

21.02 SETTLEMENT29/11/2018
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There are strong relationships and interdependencies between settlements within the municipality and with settlements in the region. Smaller settlements often rely on larger settlements for higher order health and education services and major shopping needs. The availability of services and facilities has implications for the liveability of smaller towns and their potential to attract new people.

Horsham is located on the Western Highway and is the main urban centre for the municipality, the Wimmera Southern Mallee region and adjoining areas. It provides a wide range of retail, government, community, industrial and agribusiness services.

Natimuk is the municipality's second largest urban centre. Although Natimuk is still a relatively small community, it provides a range of services and is located within an easy commuting distance to Horsham. The development of a range of housing types in Natimuk will assist in achieving a sustainable population in the town and will in turn support the range of services available.

A number of smaller settlements are established throughout the municipality. While it is recognised that most smaller settlements provide lower service levels than larger settlements, residents continue to be attracted to these localities as an alternative to living in Horsham, by affordable property prices or rental opportunities, and by natural attractions such as nearby parks or lakes. The highway location of several towns may also attract businesses or persons employed in the transport industry.

The identification of suitable locations for the establishment of low density residential and rural living developments adjoining existing settlements may assist in the sustainability of those settlements.

Figure 21.02-1A Settlement Pattern



21.02-1 Horsham framework for managing growth

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

Short to medium term urban growth opportunities for Horsham should be focused in the following areas:

- Town Centre (Horsham Central Activity District (CAD)),
- Existing Urban Area (outside of CAD),
- Strategic Infill Sites
- Regeneration and growth areas to the north and west of Horsham.

Objectives and Strategies

Objective 1 To encourage development which celebrates and capitalises on Horsham’s location, unique character, and “sense of place”.

Strategy 1.1 Ensure new development is in accordance with the Horsham Framework Plan.

Strategy 1.2 Encourage retail and business activities within the Horsham CAD.

Strategy 1.3 Encourage compact urban forms and infrastructure.

- Strategy 1.4 Encourage the development of strategic infill sites identified in the Horsham CAD Strategy and existing residential land which is yet to be developed.
- Strategy 1.5 Protect sites of cultural significance.
- Strategy 1.6 Support long term urban growth opportunities to the north and west of Horsham, as identified in Figure 21.02-1B, subject to future housing needs.
- Strategy 1.7 Create new open spaces to Horsham’s north and west sequential with future growth opportunities.
- Objective 2 To ensure that new development, including subdivision, delivers improved sight lines; local legibility; and connection to, and extension of, Horsham’s established grid based road network.**
- Strategy 2.1 Improve connectivity between the Horsham CAD and surrounding urban area.
- Strategy 2.2 Ensure new residential subdivision contributes to the connectivity of the municipality’s street network. Minimise the provision of cul-de-sacs to circumstances where no other option is achievable.
- Strategy 2.3 Encourage compact urban forms and infrastructure.
- Objective 3 To maximise opportunities for growth within Horsham CAD and Horsham’s urban area.**
- Strategy 3.1 Ensure that the staging of residential development occurs in a logical and efficient fashion with concurrent staged augmentation of infrastructure.
- Strategy 3.2 Encourage the integrated planning of new development to incorporate access to community facilities, open space and recreation opportunities.
- Strategy 3.3 Provide infrastructure to support sustainable transport modes within the established urban area, including public transport facilities, end of trip facilities, and infrastructure to support walking and cycling.
- Strategy 3.4 Ensure a range of lots sizes within new subdivisions to provide for dwellings of a variety of sizes.
- Strategy 3.5 Ensure new subdivisions incorporate best practice design in relation to walkable neighbourhoods, water sensitive urban design, energy efficiency and sustainability.
- Strategy 3.6 Create new linkages across the Wimmera River to improve connectivity between Horsham and communities to the south.
- Objective 4 To develop Horsham’s strategic infill sites, as identified on the Horsham Framework Plan.**
- Strategy 4.1 Ensure that appropriate remediation investigations and procedures are undertaken as part the development of strategic infill sites for residential purposes, where the potential for contamination exists.
- Strategy 4.2 Encourage opportunities for mixed use development.
- Objective 5 To identify opportunities for sustainable future growth outside of the Horsham urban area.**
- Strategy 5.1 Ensure that future urban development occurs in a logical sequence determined by demonstrated demand, infrastructure connectivity and availability of supporting services.
- Strategy 5.2 Ensure that the staging of residential development occurs in a logical and efficient fashion, with concurrent augmentation of infrastructure.
- Strategy 5.3 Provide a range of lots sizes within new subdivisions to cater for variety of dwelling types and sizes.
- Objective 6 To ensure that new development is located to avoid bushfire and flooding risks.**

- Strategy 6.1 Ensure that the development of land in the floodplain of the Wimmera River and Burnt Creek is designed and constructed to respond to the risks associated with flooding and inundation.
- Strategy 6.2 Ensure new development, including subdivision, provides design solutions that respond to risks associated with bushfire.
- Objective 7 To protect areas of environmental, cultural and agricultural significance from urban development.**
- Strategy 7.1 Protect sites of cultural significance.

