02.04 STRATEGIC FRAMEWORK PLAN)
-  ARTERIAL ROADS
-  EXISTING KEY LOCAL ROADS
-  GREEN STREET CORRIDOR
-  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

- OPEN SPACE + AMENITY**
-  HAVEN TO WIMMERA AMENITY CORRIDOR

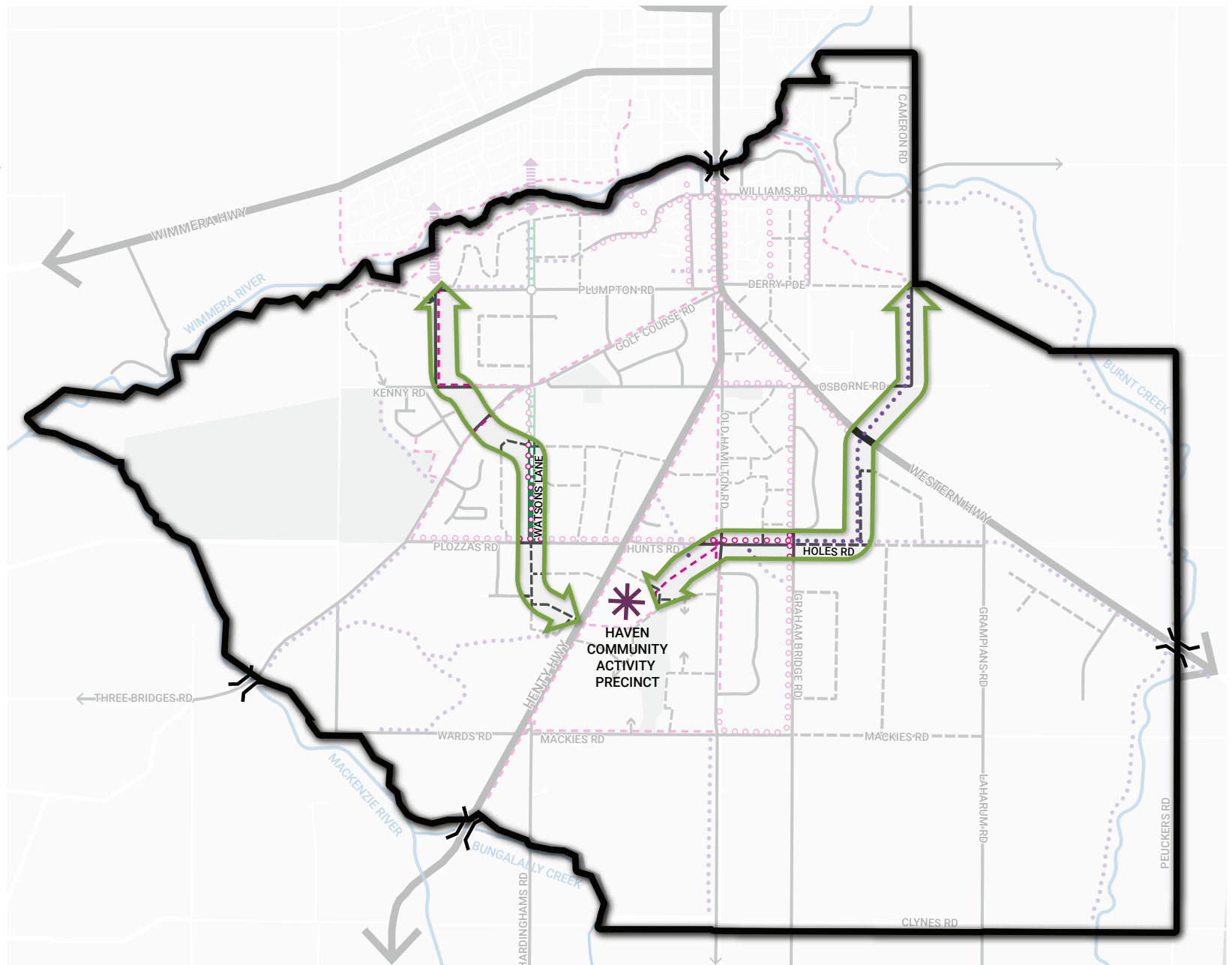


FIGURE 19. HAVEN-TO-WIMMERA CORRIDOR



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.

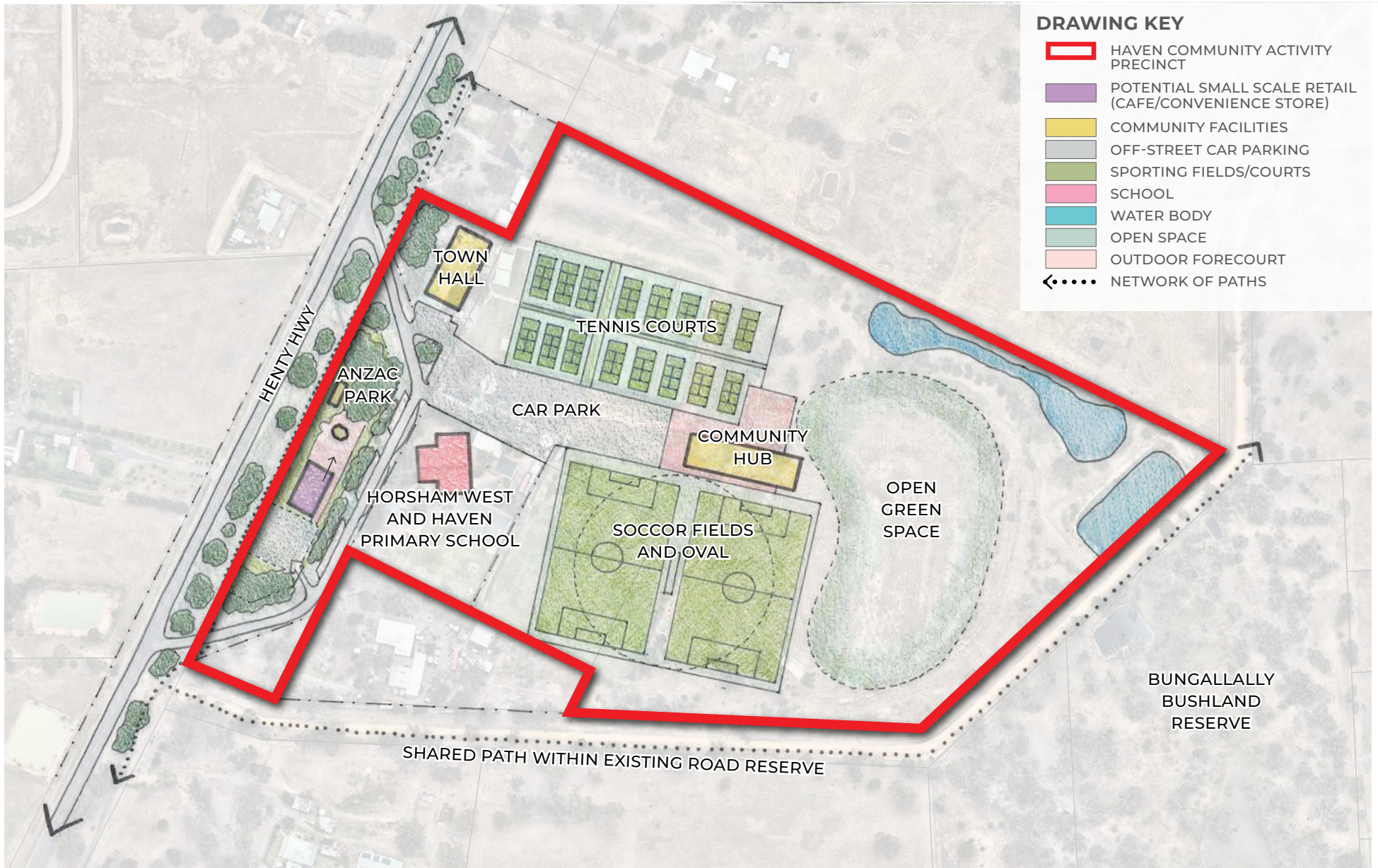


FIGURE 20. HAVEN COMMUNITY DISTRICT INDICATIVE CONCEPT PLAN

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 Plant 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 protection 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.



■ WIMMERA RIVER

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

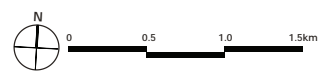
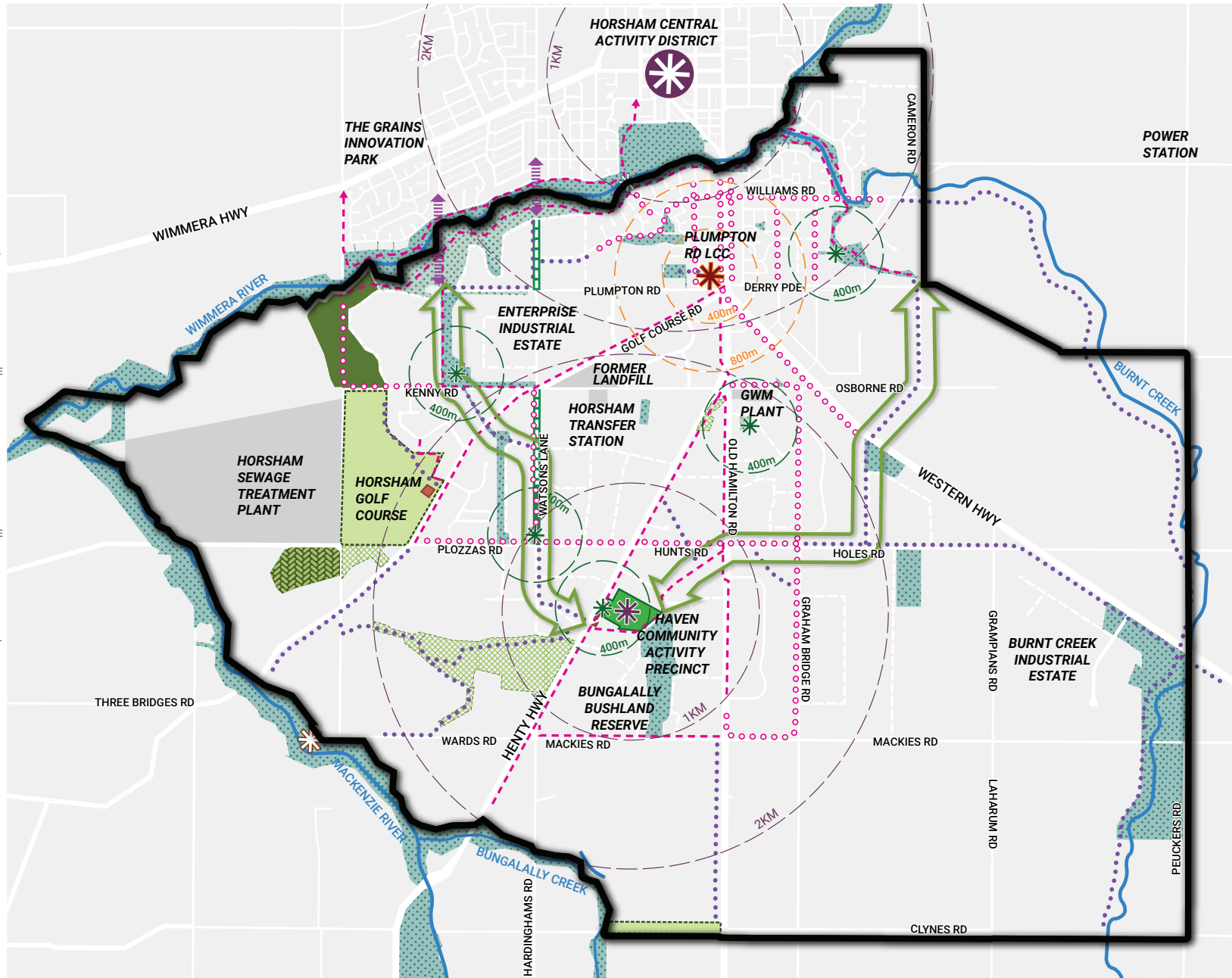


