

21.09 TRANSPORT

29/11/2018
C75

21.09-1 Cycling Networks

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Council aims to make Horsham and the surrounding communities a more cycling friendly environment that caters for all types of cyclist. The following objectives and strategies will guide the development of cycling infrastructure and facilities.

Objectives and Strategies

- Objective 1 To provide an infrastructure network that caters for all levels of cyclist.**
- Strategy 1.1 Promote and encourage safe bicycle use as sustainable alternate mode of transport, including provision of bicycle parking and end of trip facilities.
- Strategy 1.2 Require all developments, especially new residential subdivisions, include provision for active transport (i.e. cycling and pedestrian movement) as a priority for transport.
- Strategy 1.3 Provide off road bicycle/walking paths through industrial areas that link to residential areas and recreational facilities.
- Strategy 1.4 Provide off road bicycle/walking paths in highway locations, or where heavy vehicle use dominates road use.
- Strategy 1.5 Require that the Safer Routes to School initiative is taken into account when new residential subdivisions are established.
- Objective 2 To improve the connectivity of the existing cycle network between residential areas and central amenities, schools, recreational facilities and transport.**
- Strategy 2.1 Maintain and extend the network of bike and walking tracks within Horsham to provide for recreational and commuter cycling.
- Strategy 2.2 Support the creation of a Horsham to Natimuk bicycle trail connection.
- Strategy 2.3 Require all new developments, especially new residential subdivision, provide connection to nearby cycle pathways & make provision for active open space in the public open space allocation.
- Objective 3 To improve safety of the bicycle path network, thereby encouraging more people to cycle.**
- Strategy 3.1 Provide supporting infrastructure for cycling – e.g. seats, signage, water, lighting, shade, end of trip facilities.
- Strategy 3.2 Support the creation of on-road training routes and provide suitable shoulders for cyclists to use.
- Objective 4 To consider future bicycle path network requirements and maintenance costs.**
- Strategy 4.1 Require developer contributions for bicycle infrastructure provision where appropriate.

Reference Document

Horsham Municipal Bicycle and Shared Path Plan 2012-16

21.09-2 Horsham Western Highway Bypass

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C75

VicRoads have proposed a Western Highway Bypass for Horsham. Council will continue to support the Horsham Bypass implementation. The Bypass could improve the amenity and function of the central commercial area and improve opportunities for industrial activity in Horsham.

Objectives and Strategies

- Objective 1 To provide amenity benefits to Horsham residents.**
- Strategy 1.1 The preferred bypass alignment should reduce the extent of disconnection of residences from the communities in which they belong and their access to Horsham, utilising culverts and bridge sections to provide for the passage vehicles.
- Strategy 1.2 The preferred bypass alignment should have minimal impact on residences and farms.
- Strategy 1.3 Minimise the dissection of farm paddocks and properties.
- Strategy 1.4 Minimise the blocking of local roads.
- Strategy 1.5 Minimise the impact of diversion of farm machinery onto more frequently travelled roads.
- Strategy 1.6 Provide treatments which minimise the visual and noise impacts of the highway.
- Objective 2 To provide connection to the Wimmera Highway and the Henty Highway.**
- Strategy 2.1 Create a practical connection to the Wimmera Highway and the Henty Highway.
- Strategy 2.2 Upgrade local roads to provide for interconnections.
- Objective 3 To manage the impact of the bypass on floodplains.**
- Strategy 3.1 Ensure construction of the bypass allows for the storage and/or passage of flood water as necessary.
- Strategy 3.2 Reduce existing flood problems, where possible.
- Objective 4 To ensure the highway bypass does not impact adversely of the Horsham Airport.**
- Strategy 4.1 Protect the current and future development and operation of the Horsham Aerodrome from impacts of the Western Highway Bypass.
- Strategy 4.2 Protect future extension of the East West and North South runways of the Horsham Airport.
- Strategy 4.3 Ensure sufficient clearance for future runway extensions and air traffic.
- Strategy 4.4 Maintain access to the Horsham Airport via local roads.
- Strategy 4.5 Provide access routes from the Western Highway bypass to the Horsham Airport.