Implementation

Apply the Development Plan Overlay Schedule 3 to land on the south side of the Wimmera River to ensure residential development is not located on the floodplain, does not compromise the buffer to the waste water treatment facility, is appropriately drained and contributes to open space and public access along the waterway.

Apply the Commercial 2 Zone to a number of highway locations to allow bulky goods and manufacturing industries where such activities are already established.

Apply the Commercial Development Policy in Clause 22.01 to encourage well planned commercial development.

Apply the Design and Development Overlay around the Horsham rifle range and sewerage treatment plant to minimise land use conflict in the vicinity of these facilities.

Further Strategic Work

Prepare detailed plans to guide redevelopment of strategic infill sites.

Prepare a structure plan for Horsham South.

Enhance the showgrounds as an additional community recreation area along the river.

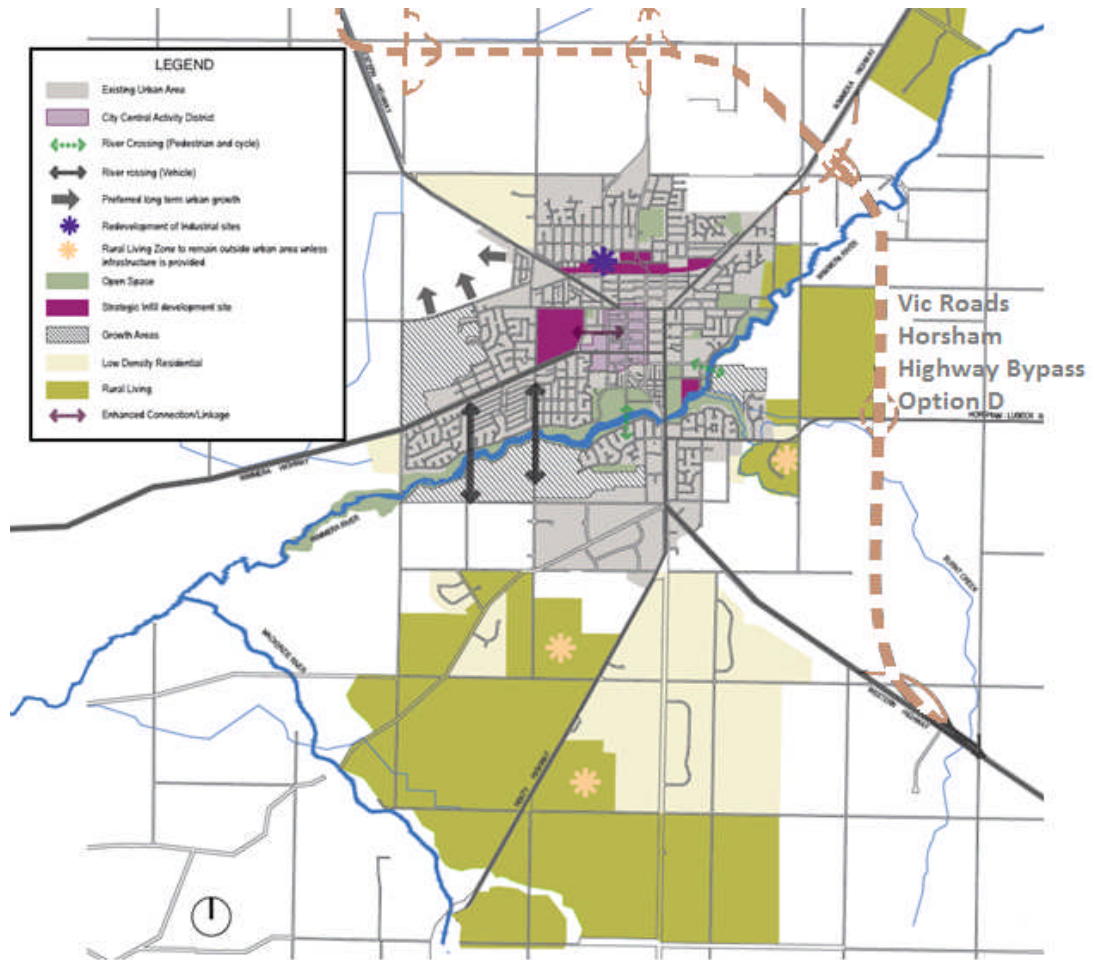
Prepare design guidelines for town entrances for inclusion in the Commercial Development Policy at Clause 22.01.