FIGURE 21. OPEN SPACE, CONSERVATION AND COMMUNITY FACILITIES PLAN

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

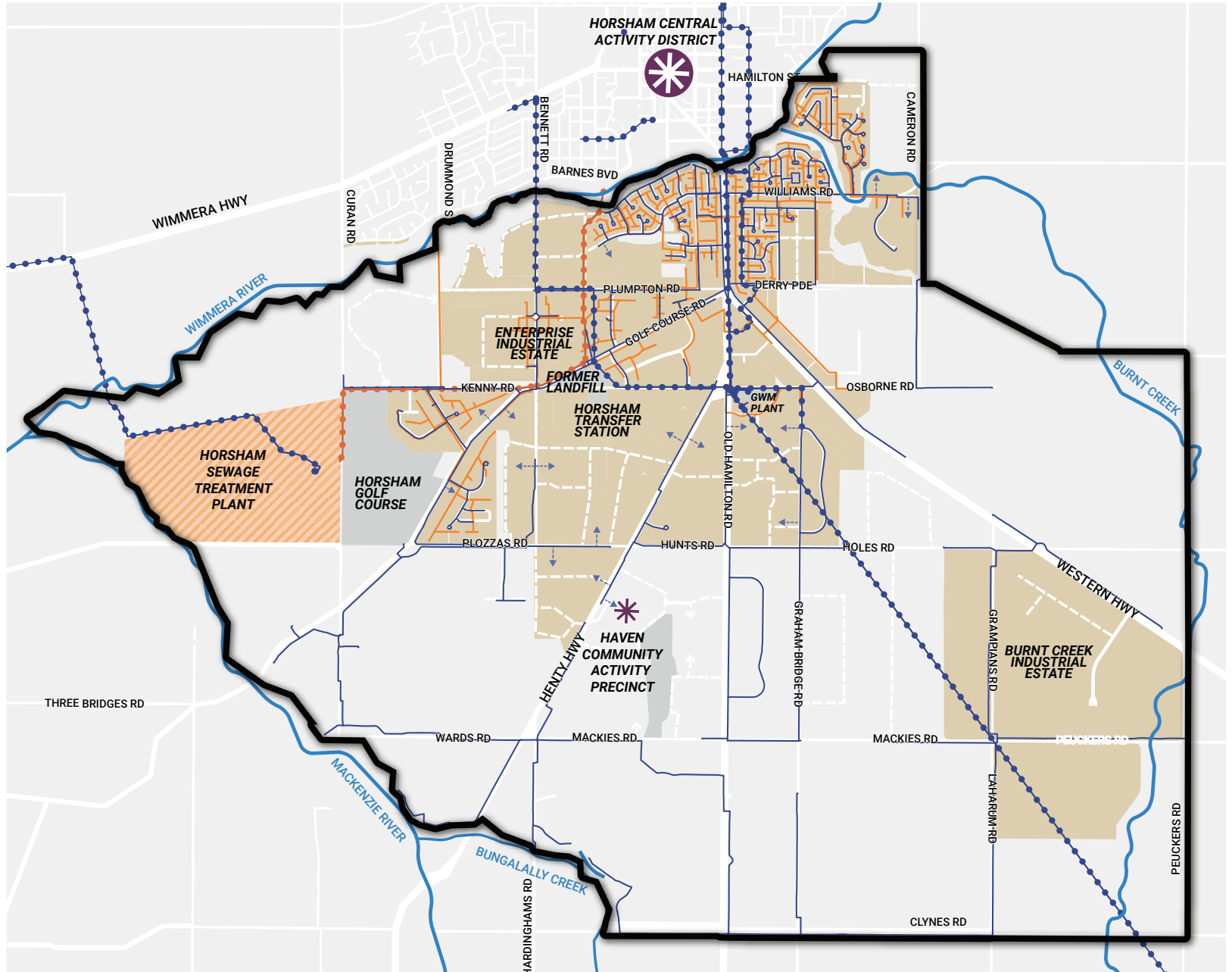


FIGURE 22. SERVICING PLAN

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
100 YEAR AVERAGE OCCURRENCE INTERVAL
AS PER RECENT STUDY UNDERTAKEN BY WCMA
 -  DRAINAGE CATCHMENT

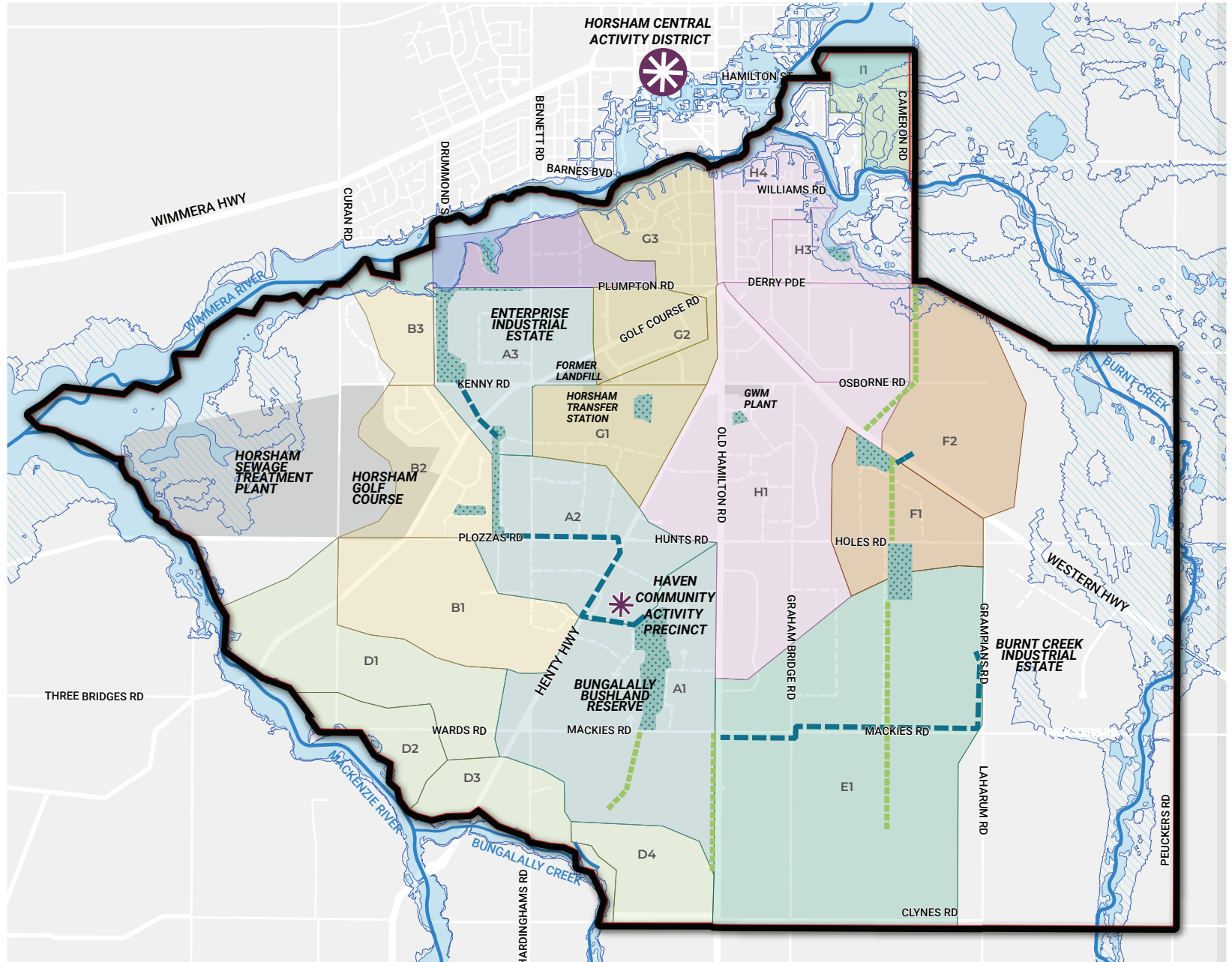
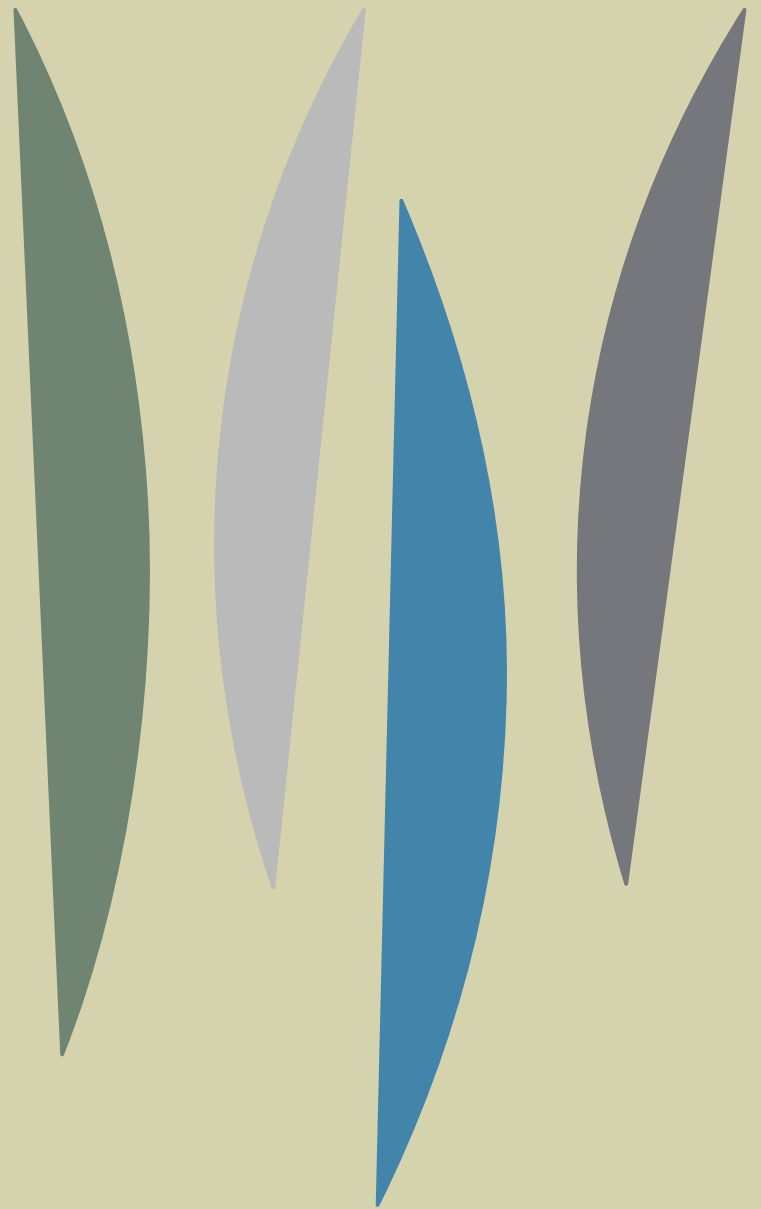


FIGURE 23. DRAINAGE PLAN

Part 3

Coordinated Development Outcomes



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.