Further Strategic Work

Active involvement in the development of options for the Horsham Bypass and ensure sufficient assessment of impacts is undertaken prior to selection of the preferred option.

21.09-3 Horsham Airport

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C75

The Horsham Airfield is a regional facility, located a short distance north of the city, providing a range of aerodrome services to the region. The opportunity exists to develop land adjacent the Horsham Aerodrome for airport related industries and other business that will benefit from co-location with the airport.

Airspace security of the facility requires that height restrictions be imposed upon development in the regional centre and surrounding areas to ensure safe functioning of the airport.

The Horsham Aerodrome is located in close proximity to a proposed Western Highway Horsham Ring Road. The potential exists to provide direct access to the aerodrome from the bypass, with further potential arising from the possible inclusion of a rail corridor

collocated with the bypass. This potential access would assist in increasing import and export possibilities for the Wimmera region.

Objectives and Strategies

- Objective 1 To protect the air safety of Horsham Aerodrome.**
- Strategy 1.1 Avoid the intrusion of buildings and other structures into the air space of the Horsham Aerodrome.
- Strategy 1.2 Avoid allowing noise sensitive uses to become established within Australian Noise Exposure Forecast areas.
- Objective 2 To facilitate further development of the Horsham Aerodrome for airport uses.**
- Strategy 2.1 Maintain the operation of the Horsham Aerodrome for aviation and related services.
- Strategy 2.2 Provide land in the Horsham Aerodrome for passenger air services and related activities.
- Strategy 2.3 Upgrade the east/west and north/south runways to a standard that facilitates their use by emergency services aircraft.
- Strategy 2.4 Plan for the restructuring of the local road network resulting from the construction of the Horsham Highway bypass, and the extension of the runways.
- Strategy 2.5 Protect future expansion opportunities by preventing residential development in the surrounding area.
- Objective 3 To facilitate further development of land adjacent the Horsham Aerodrome for air service related industries or businesses that will benefit from co-location with the airport's operations.**
- Strategy 3.1 Support the establishment of regular public transport services on land adjacent the Horsham Aerodrome.
- Strategy 3.2 Provide land in the vicinity of the Horsham Airport that is suitable for development for aviation related business and industry.
- Strategy 3.3 Support the establishment of private and charter aircraft operators on land adjacent the Horsham Aerodrome.
- Strategy 3.4 Support the further development of flying training facilities at Horsham Airport.
- Strategy 3.5 Support further development of aviation related business and industries on land adjacent the Horsham Aerodrome.
- Strategy 3.6 Maintain the rural zoned land around the airfield to protect expansion opportunities.
- Strategy 3.6 Avoid allowing sensitive uses to establish in the vicinity of land identified for aviation related industry.

Scheme Implementation

Apply the Special Use Zone Schedule 2 Horsham Airport to land required for the Horsham Airport.

Apply the industrial zones to land surrounding the Horsham airport that is suitable for aviation related industries.

Apply the Design and Development Overlay around the Horsham Airfield to restrict development within the identified airspace.

Further Strategic Work

Prepare a Master Plan for the Horsham Aerodrome.

Prepare planning scheme controls that are commensurate with the changes to the configuration of the Horsham Aerodrome.

21.09-4 Roads

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The main road transport corridor in the region is the Western Highway, which connects Horsham, Stawell and Nhill with Melbourne (via Ballarat) and Adelaide. There are numerous other important road and rail corridors including the Henty Highway, which runs north–south through the region and provides access to the Port of Portland. The Wimmera Highway provides a regional east–west link.

Objectives and Strategies

Objective 1 To develop and maintain a network of roads and road corridors suitable for multiple forms of transport.

Strategy 1.1 Encourage road corridors to link developing areas to established areas, having proper regard for an appropriate hierarchy of roads, such as minor, access, collector, link.

Further Strategic Work

Prepare a transport plan that identifies priorities for development of transport corridors compatible with new developments, and ensuring appropriate links between relevant areas of the municipality.