Investigate opportunities for accommodation near the golf course and develop a strategy to support it so that it does not compromise the amenity of the area but assists in the attraction of tourists.

Reference Document

Horsham Framework for Managing Growth, Meinhardt Pty Ltd, 2013

Figure 21.02-1B: Horsham Framework Plan



21.02-2 Horsham Central Activity District

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The CAD provides shopping, entertainment, business, civic and community services to Horsham and the wider Wimmera region.

The Wimmera is one of Victoria’s most important agricultural regions. Over the last decades, the Wimmera’s rural hinterland has experienced population decline associated with consolidation of rural land holdings, introduction of mechanised agricultural practices, and a rationalisation of the delivery of government and private sector services.

Horsham has maintained a strong regional role over many years and this has added to its vibrancy and economic prosperity relative to other smaller townships in the region. The Horsham CAD will continue to develop as the regional centre serving the Wimmera, providing a range of shopping, entertainment, business, civic, recreational and cultural facilities and services to residents and visitors.

The future development of the Horsham CAD should occur in a manner which supports the continued viability of existing businesses in the CAD, while also acknowledging opportunities to improve the level of services to the region. The Horsham CAD aims to be a desirable place to visit, and a place to shop, invest, work and live. A genuine mix of activities will be provided which acknowledges the history and story of Horsham.

Objectives and Strategies

Objective 1 To reinforce Horsham CAD as the regional centre serving the Wimmera and Southern Mallee region.

- Strategy 1.1 Encourage the attraction of businesses and developments that serve the Wimmera region and beyond.
- Objective 2 To maintain a compact and integrated CAD.**
- Strategy 2.1 Encourage the redevelopment of the existing Coles Supermarket and 54-56 McLachlan Street in a manner that results in a greater efficiency of land use and improved urban design outcomes. Identify these sites as the preferred location for major activity generating land uses.
- Strategy 2.2 Encourage, where appropriate, a greater intensity of development in the central part of the CAD bounded by Baillie Street to the north, Firebrace Street to the east, Darlot Street to the west and Wilson Street to the south (refer Figure 21.02-1C). New development in this location should improve urban design outcomes and have regard for any historical buildings that contribute to the character of the CAD. Opportunities for mixed-use development, possibly containing residential and/or short-term/visitor accommodation above the ground floor is encouraged.
- Strategy 2.3 Encourage a mix of uses on the Commercial 1 Zone land located to the south-west of the intersection of Wilson Street and Darlot Street. These uses may include office, commercial accommodation, education or health-related uses. The potential for an extension of Hamilton Street to the west, through the Commercial 1 Zone land and connecting to Wilson Street in the north should be investigated as an opportunity to provide a greater scale of development in this location.
- Strategy 2.4 Discourage large-scale traditional retail development (supermarkets, discount department stores or conventional speciality retailing) on Commercial 1 Zone land to the south-west of the intersection of Wilson Street and Darlot Street to avoid a further dilution of retail activities in the Horsham CAD. These types of development should be encouraged to develop in locations described in Strategy 2.2 above.
- Strategy 2.5 Direct commercial development to locate in the existing commercial zones.
- Strategy 2.6 Encourage the existing Coles supermarket site and 54-56 McLachlan Street sites as the preferred locations for an additional anchor tenant (in addition to the Coles supermarket), subject to the provision of strong linkages to Firebrace Street to improve activity in this part of the CBD.
- Strategy 2.7 Encourage the redevelopment of under-utilised sites throughout the entire CAD including through consolidation of smaller sites.
- Strategy 2.9 Encourage highway-based retailing and restricted retailing to locate in the Commercial 2 Zone land along Dimboola Road and Stawell Road, and discourage conventional retailing or office uses that are better suited to a CAD location.
- Objective 3 To support the on-going growth and development of the retail and commercial sector in the Horsham CAD.**
- Strategy 3.1 Improve the presentation of retail and commercial buildings through appropriate redevelopment and refurbishment.
- Strategy 3.2 Ensure that retail and commercial land supply meets demand for growth.
- Objective 4 To support Firebrace Street as the traditional ‘main-street’ in Horsham.**
- Strategy 4.1 Encourage improvements to the streetscape, amenity and public realm which meet best practise urban design outcomes.
- Objective 5 To support medium-density residential development within, or immediately adjacent to, the Horsham CAD.**
- Strategy 5.1 Support proposals for mixed-use development in the CAD, consisting of residential or accommodation uses above ground floor and an increase in residential density in surrounding areas.