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)

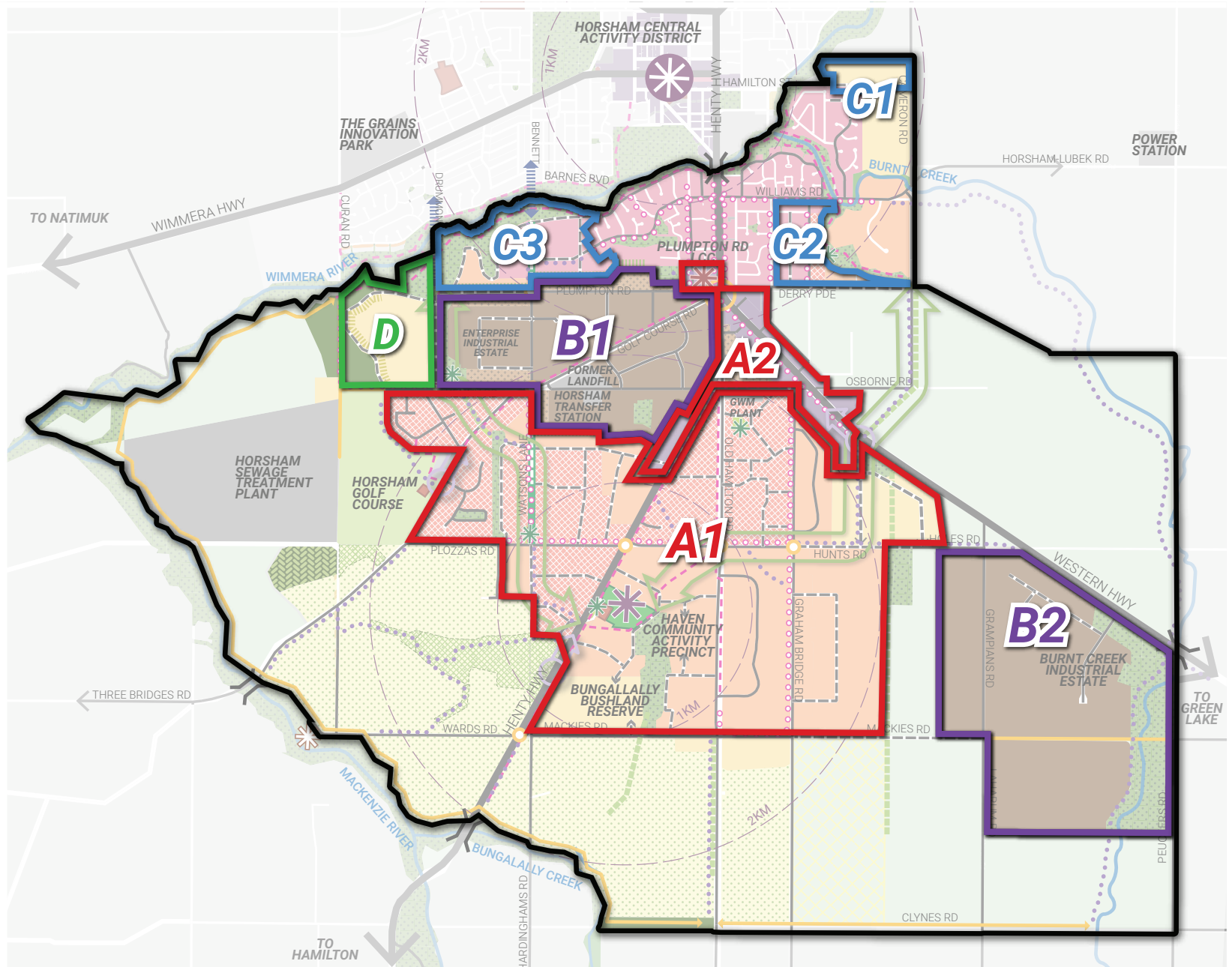


FIGURE 24. COORDINATED DEVELOPMENT AREAS

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

- 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 - 10000 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 (ROAD DEVELOPMENT SUBJECT TO CULTURAL HERITAGE EXPECTATIONS)
 - HORSHAM GOLF COURSE
 - COMMUNITY FACILITY
 - OTHER INFRASTRUCTURE (LABELED)
 - MUD BRICK COMPLEX - POTENTIAL HERITAGE SITE
- N
- 0 0.5 1.0 1.5km

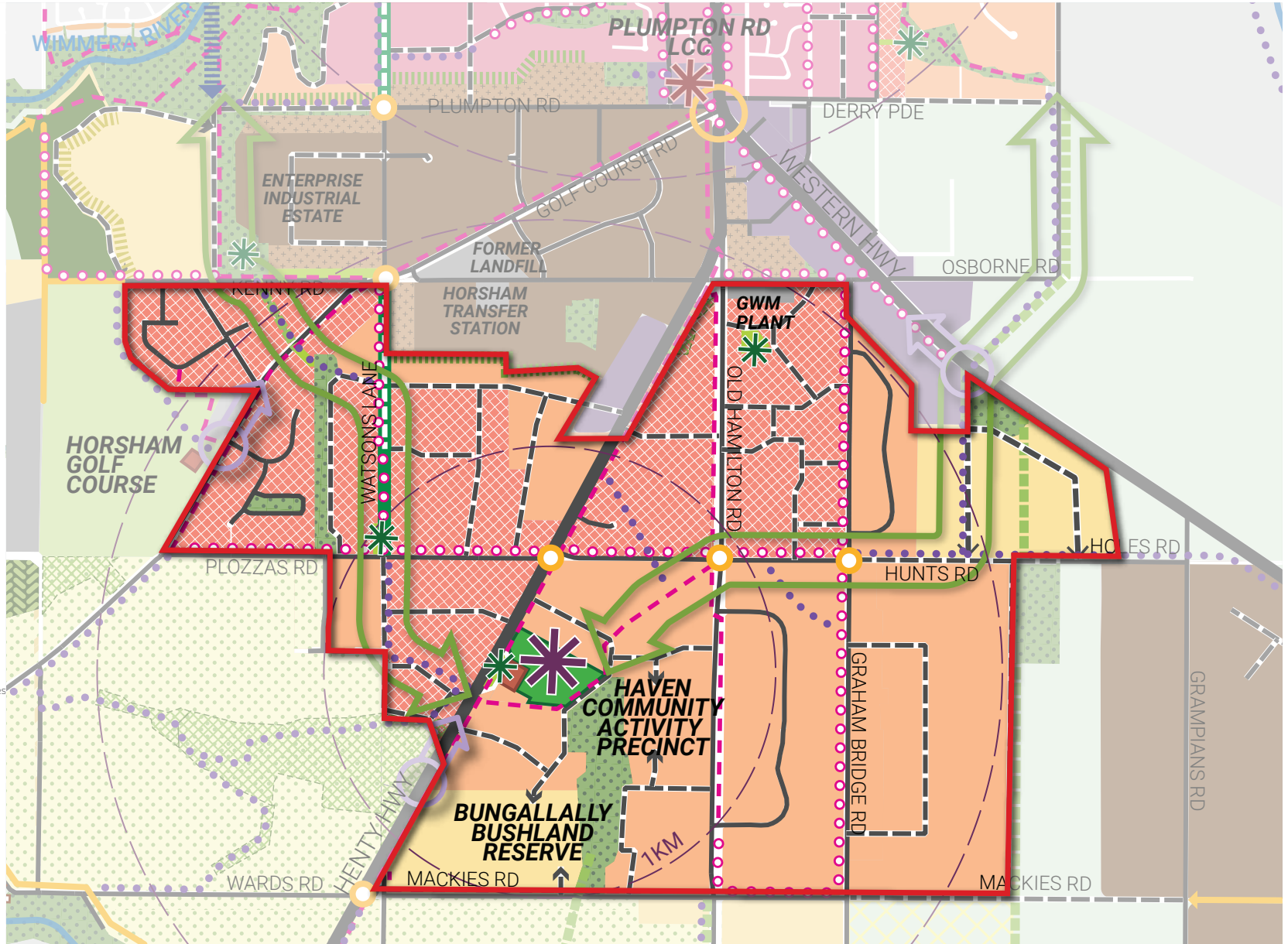


FIGURE 25. COORDINATED DEVELOPMENT AREA A1

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 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 - 10000 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-BUNGALLALLY (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

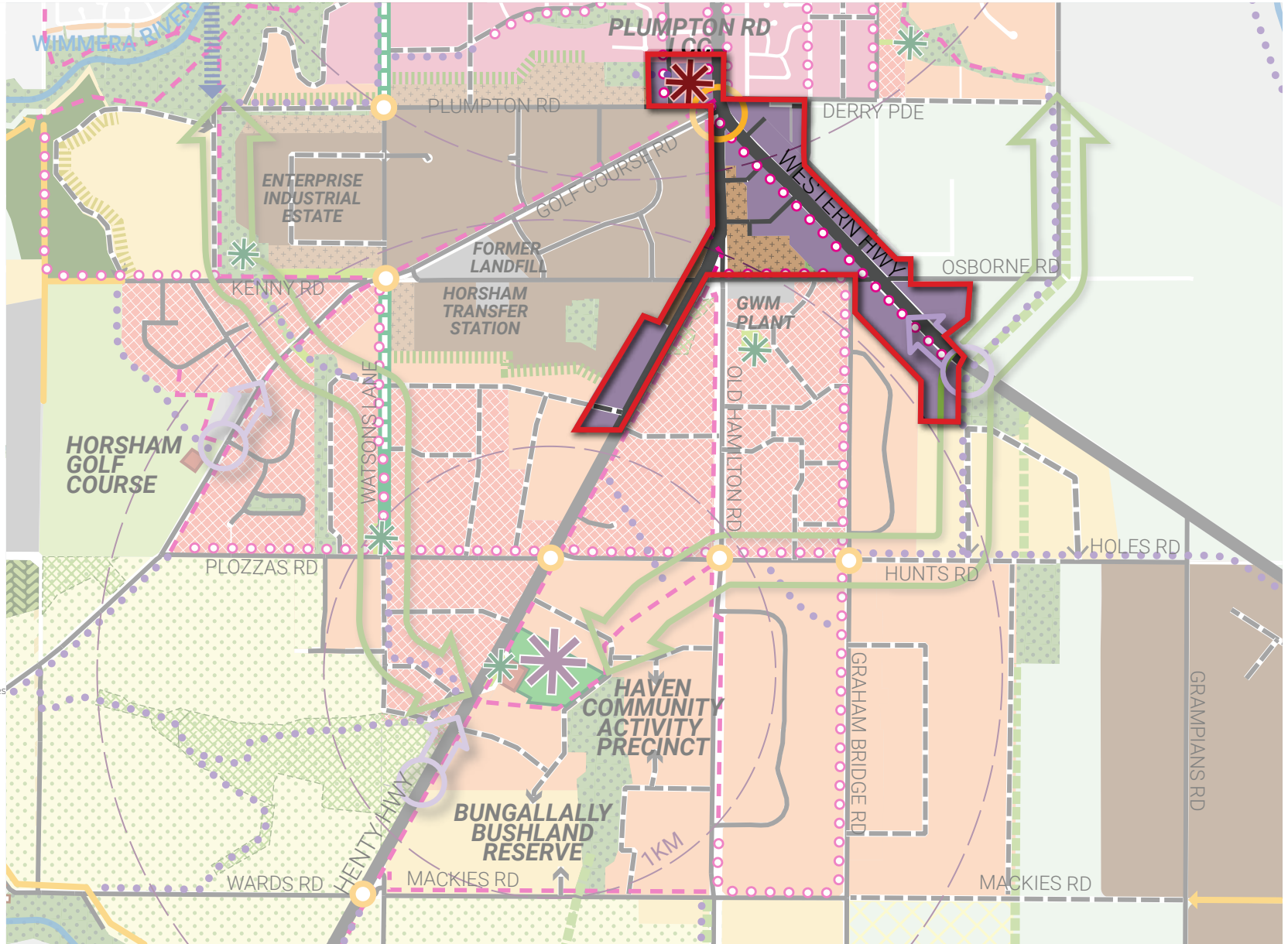


FIGURE 26. COORDINATED DEVELOPMENT AREA A2

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.



HORSHAM SOUTH LANDSCAPE FEATURES

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 6204- 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 (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
- 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