- Strategy 5.2 Facilitate the provision of a wide range of housing types and opportunities, including medium density housing in areas close to the CAD.
- Objective 6 To promote the on-going development of community and social infrastructure.**
- Strategy 6.1 Encourage a mix of community and social infrastructure development in the Horsham CAD.
- Objective 7 To support the continued use of land zoned Commercial 2 to the south-east of the CAD as a light industrial/business location.**
- Strategy 7.1 Support the continued development of this area as a light industrial/business location for service-related businesses not suited to the CAD and which do not impact adversely on the amenity of surrounding areas.
- Objective 8 To establish an ‘entertainment’ precinct in the Horsham CAD.**
- Strategy 8.1 Support a preferred location for an ‘entertainment’ precinct in the Horsham CAD.
- Strategy 8.2 Encourage a theme for the ‘entertainment’ precinct which will be implemented through a streetscaping program.
- Strategy 8.3 Encourage the attraction of appropriate businesses and land uses to the ‘entertainment’ precinct.
- Objective 9 To protect and enhance connections to the west of the existing CAD to allow for future expansion of the CAD once conditions for expansion are achieved.**
- Strategy 9.1 Maintain and enhance east/west connectivity between the existing CAD and the surrounding areas including the Horsham Racecourse.
- Objective 10 To protect and enhance connections south of the existing CAD to maintain and enhance links to the Wimmera River and the Botanical Gardens.**
- Strategy 10.1 Maintain and enhance north/south connectivity between the existing CAD and the Wimmera River and Botanical Gardens.
- Objective 11 To encourage highway based retailing and restricted retailing to locate outside of the Horsham CAD, along Dimboola Road and/or Stawell Road.**
- Strategy 11.1 Support limited commercial development in designated highway locations in the regional centre, where that development is not suited to the role and function of the CAD.
- Strategy 11.2 Ensure all development fronting Horsham’s highway entrances is well designed and contributes to a well presented entry to the city.
- Strategy 11.3 Encourage bulky goods and restricted retailing to locate in the Commercial 2 Zone land along Dimboola Road, and discourage conventional retailing or office uses that would be better suited to a CAD location.

Implementation

Apply the commercial zones to land fronting the eastern side of Urquhart Street to encourage mixed-use development.

Apply the Commercial 1 Zone to land at 124 Wilson Street.

Apply the Commercial 1 Zone to commercial area in the CAD to ensure a wide range of retail activities can continue to establish within the regional centre.

Apply the Commercial 1 Zone to the existing office area located along Baillie Street.

Apply the Commercial 2 Zone to land to the south east of the CAD to encourage a mix of light industrial and office activity.

Apply the Commercial Development Policy in Clause 22.01 to encourage well planned commercial development.

Further Strategic Work

Identify opportunities to enhance the commercial, cultural and administrative facilities and amenities in the CAD, consistent with its important role as a regional service centre.

Develop a community and social infrastructure plan that identifies the future requirements for Horsham and identifies the potential role the CAD can perform in providing a location for these facilities and services.

Develop an open space strategy that identifies Council's role in the provision of open space within the CAD.

Investigate opportunities for relocation of industrial activity (including the Council depot) that is presently located adjacent to the CAD and redevelopment of this area for medium density housing.

Preparing a retail strategy for Horsham to ensure Horsham's retail areas continue to function effectively and meet the needs of the residents and visitors to Horsham and surrounding districts.

Maintain a database of potential development and redevelopment sites in the Horsham CAD, and work with the property owners and developers to ensure land is released for appropriate development.