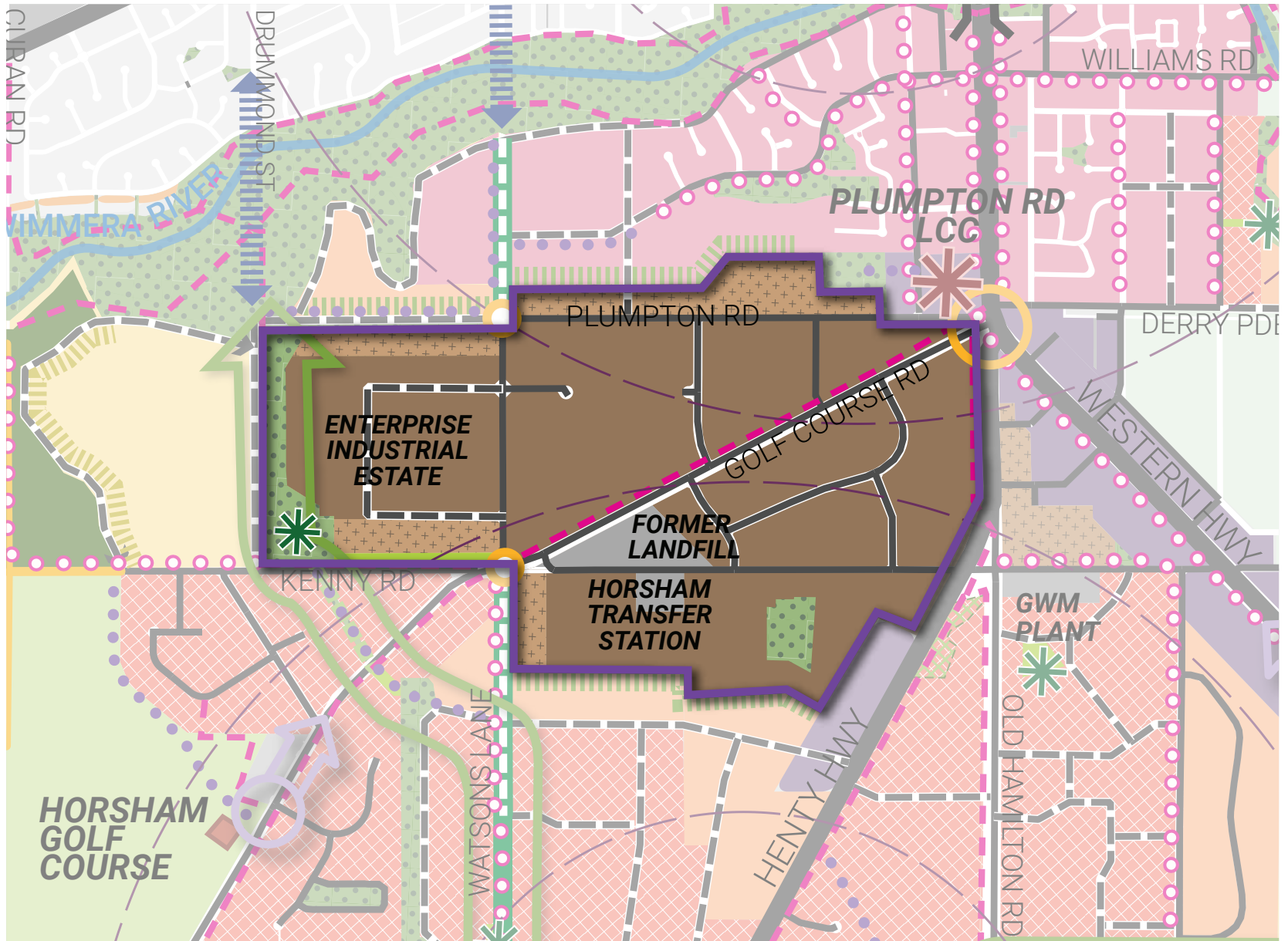


FIGURE 27. INDUSTRIAL COORDINATED DEVELOPMENT AREA B1 – ENTERPRISE ESTATE

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 - 10000 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-BUNGUINDILAR (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

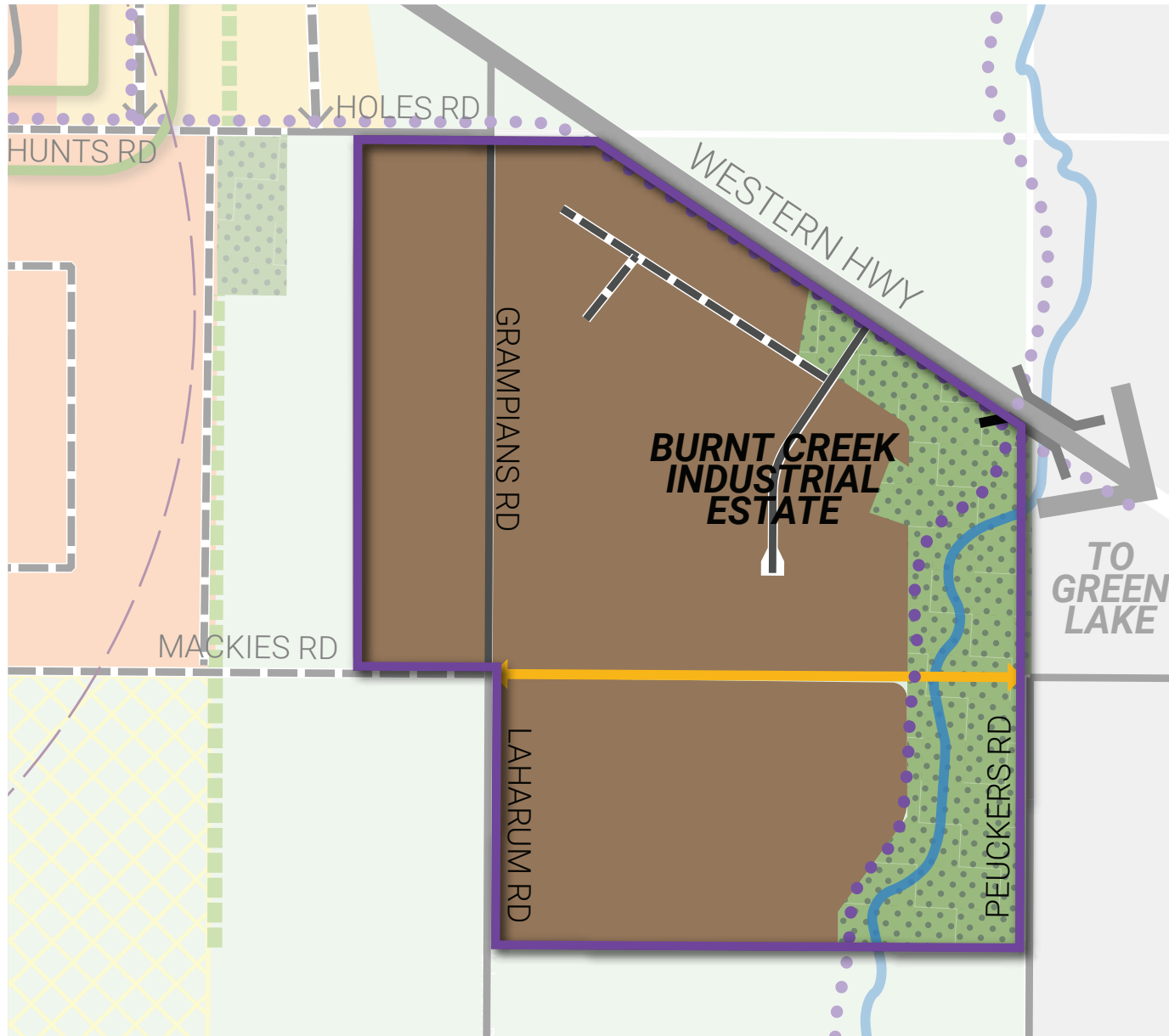


FIGURE 28. INDUSTRIAL COORDINATED DEVELOPMENT AREA B2 – BURNT CREEK

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 0204 - 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 (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-BUNGUNDLAR (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

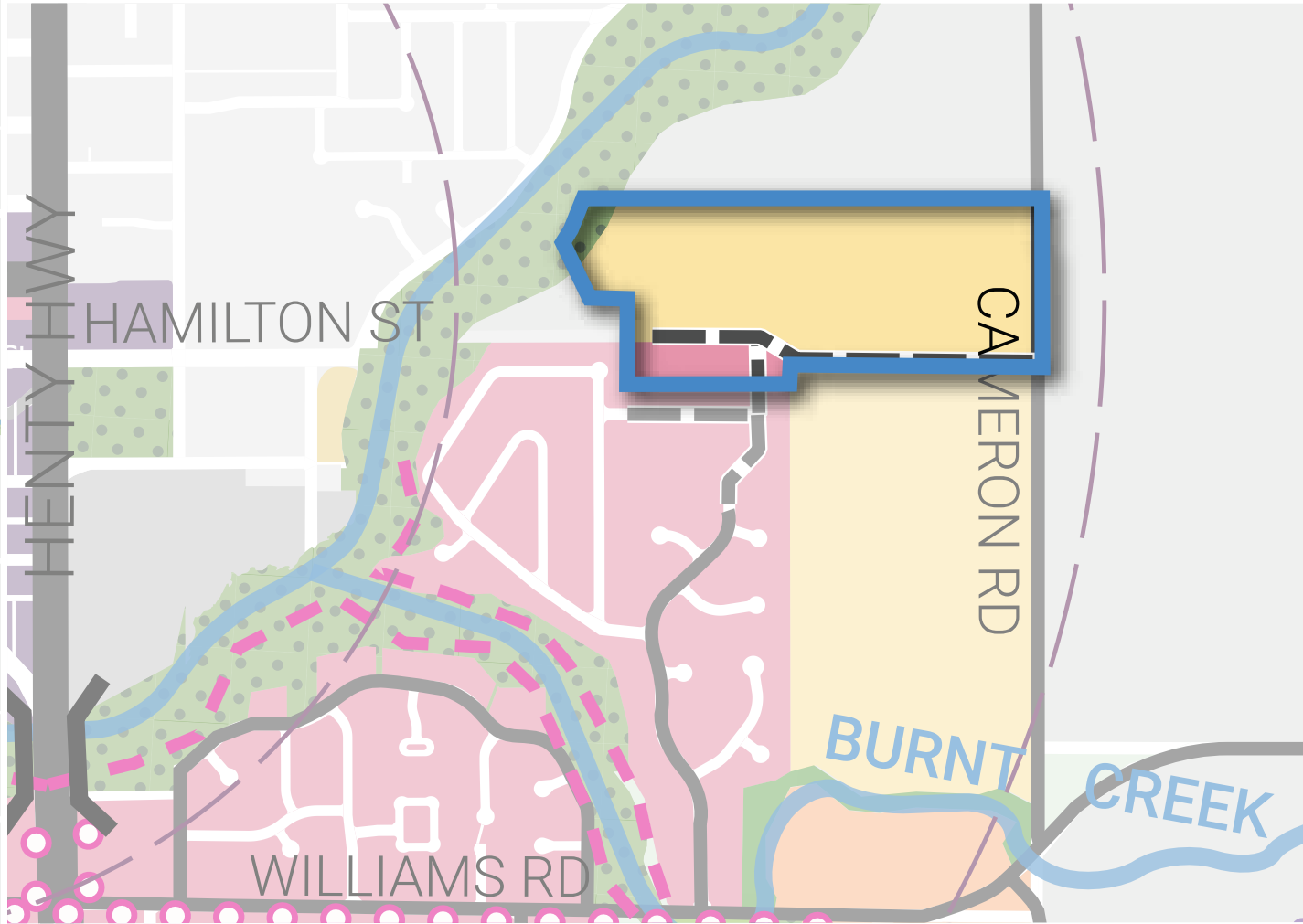


FIGURE 29. RESIDENTIAL COORDINATED DEVELOPMENT AREA C1 – CAMERON ROAD

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 - 10000 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-BUNGUNDIRAL (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

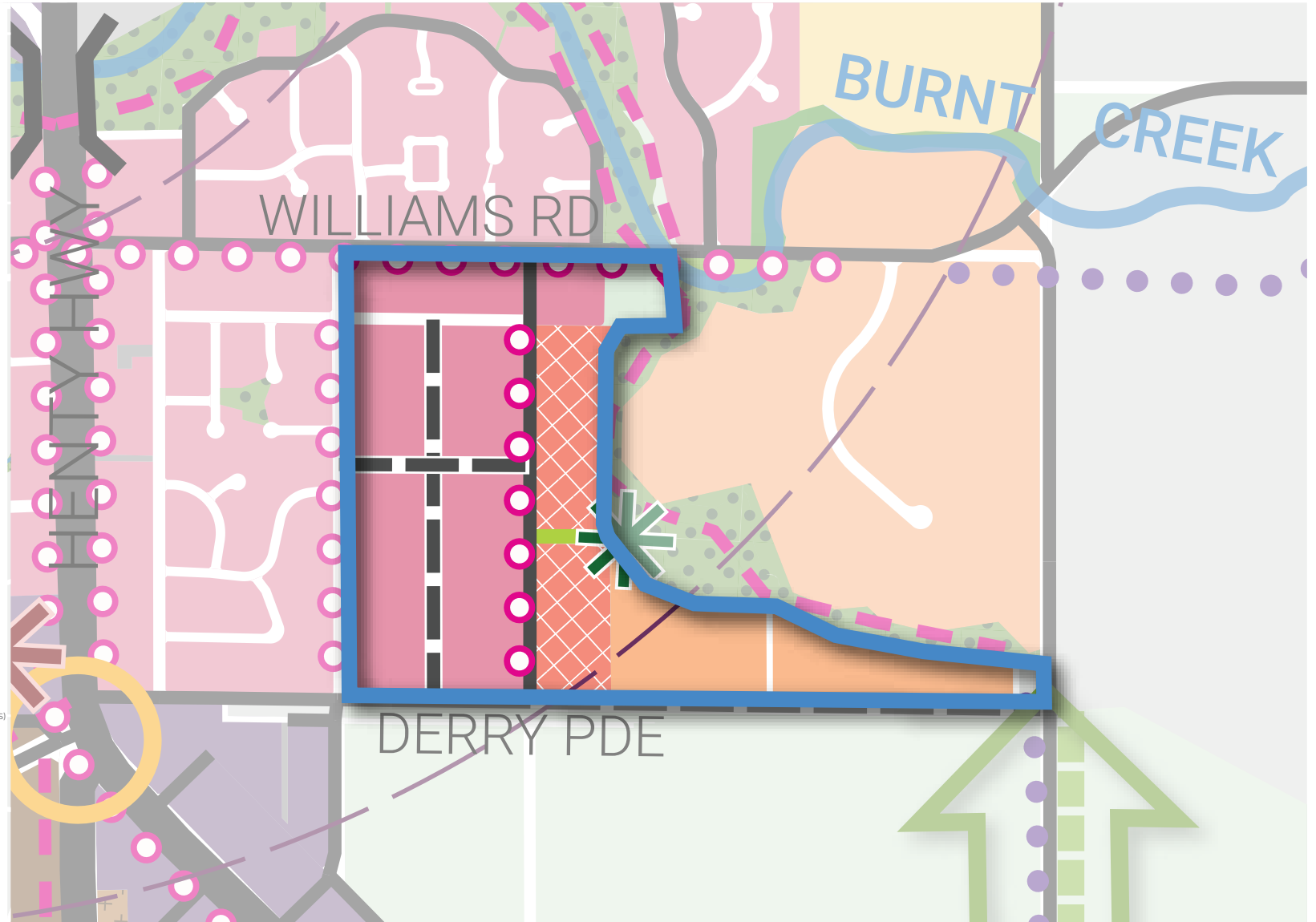


FIGURE 30. RESIDENTIAL COORDINATED DEVELOPMENT AREA C2 – DERRY PARADE

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 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 (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 - ROAD DEVELOPMENT SUBJECT TO CULTURAL HERITAGE EXPECTATIONS
 - HORSHAM GOLF COURSE
 - COMMUNITY FACILITY
 - OTHER INFRASTRUCTURE (LABELED)
 - MUD BRICK COMPLEX - POTENTIAL HERITAGE SITE

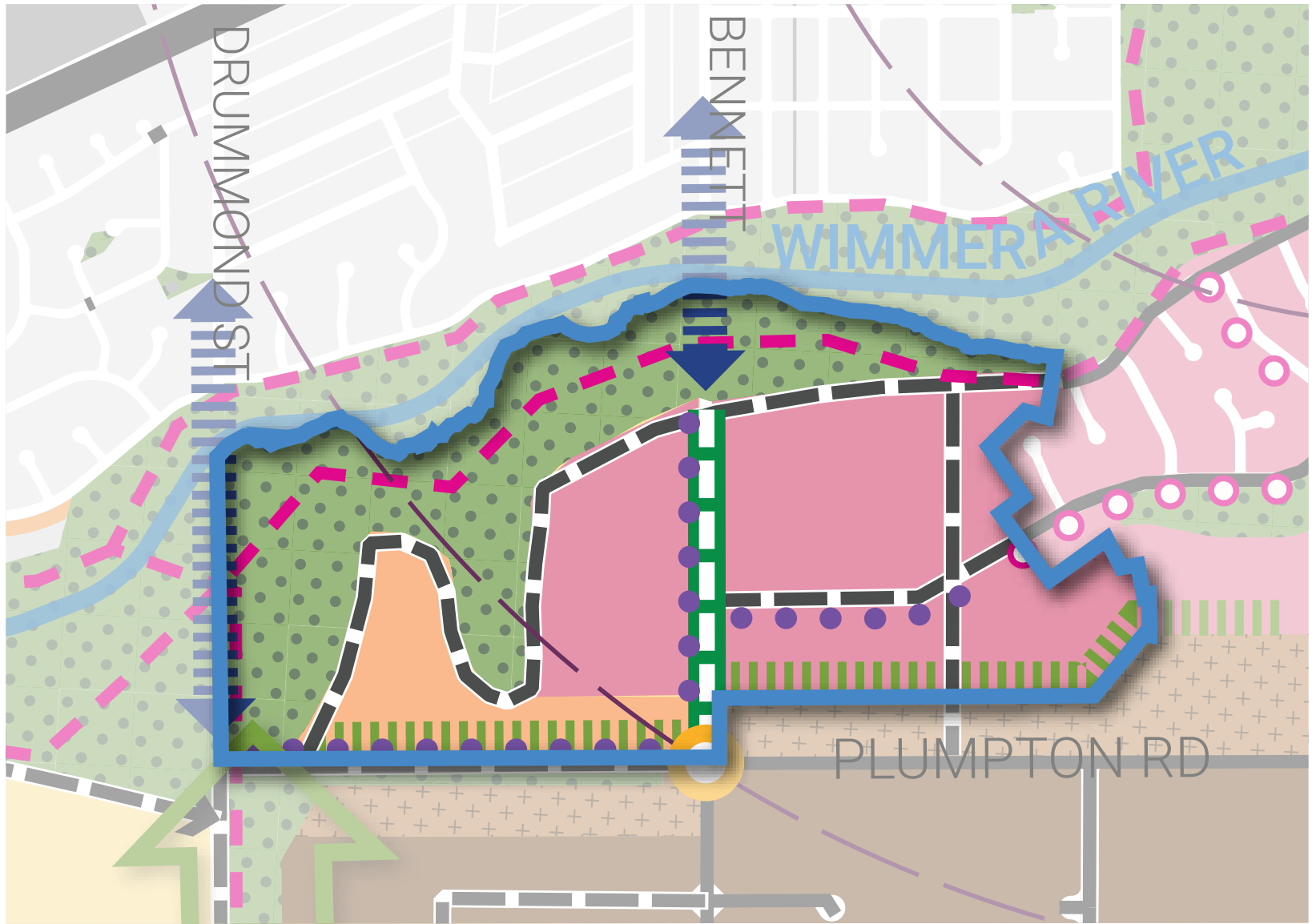


FIGURE 31. RESIDENTIAL COORDINATED DEVELOPMENT AREA C3 – WIMMERA RIVER FRONTAGE



■ WIMMERA RIVER

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 6204- 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 (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 - ROAD DEVELOPMENT SUBJECT TO CULTURAL HERITAGE EXPECTATIONS
 - HORSHAM GOLF COURSE
 - COMMUNITY FACILITY
 - OTHER INFRASTRUCTURE (LABELED)
 - MUD BRICK COMPLEX - POTENTIAL HERITAGE SITE

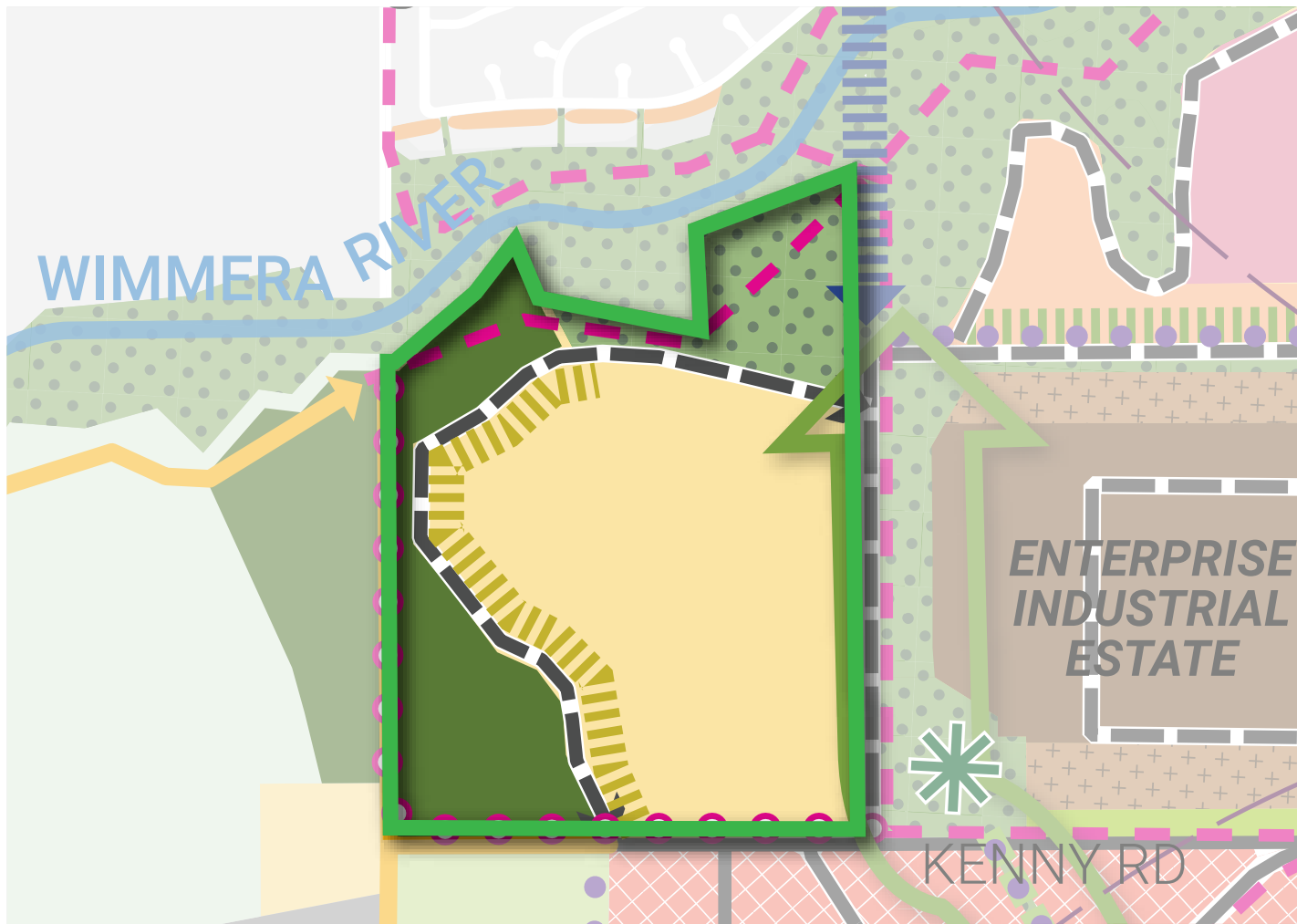


FIGURE 32. CULTURAL HERITAGE COORDINATED DEVELOPMENT AREA D

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.




