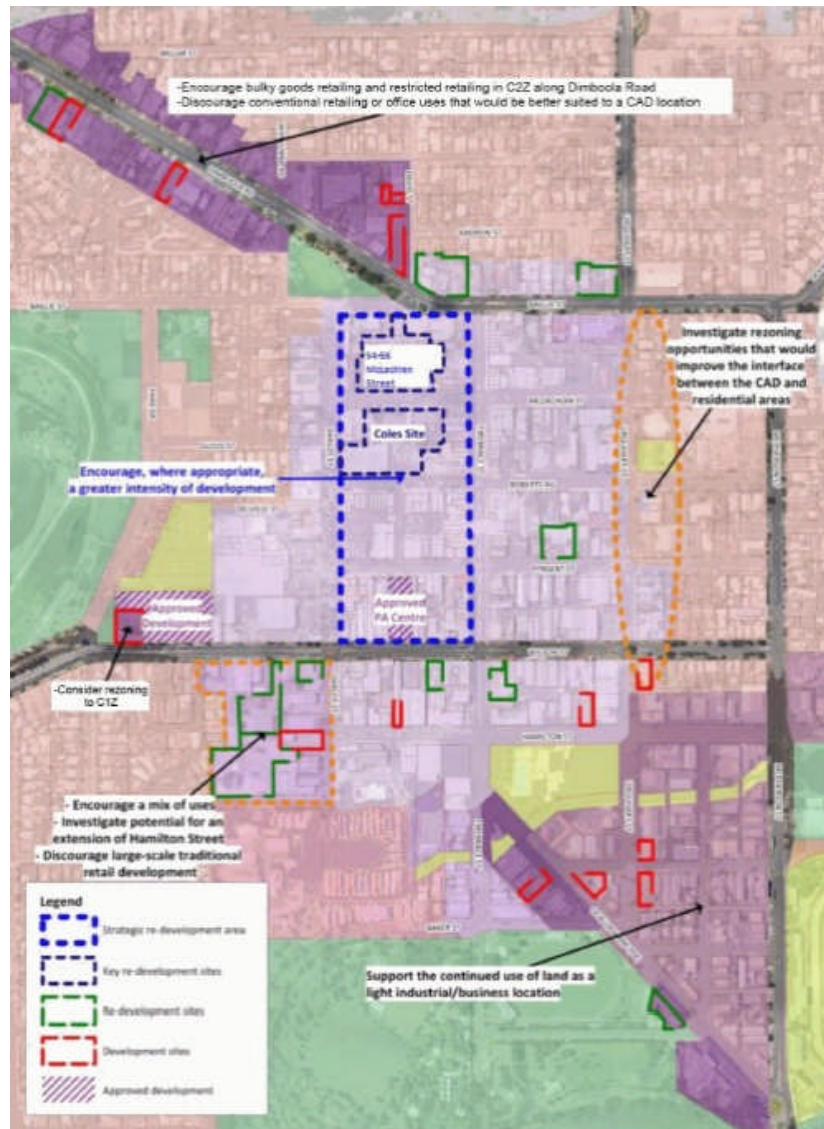
Prepare an urban design framework for the Horsham CAD which meets best practice principles in urban design, and which has regard to the recommendations and discussion provided in the CAD Strategy.

Prepare structure plans to guide the future long term expansion of the CAD.

Reference Documents

Central Activity District Strategy, Horsham Rural City Council, 2013

Figure 21.02-1C: Central Activity District Strategy



21.02-3 Horsham North Urban Design Framework

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Horsham North is a significantly disadvantaged area, with a pronounced shortage of community services, economic activity and educational opportunities. The Horsham North community is isolated and affected by a range of significant social problems.

Horsham North is physically separated from the remainder of Horsham, and the town centre, by the railway corridor and adjoining industrial land uses, which form a physical barrier and constraint to movement and access. Horsham North is also perceived as separate or outside from the rest of Horsham. Re-integrating the urban areas on each side of the railway is a key outcome for the area. The Horsham North Urban Design Framework provides direction for the future use and development of land in the area.

Objectives and Strategies

Objective 1 To re-integrate Horsham North with wider Horsham and reduce the barrier created by the railway line.

- Strategy 1.1 Improve existing pedestrian/cycle connections across the railway.
- Strategy 1.2 Provide new pedestrian connections across the railway.
- Strategy 1.3 Facilitate redevelopment of underutilised sites.

Objective 2 To improve the urban environment and safety in the public realm in Horsham North.

- Strategy 2.1 Improve the accessibility, safety and edge conditions of Dudley Cornell Reserve.
- Strategy 2.2 Facilitate infill development on prominent, underutilised sites.
- Strategy 2.3 Improve edge conditions to planned landscape/recreation corridor [CMI reserve].
- Strategy 2.4 Create active edges to streets and open spaces and increase activity on local streets.
- Strategy 2.4 Improve streetscapes.

Objective 3 To improve accessibility throughout Horsham North.