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

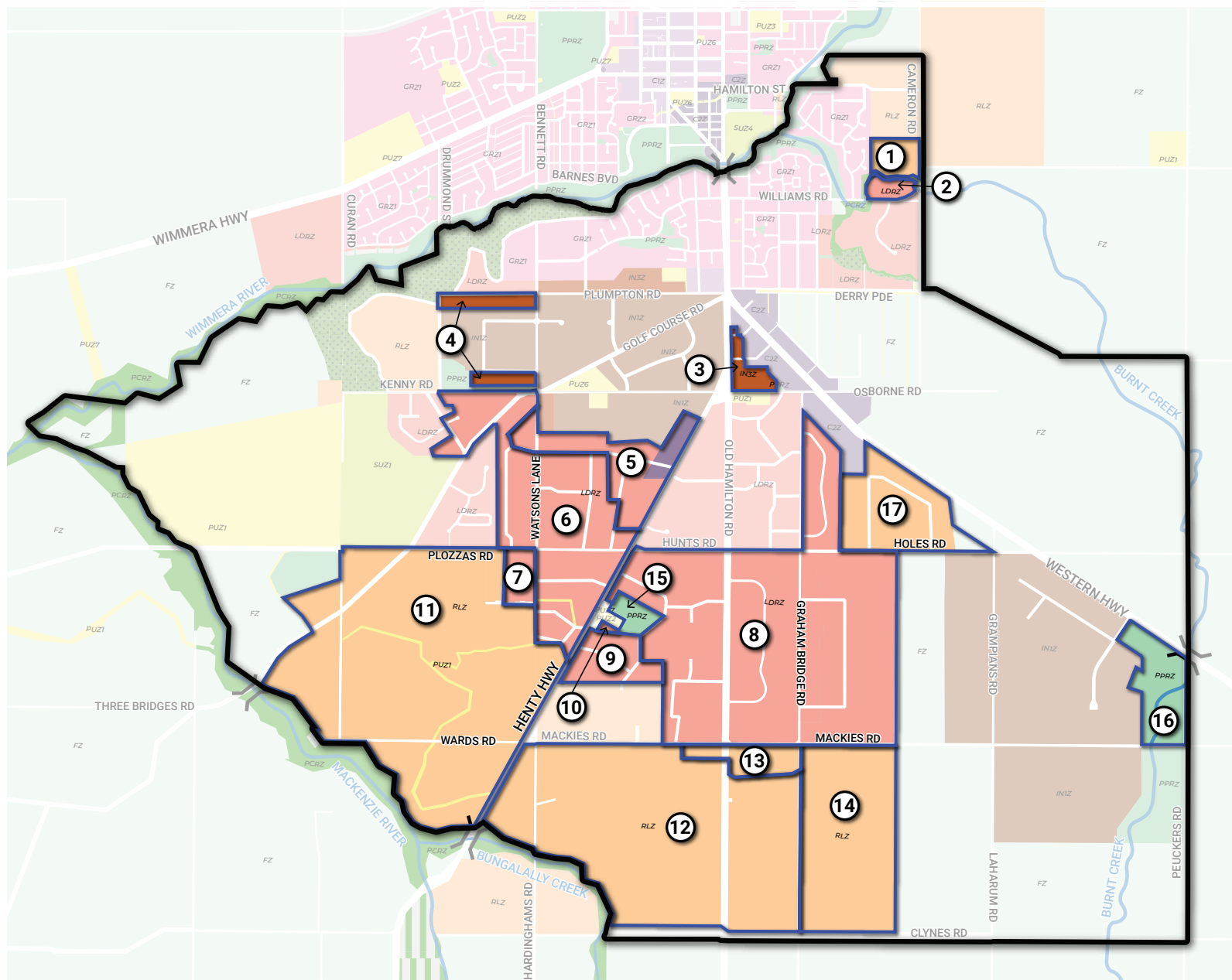


FIGURE 33. IMMEDIATE ZONE CHANGES

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.



PLAYGROUND IN HORSHAM

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

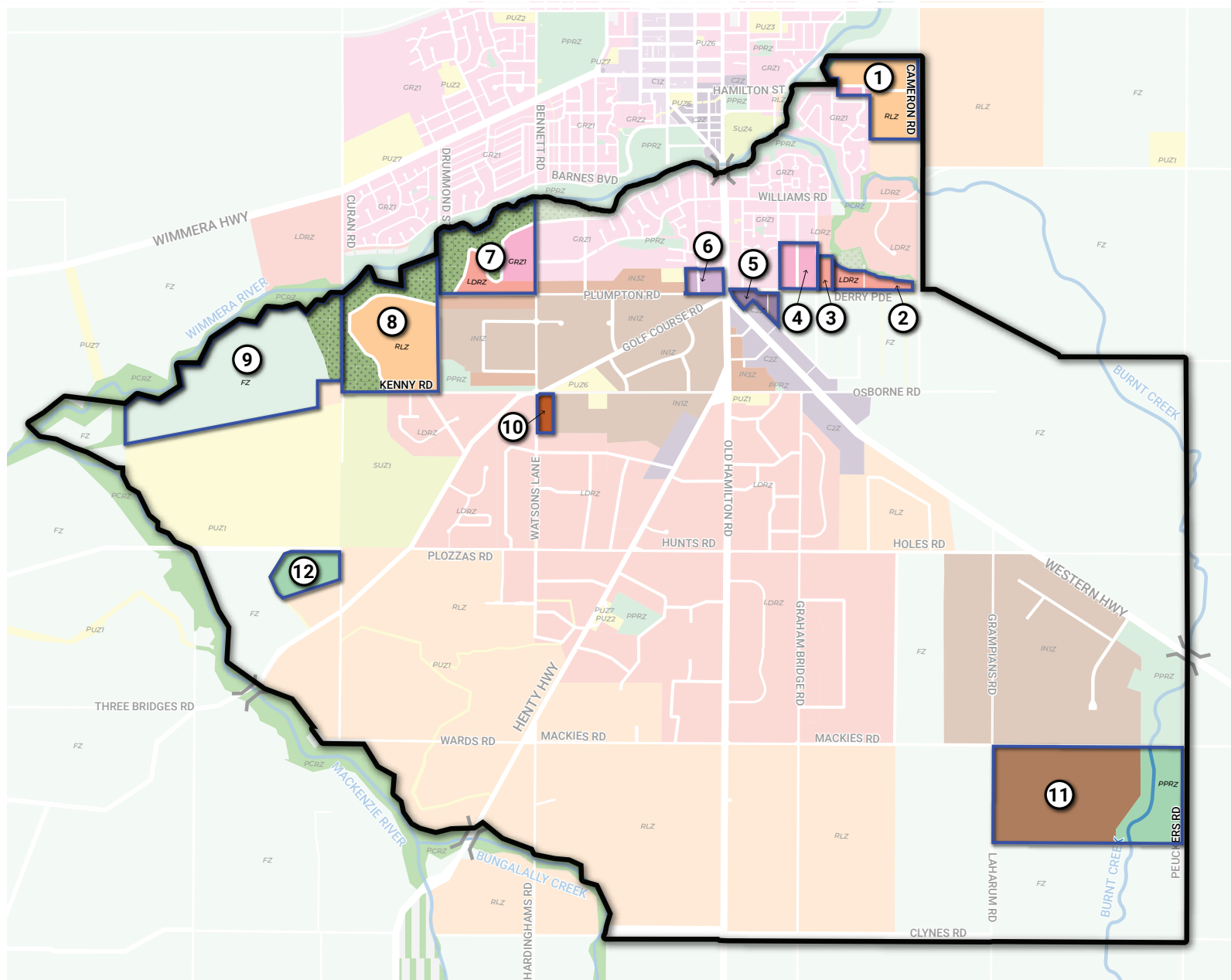


FIGURE 34. FUTURE ZONES TO BE APPLIED

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 Plant 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.



■ WIMMERA RIVER

Part 4

Infrastructure & Services



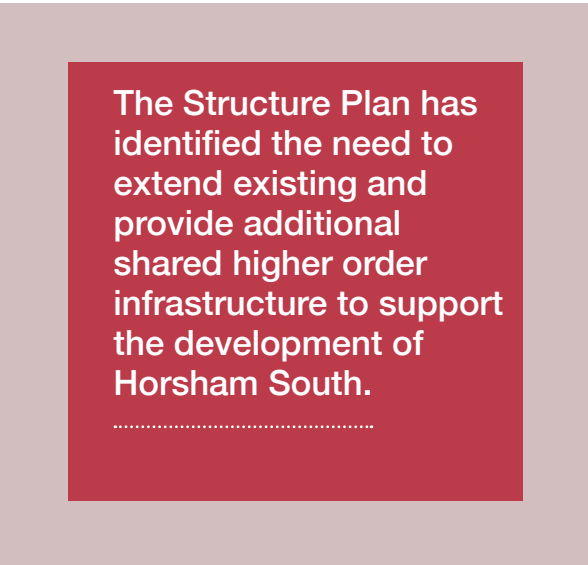
Overview

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.

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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

TABLE 9. OTHER INFRASTRUCTURE PROJECTS LIKELY REQUIRED

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
- EXISTING ROUNDABOUT
- POTENTIAL ROUNDABOUT
- EXISTING UNCONTROLLED TURN LANES
- POTENTIAL UNCONTROLLED TURN LANES
- BRIDGE CROSSING
- ALTERNATIVE TRUCK ROUTE
- SHARED PATH** PC-XX
- EXISTING PEDESTRIAN CYCLE PATHS (PCP)
- PROPOSED PEDESTRIAN CYCLE PATHS (PCP)
- 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)

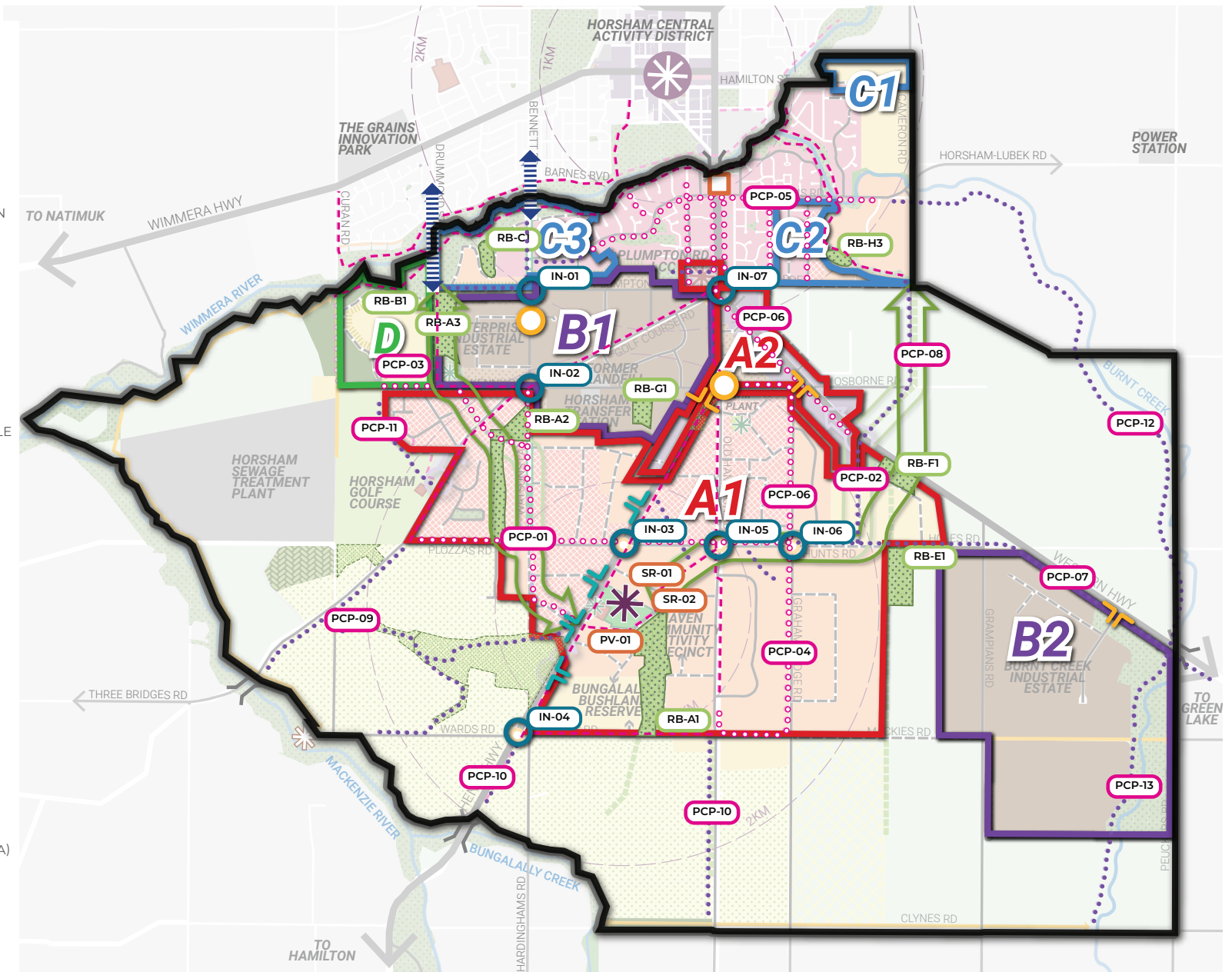


FIGURE 35. PROPOSED INFRASTRUCTURE PROJECTS

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

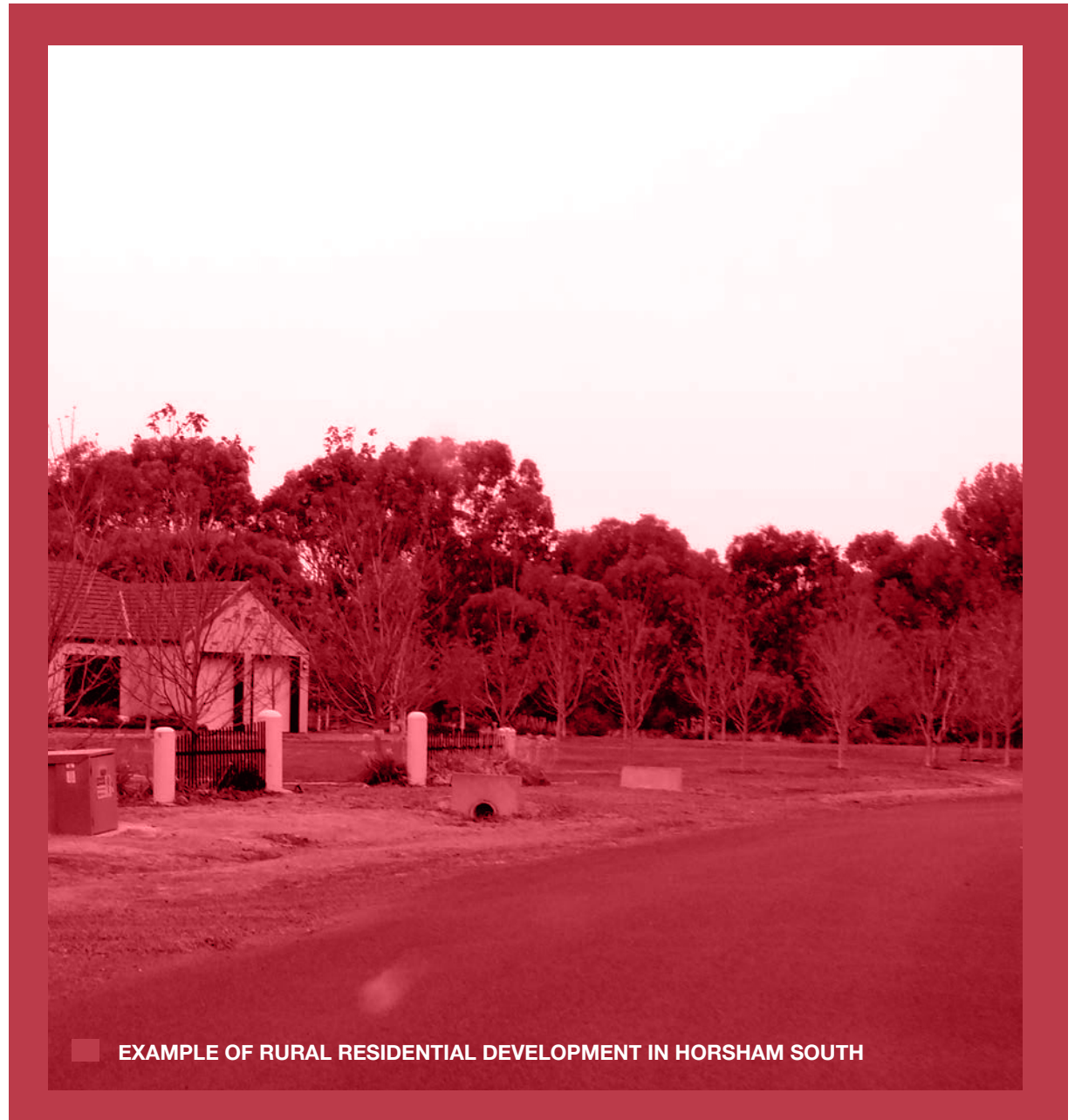
Local infrastructure will be delivered by Council or via permit conditions associated with new development.

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

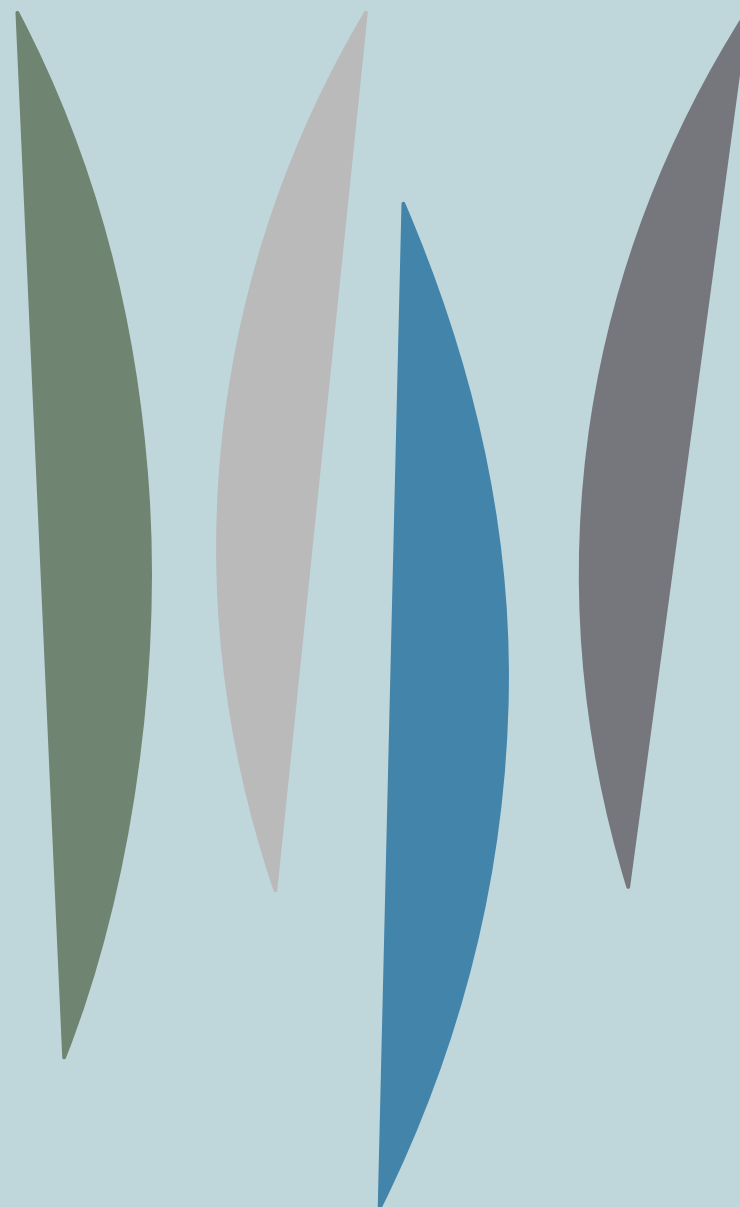
- Drainage – Construction of local drainage works required to service a specific precinct or site specific drainage projects.
- Collector and local roads – Construction of new roads and upgrades to existing roads required to facilitate the development of the planning precinct. This will also include 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.



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.



WIMMERA RIVER

Structure Plan Actions

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

TABLE 10. STRUCTURE PLAN ACTIONS

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

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

2.

Strategic Direction 2

Appropriate interfaces between land uses.

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

3.

Strategic Direction 3

Interconnected transport network that is continuous, safe and efficient.

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

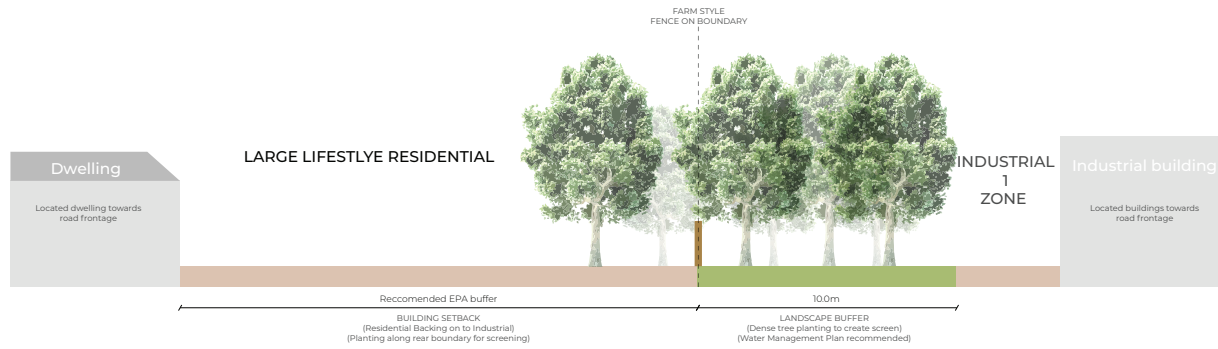
5.

Strategic Direction 5

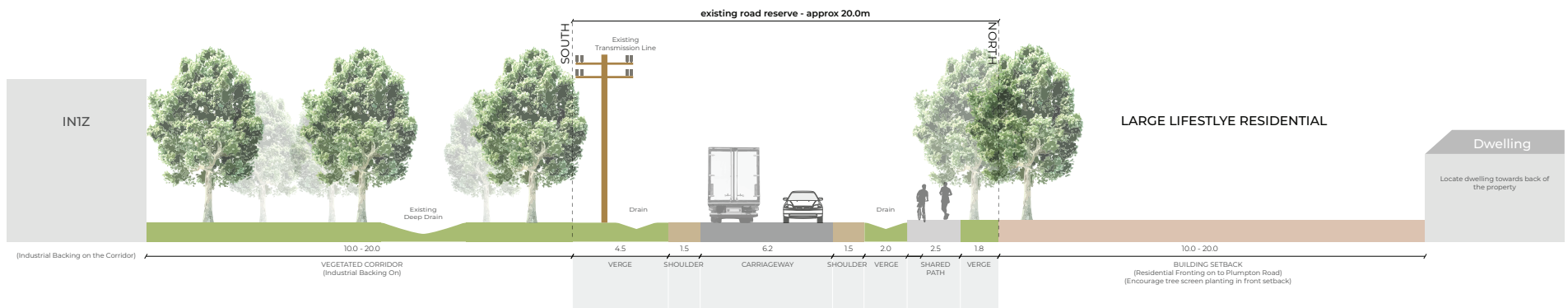
Efficient use of existing and new services (water, sewerage and drainage).

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	<p>Prepare detailed drainage plans that seek to confirm the extent of drainage infrastructure show in Figure 22 and the Preliminary Drainage Strategy as follows:</p> <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

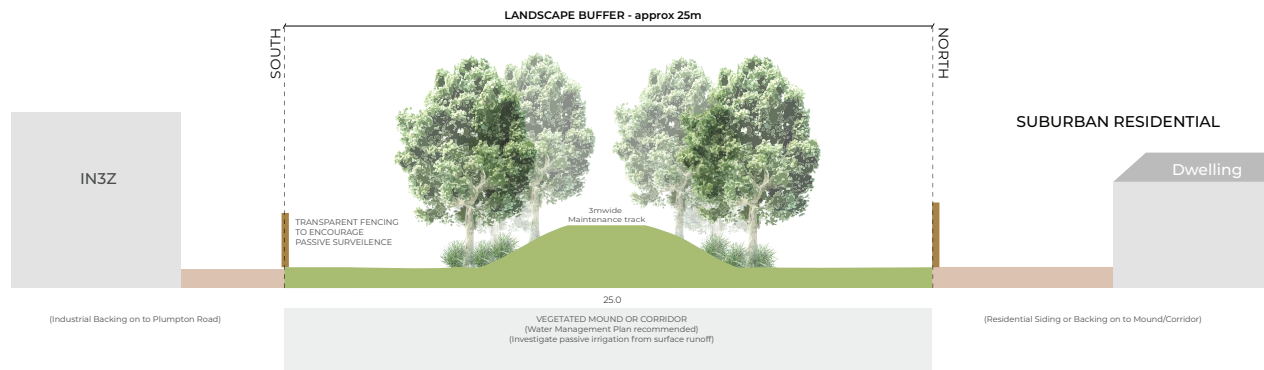
Appendix 1 Cross Sections



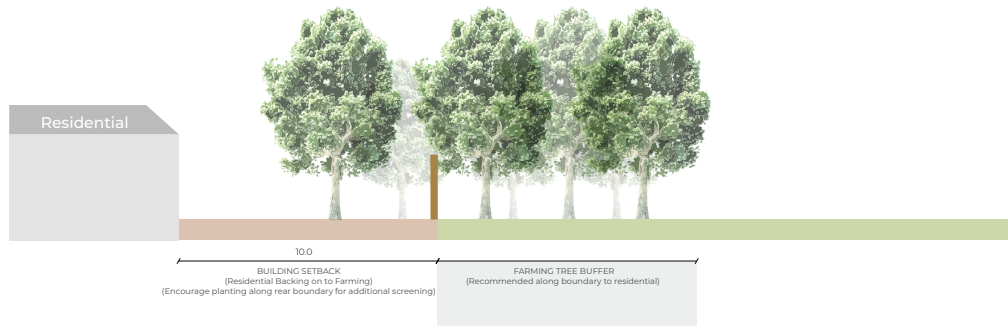
INTERFACE 1 - RESIDENTIAL TO INDUSTRIAL 1 ZONE