- Strategy 3.1 Provide key routes for pedestrian and bicycle movement, and enhance the amenity, safety and appearance of these routes.
- Strategy 3.2 Provide bicycle lanes on local streets.
- Strategy 3.3 Improve public transport connections to Horsham CBD and community facilities.

Objective 4 To create a community focus for Horsham North.

- Strategy 4.1 Support a Children's/Community Hub development close to Dudley Cornell Reserve, comprising primary school, care services, Municipal Child Health and associated uses, as a focus for the Horsham North community.
- Strategy 4.2 Encourage high-quality, contemporary youth focussed facilities in Horsham North.

Objective 5 To provide a social, cultural, and recreational focus for the rail corridor.

- Strategy 5.1 Facilitate the establishment of multiple uses in the current rail corridor.
- Strategy 5.2 Facilitate an off-road pedestrian and cycle path through the rail corridor.
- Strategy 5.3 Support the redevelopment of vacant and underutilised land in the rail corridor for a range of social, cultural, and recreational uses.
- Strategy 5.4 Support the re-integration and urban renewal of Horsham North through the redevelopment of the rail corridor.

Objective 6 To generate economic activity in Horsham North.

- Strategy 6.1 Facilitate a mixed use commercial and residential area north of Dudley Cornell Reserve.
- Strategy 6.2 Support opportunities for retail to support the function of the redeveloped rail corridor.
- Strategy 6.3 Support the rezoning and redevelopment of current and former industrial areas within the urban area of Horsham North, especially along the railway corridor.
- Strategy 6.4 Facilitate new infill residential development within the urban area of Horsham North.

Objective 7 To improve health and recreation opportunities in Horsham North.

- Strategy 7.1 Facilitate new health facilities and services to locate in Horsham North.
- Strategy 7.2 Facilitate increase opportunities for active and passive recreation.
- Strategy 7.3 Support a comprehensive bicycle network for Horsham North.

Implementation

- Apply the Public Use Zone to land required for public facilities.
- Apply the Public Park and Recreation Zone to land identified for public open space.

Apply the General Residential Zone to land identified for residential development.

Apply the Mixed Use Zone or the Commercial 1 Zone to facilitate commercial development in identified locations.

Apply the Development Plan Overlay or the Design and Development Overlay to sites requiring specific design and development outcomes.

Further Strategic Work

Review the Horsham North Urban Design Framework, 2013.

Reference Documents

Horsham North Urban Design Framework, SJB Urban Pty Ltd, 2013

21.02-4 Horsham Rail Corridor

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A future realignment of the passenger and freight rail services line to the north of Horsham could create significant urban regeneration opportunities within Horsham, including improved connection between areas currently bisected by the current railway corridor.

This opportunity needs to be assessed against the further objective of returning regular passenger rail services to Horsham (and further west), and its related consideration of the preferred location for a new rail corridor and a passenger railway station.

A key limitation of developing the area for urban uses is potential land contamination resulting from prolonged industrial land uses in the area.

Objectives and Strategies

Objective 1 To plan for and facilitate the redevelopment of the Horsham Rail Corridor.

Strategy 1.1 Facilitate the relocation of industrial uses away from the rail corridor in Horsham North.

Strategy 1.2 Facilitate improved transport connections (road, bicycle, pedestrian) across the rail corridor.

Strategy 1.3 Facilitate the beautification of the Horsham Rail corridor.

Scheme Implementation

Apply the General Residential Zone to land suitable for residential development.

Apply the Public Park and Recreation Zone to land suitable for open space and recreational development.

Apply the Public Use Zone to land identified for public uses.

Apply the Environmental Audit Overlay to land with a known history of potentially contaminating activities.

Further Strategic Work

Prepare a Master Plan for the redevelopment of the Horsham Rail Corridor.

Investigate options for new development in the rail corridor in Horsham North, including adjacent industrial land, taking into account the potential for staged development, inclusive of any future relocation of the Melbourne Adelaide Ralline.

Liaise with VicRoads and the Australian Rail Track Corporation on the potential for concurrent implementation of the rail and highway bypasses to reduce the costs of both.

21.02-5

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Natimuk

Natimuk is Horsham Rural City Council’s second largest town. There is a limited supply of land available for residential development in Natimuk, however demand for housing in the town remains constant. Increasing the availability of land at a range of lots sizes will assist in attracting more people to the town, reverse the decline in population and improve the sustainability of services provided in the town.