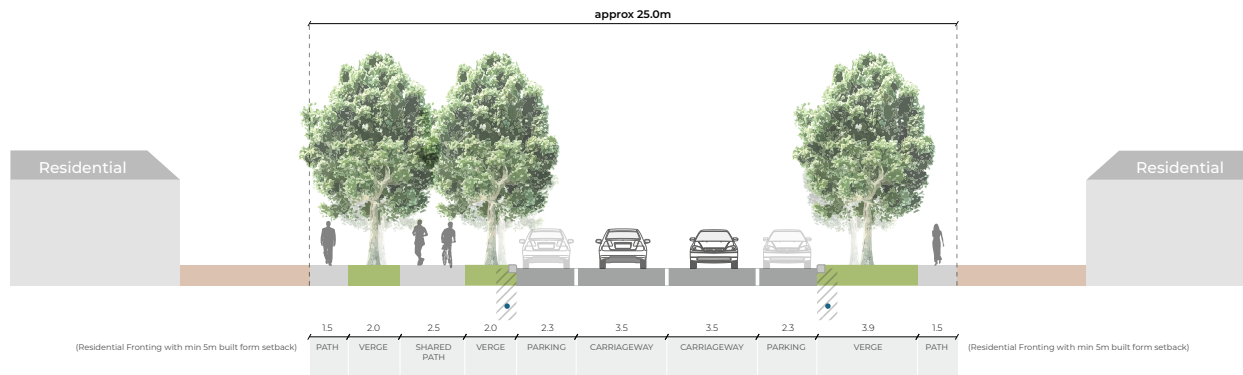
INTERFACE 2 - PLUMPTON ROAD INTERFACE (20m)



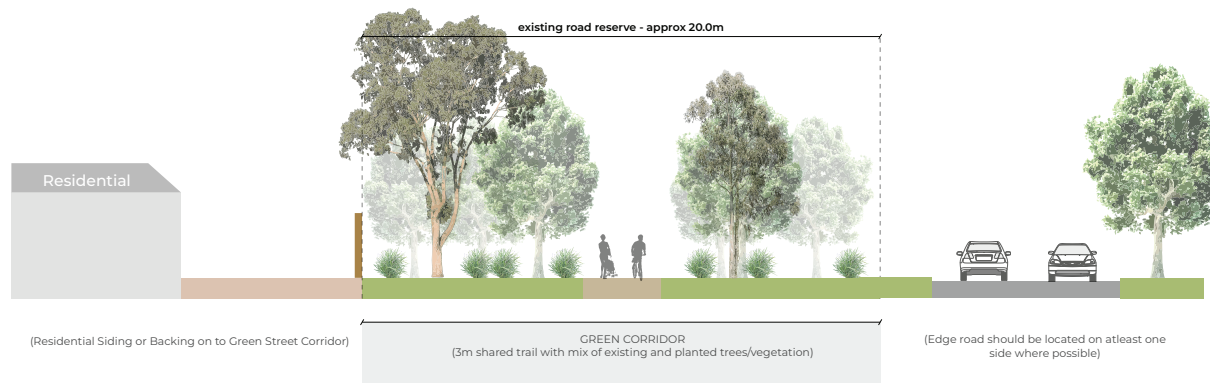
INTERFACE 3: RESIDENTIAL TO INDUSTRIAL 3 ZONE



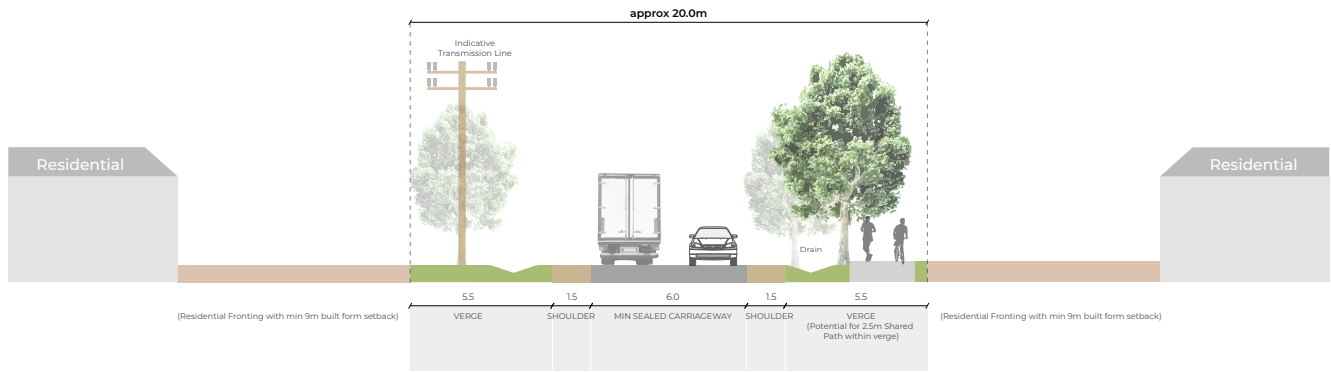
INTERFACE 4 - RESIDENTIAL TO FARMING ZONE



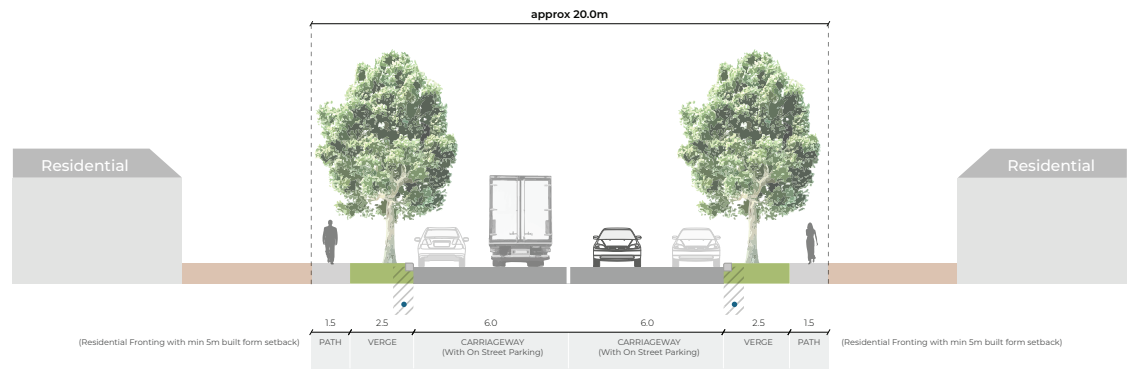
CROSS-SECTION A - Boulevard Road (25m)



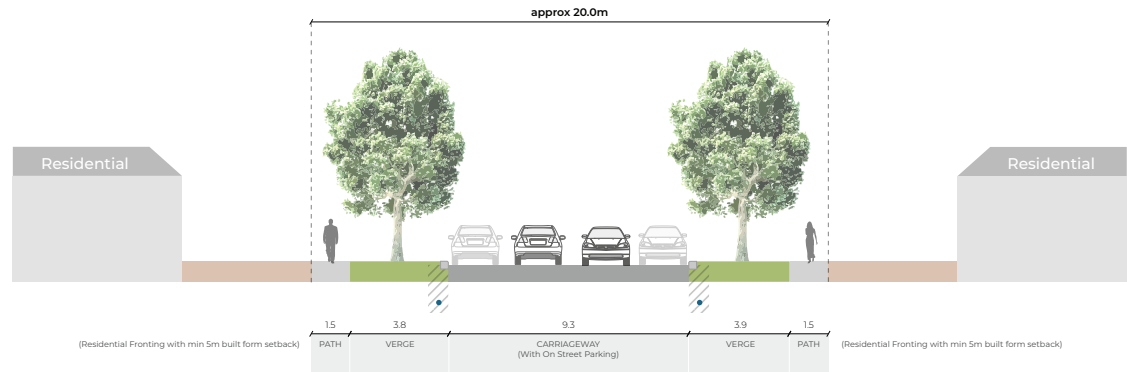
CROSS-SECTION B - Green Street Corridor (20m), Watsons Lane south



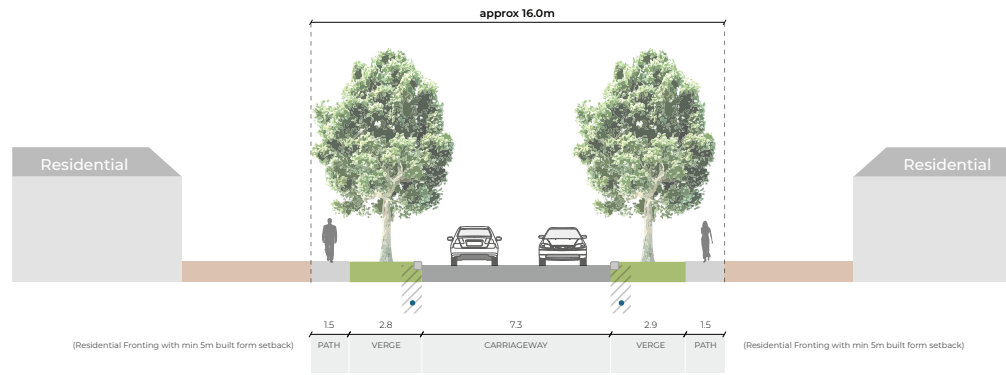
CROSS-SECTION C - RURAL ACCESS ROAD (20m)



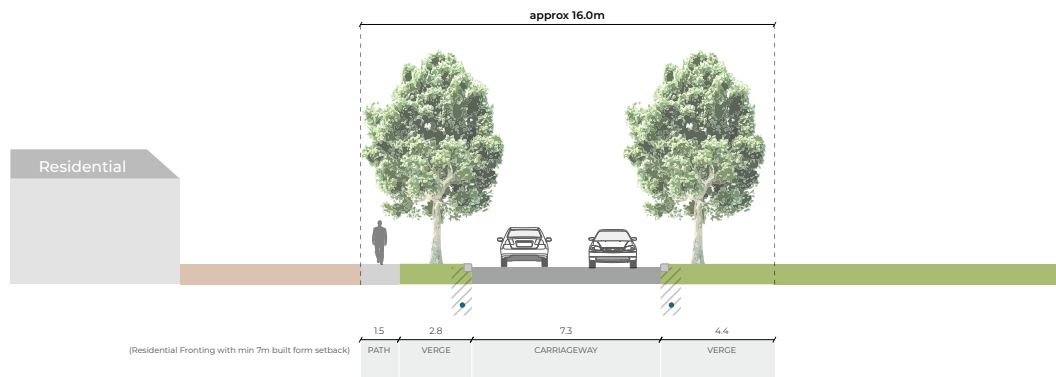
CROSS-SECTION D - CONNECTOR ROAD (20m)



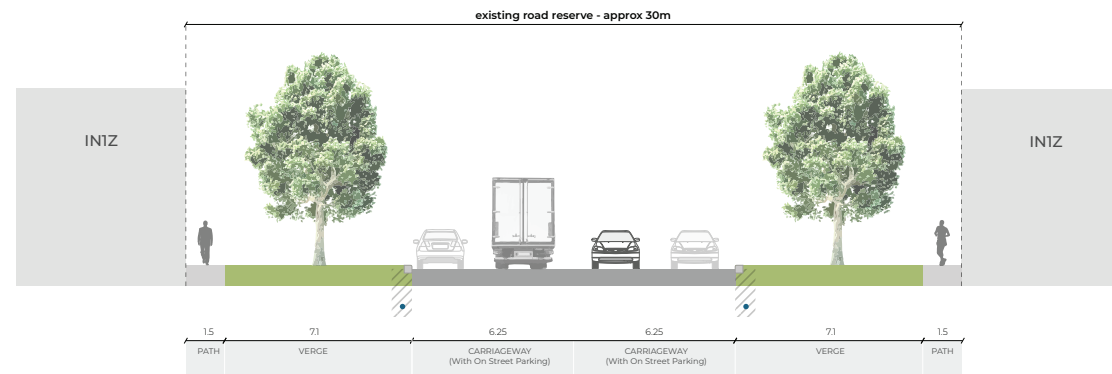
CROSS-SECTION E - KEY ACCESS ROAD (20m)



CROSS-SECTION F - LOCAL ROAD (16m)



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



CROSS-SECTION H - INDUSTRIAL ROAD (30m)

Draft Horsham South Structure Plan

September 2024

Prepared by Mesh on behalf of Horsham Rural City Council



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