The Natimuk Creek forms an attractive landscape feature skirting the northern fringe of the township, but its floodplain imposes some restriction on urban development. The Natimuk Flood Investigation provides flood intelligence for the town and provides guidance for the application of the Land Subject to Inundation Overlay and Floodway Overlay.

The township benefits from the influx of visitors to Mount Arapiles-Tooan State Park, which is regarded as a world class rock climbing destination. It is estimated that the area attracts more than 70,000 tourists each year. The influx of visitors has supported some local businesses and encouraged the establishment of tourist accommodation and other services, as well as attracting additional permanent residents to the township. It is anticipated that there will be further growth in tourist facilities, including accommodation, to service Mount Arapiles. These facilities are best located within Natimuk to provide continued economic support to the township and enable the treatment of effluent in an appropriate manner.

Objectives and Strategies

Objective 1 To promote residential development, at a range of lot sizes, to attract additional residents to the town.

Strategy 1.1 Facilitate the development of land for a range of housing types and styles.

Strategy 1.2 Support the development of rural living and low density lifestyle developments that are contiguous with the township, in appropriate locations.

Strategy 1.3 Support the rezoning of land to the Township, Low Density Residential, and Rural Living zones, where appropriate.

Strategy 1.5 Facilitate opportunities for infill development of existing Township Zone land.

Objective 2 To implement the recommendations from the Natimuk Flood Investigation.

Strategy 2.1 Support the introduction of the Land Subject to Inundation Overlay and Floodway Overlay to land identified in the Natimuk Flood Investigation as being affected by inundation and flooding.

Objective 3 To encourage continued economic development in Natimuk.

Strategy 3.1 Facilitate tourist related development associated with the Mount Arapiles-Tooan State Park in Natimuk.

Strategy 3.2 Support home based businesses in Natimuk.

Implementation

Apply the Township Zone to Natimuk to allow additional residential development, and to permit the establishment of a wide range of other land uses, encouraging the provision of local employment opportunities.

Apply the Natimuk Township policy at Clause 22.07 to encourage the establishment of tourist services including accommodation within the township in a manner that recognises the historical character of the central area of Natimuk.

Further Strategic Work

Prepare an Urban Design Framework and Strategy Plan for Natimuk.

Define a township boundary around Natimuk to confine future residential development.

21.02-6 Smaller Towns

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The municipality contains a number of small settlements, such as Dadswells Bridge, Pimpinio, Jung, Mitre, Clear Lake, Toolondo, and Noradjuha. These small towns are experiencing population decline and loss of services and infrastructure. Council believes that these settlements have potential and can offer a lot to residents and visitors. These smaller settlements will benefit from land for lifestyle living being made available in these towns where social and physical infrastructure can be efficiently provided.

Objectives and Strategies

Objective 1 To promote development in existing small towns

Strategy 1.1 Direct rural lifestyle development to existing small towns to support population and service provision.

Strategy 1.2 Support home based businesses.

Scheme Implementation

Apply the Township Zone to most of the small settlements to allow additional residential development, and to permit the establishment of a wide range of other land uses, encouraging the provision of local employment opportunities.

Further Strategic Work

Prepare framework plans for small towns to assist in identifying opportunities for development.

21.02-7 Low Density Residential

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Low density residential development is a popular housing option in Horsham. Large areas of Rural Living Zone land are available in Horsham and at Haven. Development of these areas should proceed in a logical sequence determined by demonstrated demand, infrastructure connectivity and availability of supporting services.

The Low Density Residential Zone also provides an opportunity for smaller settlements to offer a range of residential lot sizes. Opportunities for Low Density Residential development in existing smaller settlements can cater for diversity and style of housing choice not currently available. This in turn will support the sustainability and liveability of the towns.

All Low Density Residential Zone land is contained with the Development Plan Overlay Schedule 1 Low Density Residential Development Plan.

Objectives and Strategies

Objective 1 To facilitate Low Density Residential development in strategic locations.

Strategy 1.1 Prevent the rezoning of isolated areas of rural land for Low Density Residential purposes.

Strategy 1.2 Direct Low Density Residential to areas where it will: -

- Benefit existing settlements by attracting new residents
- Recognise existing land use and subdivision patterns
- Minimise environmental risk and protect environmental assets
- Not compromise long-term growth of settlements
- Limit the impact on agricultural uses and industry

- Not compromise residential infill policy in existing settlements.

Objective 2 To provide guidance for new Low Density Residential development.

Strategy 2.1 Prepare Development Plans for land in the Low Density Residential Zone to guide future development.

Scheme Implementation

Apply the Low Density Residential Zone to areas identified as being suitable for low density residential development.

Apply the Development Plan Overlay to areas of undeveloped Low Density Residential areas to ensure this form of development takes place in a coordinated manner.

Further Strategic Work

Prepare a Structure Plan for Haven.

Prepare a Development Plan Overlay schedule for each Low Density Residential area that recognises the unique characteristics of the area.

21.02-8

Rural Living

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The largest areas of the Rural Living Zone are close to Horsham, with Haven being the most extensive. Other rural living areas are also located in close proximity to Horsham, including areas of Farming Zone land that have been allowed to develop to a rural living standard.

Haven is an area located to the south of Horsham. The area was once a separately identifiable settlement; however growth of the area, combined with the expansion of Horsham southwards, has meant that Haven and Horsham have merged. Haven now functions as an outer suburb of Horsham. Much of Haven is yet to develop to its full potential, and as such, consideration of future demand for infrastructure and services is required. Issues such as the low lying topography, drainage, waste water disposal, street connectivity, open space, and community services need to be addressed to ensure that Haven develops into well functioning rural living area.

The Riverside area is a former irrigation area where existing small agricultural holdings have been allowed to develop to rural living standard, yet remain in the Farming Zone. With the proliferation of dwellings well advanced in this area, recognition of its rural living nature requires recognition to protect residential uses from the impacts of incompatible farming activities. Infrastructure requirements, and the effects of flooding also need to be addressed for this area.

Quantong is another former irrigation area that has been allowed to develop to a rural living standard. The land is partially rezoned to Rural Living, with the remaining land being in the Farming Zone. With much of the Farming Zone land in Quantong being unsuitable for agriculture, recognition of this area as a rural living area will assist in its planned and coordinated development. It is further recognised that some land in Quantong is affected by flooding. Further strategic work is required to better understand the floodplain in Quantong to ensure that future development can respond to the risks associated with flooding.

Rural living offers the opportunity for lifestyle living in a rural environment, however if left un-checked, can lead to the sprawl of dwellings across farming and rural areas. This form of development can also lead to conflicts between residential and agricultural uses and can also lead to increased exposure to environmental risks. This form of development can be an inefficient use of agricultural land, as is evidenced by areas where rural living has been allowed to proliferate, resulting in the decline of agricultural production. Conversely, when located in close proximity to existing townships where investment in physical and community infrastructure and services has occurred, rural living development can provide benefits in the form of sustaining population and service provision.

The ongoing use of land for agriculture, the right to farm, and the avoidance of land use conflict are the overriding principles for determining the suitability of land for rural living.

Objectives and Strategies

- Objective 1** **To ensure that rural living developments do not reduce the ability of the land and nearby land to be used for agriculture.**
- Strategy 1.1 Planning Permit applications for rural living will demonstrate how the dwelling responds to amenity impacts created by agricultural practices.
- Objective 2** **To facilitate rural living development at strategic locations**
- Strategy 2.1 Prevent the rezoning of isolated areas of rural land for rural living residential purposes.
- Strategy 2.2 Direct rural residential development to areas adjoining existing settlements or where there is an existing identifiable community.
- Strategy 2.3 Minimise exposure of rural living development to environmental hazards.
- Strategy 2.4 Protect regionally significant agricultural assets.
- Strategy 2.5 Support existing rural living settlements.
- Strategy 2.6 Facilitate the best use of existing infrastructure and services.
- Objective 3** **To ensure the Rural Living Zone area of Haven develops in a coordinated manner.**
- Strategy 3.1 Encourage the preparation of development plans for the whole of the particular Rural Living area of Haven to provide guidance to the community and developers.
- Objective 4** **To ensure existing rural living areas are planned settlements.**
- Strategy 4.1 Provide for rural living in locations where it will not compromise agricultural use, urban settlement, economic or environmental policy objectives.
- Strategy 4.2 Ensure that areas developed to a rural living standard are protected from incompatible land uses.
- Strategy 4.3 Prepare a Development Plan Overlay schedule for each Rural Living area that recognises the unique characteristics of the area.
- Strategy 4.4 Prepare Development Plans for the whole of the particular Rural Living area to provide guidance to the community and developers.

Scheme Implementation

Apply the Rural Living Zone to areas identified as being suitable for rural living development.

Apply the Development Plan Overlay to areas of undeveloped Rural Living areas to ensure this form of development takes place in a coordinated manner.

Further Strategic Work

Undertake further investigation of the Wimmera River floodplain in Quantong to provide direction to future development.

Prepare a Structure Plan for Haven.